



Metropolitan Transportation Commission

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

Meeting Agenda

Programming and Allocations Committee

Cindy Chavez, Chair Nate Miley, Vice Chair

Wednesday, January 10, 2024

9:45 AM

Board Room - 1st Floor

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

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

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

Attendee Link: <https://bayareametro.zoom.us/j/87480068461>

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

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

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

Roster

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

1. Call to Order / Roll Call / Confirm Quorum

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

2. Consent Calendar

- 2a.** [23-1455](#) Approval of the Programming and Allocations Committee Minutes of December 13, 2023 Meeting
- Action:** Committee Approval
- Attachments:** [2a 23-1455 12-13-2023 Prog&Allocations Draft Minutes.pdf](#)
-
- 2b.** [24-0076](#) MTC Resolution Nos. 4615 and 4585, Revised. Allocation of \$34.5 million in Regional Measure 3 (RM3) capital funds to San Francisco Municipal Transportation Agency (SFMTA) and Contra Costa Transportation Authority (CCTA).
- Action:** Commission Approval
- Presenter:** Julieth Ortiz
- Attachments:** [2b 24-0076 Summary Sheet MTC Resolutions 4615 and 4585 Allocations.](#)
 [2b 24-0076 Attachment A RM3 Capital Expenditure Plan Tracker.pdf](#)
 [2b 24-0076 Attachment B RM3 Allocation Project Summaries.pdf](#)
 [2b 24-0076 MTC Resolution 4585.pdf](#)
 [2b 24-0076 MTC Resolution 4615.pdf](#)
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- 2c.** [24-0077](#) Regional Measure 3 (RM3) Capital Programs: Semi-Annual Update
- Action:** Informational
- Presenter:** Julieth Ortiz
- Attachments:** [2c 24-0077 Summary Sheet RM3 Capital Update.pdf](#)
 [2c 24-0077 Attachment A RM3 Semi-Annual Report.pdf](#)
 [2c 24-0077 Attachment A Capital Expenditure Plan Tracker.pdf](#)
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- 2d.** [24-0078](#) Regional Measure 2 (RM2) Capital Programs: Semi-Annual Update
- Action:** Informational
- Presenter:** Anne Spevack

- Attachments:** [2d 24-0078 Summary Sheet RM2 Capital Update.pdf](#)
 [2d 24-0078 Attachment A RM2 Capital Update.pdf](#)
- 2e.** [24-0079](#) MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-25.
- Action:** Commission Approval
- Presenter:** John Saelee
- Attachments:** [2e 24 0079 Summary Sheet MTC Resolution 4545 TIP Amendment 2023](#)
 [2e 24 0079 Attachment 1 Summary Report.pdf](#)
 [2e 24 0079 MTC Resolution 4545.pdf](#)
- 2f.** [24-0081](#) Quarterly Report of the Executive Director's Delegated Authority Actions.
- Action:** Informational
- Presenter:** Luis Garcia
- Attachments:** [2f 24-0081 Summary Sheet Delegated Authority Quarterly Report.pdf](#)
 [2f 24-0081 Delegated Authority Quarterly Summary Attachment A.pdf](#)
- 2g.** [24-0082](#) MTC Resolution Nos. 4570, 4571 and 4626 Revised. FY2023-24 Transit Development Act (TDA), State Transit Assistance (STA) and Regional Measure 3 (RM3) Allocations to the City of Fairfield (FAST), the Transbay Joint Powers Authority (TJPA), and Metropolitan Transportation Commission (MTC).
- Action:** Commission Approval
- Presenter:** Luis Garcia
- Attachments:** [2g 24-0082 Summary Sheet TDA RM3 Allocations.pdf](#)
 [2g 24-0082 MTC Resolution 4570.pdf](#)
 [2g 24-0082 MTC Resolution 4571.pdf](#)
 [2g 24-0082 MTC Resolution 4626.pdf](#)

3. Regional

3a. [24-0080](#) Clipper START Pilot Program Update

Staff will provide status of the Clipper START Pilot Program to grow and evolve the Program.

Action: Informational

Presenter: Judis Santos

Attachments: [3a 24-0080 1 Clipper START Summary Sheet.pdf](#)
[3a 24-0080 2 Attachment A Clipper START Update.pdf](#)
[3a 24-0080 3 Attachment B corrected.pdf](#)

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

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

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

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

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

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

Action: Commission Approval

Presenter: Kenneth Kao

Attachments: [3b 24-0091 Summary Sheet RM3 Amendments.pdf](#)
[3b 24-0091 MTC Resolution 4621.pdf](#)

4. Public Comment / Other Business

*Commissioners and members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial *9. When called upon, unmute yourself or dial *6.*

5. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee will be held on February 14, 2024, at 9:45 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

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

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-1455 **Version:** 1 **Name:**

Type: Minutes **Status:** Consent

File created: 11/7/2023 **In control:** Programming and Allocations Committee

On agenda: 1/10/2024 **Final action:**

Title: Approval of the Programming and Allocations Committee Minutes of December 13, 2023 Meeting

Sponsors:

Indexes:

Code sections:

Attachments: [2a 23-1455 12-13-2023_Prog&Allocations_Draft_Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Approval of the Programming and Allocations Committee Minutes of December 13, 2023 Meeting

Recommended Action:
Committee Approval



Metropolitan Transportation Commission Meeting Minutes

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

Programming and Allocations Committee

Cindy Chavez, Chair Nate Miley, Vice Chair

Wednesday, December 13, 2023

9:45 AM

Board Room - 1st Floor

Chair Chavez called the meeting to order and Commissioner Canepa and Commission Vice Chair Josefowitz were deputized to make quorum of the Committee.

Commissioner Papan invoked AB 2449 (just cause) due to illness and was counted as present for the meeting.

1. Roll Call / Confirm Quorum

Present: 6 - Commissioner Abe-Koga, Commissioner Chavez, Commissioner Miley, Vice Chair Papan, Commissioner Canepa, and Commission Vice Chair Josefowitz

Absent: 4 - Commissioner Glover, Commissioner Fleming, Commissioner Ronen, and Commissioner Thao

Non-voting members present: Commissioner El-Tawansy and Commissioner Schaaf

2. Consent Calendar

Upon the motion by Canepa and seconded by Commissioner Abe-Koga, the Consent Calendar was unanimously approved by the following vote:

Aye: 6 - Commissioner Abe-Koga, Commissioner Chavez, Commissioner Miley, Vice Chair Papan, Commissioner Canepa and Commission Vice Chair Josefowitz

Absent: 4 - Commissioner Glover, Commissioner Fleming, Commissioner Ronen and Commissioner Thao

2a. [23-1425](#) Approval of Programming and Allocations Committee Minutes of November 8, 2023 Meeting

Action: Commission Approval

2b. [22-1774](#) MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-23.

Action: Commission Approval

Presenter: John Saelee

- 2c.** [23-1413](#) MTC Resolution No. 4510, Revised. Transit Capital Priorities Policy and Program Revisions FYs 2021-22 - 2023-24.
 Action: Commission Approval
 Presenter: Margaret Doyle
- 2d.** [23-1415](#) MTC Resolution Nos. 4620 and 4588, Revised. FY2023-24 STA-State of Good Repair Allocations and Project List Revision.
 Action: Commission Approval
 Presenter: Terence Lee
- 2e.** [23-1449](#) MTC Resolution Nos. 4571, Revised, 4624, and 4626. Allocation of \$13.3 million in FY2023-24 State Transit Assistance (STA), Five Percent Unrestricted State Fund Revenue, and Regional Measure 3 funds to the San Francisco Bay Area Water Emergency Transportation Authority (WETA) and MTC to support transit operations and capital projects in the region.
 Action: Commission Approval
 Presenter: Luis Garcia
- 2f.** [23-1416](#) MTC Resolution Nos. 4594, Revised; 4613, Revised; and 4615. Allocation of \$16.8 million in Regional Measure 3 (RM3) capital funds to Solano Transportation Authority (STA), Alameda-Contra Costa Transit District (AC Transit), and San Francisco Municipal Transportation Agency (SFMTA)
 Action: Commission Approval
 Presenter: Julieth Ortiz
- 2g.** [23-1419](#) MTC Resolution Nos. 3989, Revised; 4202, Revised; and 4505, Revised. Various revisions to the One Bay Area Grant programs (OBAG 2 and 3) and MTC exchange program, including reprogramming \$4.9 million within the OBAG 3 Regional and County and Local Programs as part of a fund source exchange for the San Francisco County Transportation Authority's (SFCTA's) Yerba Buena Island Multi-Use Path and reprogramming \$2.7 million to two projects within the OBAG 2 Solano County Program.
 Action: Commission Approval
 Presenter: Thomas Arndt

- 2h.** [23-1440](#) MTC Resolution Nos. 4519, Revised, and 4529, Revised. An update to the Transit Transformation Action Plan Program of Projects to program approximately \$1.8 million in State Transit Assistance (STA) Population-Based Funds to the Mapping & Wayfinding Standards project and \$25,000 in STA Revenue-Based Exchange Funds to support Transit Priority activities. Update to Attachment A of MTC Resolution No. 4529 to clarify eligible activities for the November 2023 allocations to AC Transit and BART, and to allocate \$25,000 to support Transit Priority activities.

Action: Commission Approval

Presenter: Allison Quach

- 2i.** [23-1495](#) MTC Resolution No. 4625. Adoption of the \$11.7 million FY2023-24 Regional Measure 3 (RM3) Operating Program.

Action: Commission Approval

Presenter: Raleigh McCoy

3. Regional

- 3a. [23-1442](#) Public Hearing: Proposed Amendments to the Regional Measure 3 (RM3) Program.

Pursuant to California Streets and Highways Code Section 30914.7(e), MTC proposes to modify five existing projects and reassign \$16.7 million in Regional Measure 3 (RM3) funds, specifically to:

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

A public hearing was held to take comments on the proposal.

Action: Commission Approval

Presenter: Kenneth Kao

Aleta Dupree and Howard Wong were called to speak.

3b. [23-1446](#) MTC Resolution 4619, Revised, and Approval of Regional Short-Term Financial Plan for Senate Bill 125 Transit Funding

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

Action: Commission Approval

Presenter: Theresa Romell

Aleta Dupree was called to speak.

Upon the motion by Canepa and seconded by Commissioner Miley, the Committee unanimously approved the referral of MTC Resolution 4619, Revised to the Commission for approval. The motion carried by the following vote:

Aye: 6 - Commissioner Abe-Koga, Commissioner Chavez, Commissioner Miley, Vice Chair Papan, Commissioner Canepa and Commission Vice Chair Josefowitz

Absent: 4 - Commissioner Glover, Commissioner Fleming, Commissioner Ronen and Commissioner Thao

4. State

4a. [23-1443](#) MTC Resolution No. 4603, Revised. Regional Transportation Improvement Program (RTIP) Policies and Procedures and Program of Projects for the 2024 RTIP

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

Action: Commission Approval

Presenter: Karl Anderson

Upon the motion by Commissioner Abe-Koga and seconded by Commissioner Miley, the Committee unanimously approved the referral of MTC Resolution No. 4603, Revised to the Commission for approval. The motion carried by the following vote:

Aye: 6 - Commissioner Abe-Koga, Commissioner Chavez, Commissioner Miley, Vice Chair Papan, Commissioner Canepa and Commission Vice Chair Josefowitz

Absent: 4 - Commissioner Glover, Commissioner Fleming, Commissioner Ronen and Commissioner Thao

5. Federal

- 5a. [23-1417](#) Housing Incentive Pool and Housing Element:
- (i) MTC Resolution No. 4505, Revised. Revisions to MTC's One Bay Area Grant (OBAG 3) Program to update Housing Element compliance requirements.
 - (ii) MTC Resolution Nos. 4202, Revised and 4348, Revised. Revisions to MTC's Housing Incentive Pool (HIP) to adopt eligibility and programming guidelines, an update of the final year of the program (2022), and the preliminary list of HIP program standings by jurisdiction (2018-2022).

Action: Commission Approval

Presenter: Thomas Arndt

Upon the motion by Commissioner Canepa and seconded by Commissioner Miley, the Committee unanimously approved the referral of MTC Resolution Nos. 4505, Revised, 4202, Revised, and 4348, Revised to the Commission for approval and requested that staff return to this Committee with a report on jurisdictions still without certification and which exceptions have been granted with an opportunity to reaffirm those policies. The motion passed by the following vote:

Aye: 6 - Commissioner Abe-Koga, Commissioner Chavez, Commissioner Miley, Vice Chair Papan, Commissioner Canepa and Commission Vice Chair Josefowitz

Absent: 4 - Commissioner Glover, Commissioner Fleming, Commissioner Ronen and Commissioner Thao

6. Information

- 6a. [23-1445](#) California Transportation Commission (CTC) and State Funding Programs Update

Update on California Transportation Commission (CTC) and state funding programs under the CTC's purview.

Action: Information

Presenter: Kenneth Kao

7. Public Comment / Other Business

8. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee will be held on January 10, 2024 at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	24-0076	Version:	1	Name:	
Type:	Resolution	Status:		Consent	
File created:	12/5/2023	In control:		Programming and Allocations Committee	
On agenda:	1/10/2024	Final action:			
Title:	MTC Resolution Nos. 4615 and 4585, Revised. Allocation of \$34.5 million in Regional Measure 3 (RM3) capital funds to San Francisco Municipal Transportation Agency (SFMTA) and Contra Costa Transportation Authority (CCTA).				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	2b 24-0076 Summary Sheet MTC Resolutions 4615 and 4585 Allocations.pdf 2b 24-0076 Attachment A RM3 Capital Expenditure Plan Tracker.pdf 2b 24-0076 Attachment B RM3 Allocation Project Summaries.pdf 2b 24-0076 MTC Resolution 4585.pdf 2b 24-0076 MTC Resolution 4615.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

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

Presenter:

Julieth Ortiz

Recommended Action:

Commission Approval

Attachments: List any attachments.

Metropolitan Transportation Commission

Programming and Allocations Committee

January 10, 2024

Agenda Item 2b - 24-0076

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

Subject:

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

Background:

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

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

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

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

January RM3 Allocation Recommendation

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

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

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

Issues:

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

Recommendations:

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

Attachments:

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



Andrew B. Fremier

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

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

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

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

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

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

Regional Measure 3 Capital Expenditure Plan (with Current-Month Proposed Allocations in Bold)							
Project No.	Project Title ^{1,2}	Funding Amount (\$M)	Project Sponsor/Implementing Agency ^{1,2}	LONP Issued ³ (\$M)	Allocated Amount ⁴ (\$M)	Allocating Resolution	Most Recent Allocation Date ⁴
35.X	Bollinger Canyon Road Shared Mobility Hub						
Total		\$ 4,450		\$ 602.1	\$ 904.8		
					\$ 870.3		

Notes

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

January 2024 Recommended RM3 Allocation – Project Summaries

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

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

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

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

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

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

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

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

ABSTRACT

Resolution No. 4585, Revised

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

This Resolution includes the following attachments:

Attachment A – Allocation Summary and Conditions of Allocation

Attachment B – Project and Subproject Details

Attachment C – Project Funding Plan and Schedule

Attachment D – RM3 Deliverable Segment/Product Cash Flow Plan

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4585

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 4585

Page 2

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

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

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

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

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

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

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

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

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

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM3 funds and complementary funding for the deliverable RM3 project segment or product; and

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

RESOLVED, that MTC approves MTC staff's review of CCTA's IPRs for this project as set forth in Attachment C; and, be it further

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

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

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

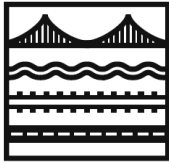
RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

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



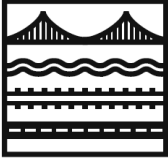
Regional Measure 3

Allocation of Funds

Allocation Summary

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

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



Regional Measure 3

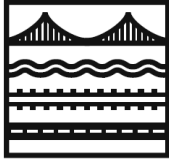
Allocation of Funds

Conditions of Allocation

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

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

Conditions of Allocation #1	
1	None

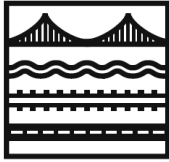


Regional Measure 3

Allocation of Funds

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

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



Regional Measure 3

Allocation of Funds

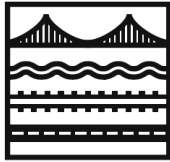
IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

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

Project Funding Plan

Project Schedule

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



Regional Measure 3

Allocation of Funds

Cash Flow Plan

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

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

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

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

ABSTRACT

Resolution No. 4615, Revised

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

This Resolution includes the following attachments:

Attachment A – Allocation Summary and Conditions of Allocation

Attachment B – Project and Subproject Details

Attachment C – Project Funding Plan and Schedule

Attachment D – RM3 Deliverable Segment/Product Cash Flow Plan

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4615

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 4615

Page 2

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

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

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

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

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

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

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

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

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM3 funds and complementary funding for the deliverable RM3 project segment or product; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance

with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC approves MTC staff's review of SFMTA's IPR for each project as set forth in Attachment C; and, be it further

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

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

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

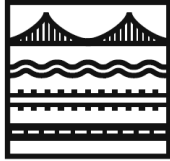
RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

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



Regional Measure 3

Allocation of Funds

Allocation Summary

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

Activities to be funded with Allocation #1:

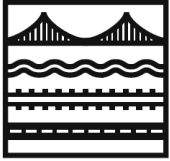
Procure 151 replacement LRVs and 68 additional LRVs to expand the fleet to 219 trains to replace LRV2 & LRV3 trains manufactured by Breda and are nearing the end of their useful lives. The expanded fleet of LRV4s is manufactured in California by Siemens. These new trains will support transit service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

Funding Information:

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

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

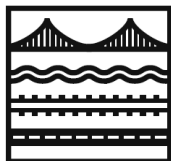
Allocation of Funds

Conditions of Allocation

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

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

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

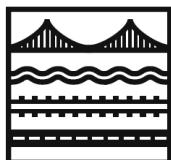


Regional Measure 3

Allocation of Funds

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

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



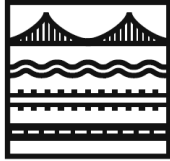
Regional Measure 3

Allocation of Funds

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

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

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



Regional Measure 3

Allocation of Funds

Allocation Summary

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

Activities to be funded with Allocation #1:					
This project is to replace the hybrid 40' vehicles that were procured in 2013 and have reached the end of their useful lives. The original scope of work was to replace these vehicles with zero emission vehicles but due to impacts from COVID, facility upgrade progress is delayed. Thus, the SFMTA has to purchase a last batch of hybrid vehicles. The intention of this procurement is to purchase 94 hybrid vehicles and conditionally accept these vehicles in two years, which will help to lower the average age of the bus fleet.					
Funding Information:					
Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
24461503	24-Jan-24	CON	FY 2023-24	30-Jun-25	27,013,000

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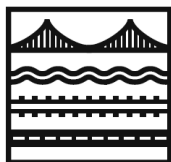


Regional Measure 3
Allocation of Funds
Conditions of Allocation

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

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

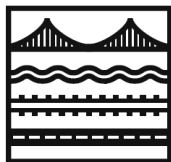
Conditions of Allocation #1	
This allocation is contingent upon completion of the following:	
1	Approval of the Initial Project Report and Allocation Request by the SFMTA Board of Directors on January 16th, 2024.



Regional Measure 3 Allocation of Funds

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

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



Regional Measure 3

Allocation of Funds

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

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

Project Funding Plan

Project Schedule

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0077 **Version:** 1 **Name:**

Type: Report **Status:** Consent

File created: 12/5/2023 **In control:** Programming and Allocations Committee

On agenda: 1/10/2024 **Final action:**

Title: Regional Measure 3 (RM3) Capital Programs: Semi-Annual Update

Sponsors:

Indexes:

Code sections:

Attachments: [2c 24-0077 Summary Sheet RM3 Capital Update.pdf](#)
[2c 24-0077 Attachment A RM3 Semi-Annual Report.pdf](#)
[2c 24-0077 Attachment A Capital Expenditure Plan Tracker.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:
Regional Measure 3 (RM3) Capital Programs: Semi-Annual Update

Presenter:
Julieth Ortiz

Recommended Action:
Informational

Attachments: List any attachments.

**Metropolitan Transportation Commission
Programming and Allocations Committee**

January 10, 2024

Agenda Item 2c - 24-0077

Regional Measure 3 (RM3) Capital Program: Semi-Annual Update

Subject:

Semi-annual update on the progress of projects that have received Regional Measure 3 (RM3) capital funds.

Background:

RM3 Capital Program

RM3 was passed by the voters in June 2018. Litigation challenging RM3 was resolved in January 2023. BATA subsequently released the toll funds held in escrow and terminated the escrow agreement in March 2023. The Commission began allocating funds in June 2023. Attached is the latest semiannual report for the RM3 capital program.

Allocation/Expenditure Status

The RM3 Capital Program has a total program amount of approximately \$4.45 billion. As of November 2023, MTC has approved \$853.5 million in capital allocations and over \$80 million has been expended.

Project Status

The majority of allocations are for projects in development phases or nearing construction. The Commission approved Letters of No Prejudice to preserve RM3 eligibility for certain projects. In these cases, the projects may be closer to completion.

Issues:

None identified.

Recommendations:

Information

Attachments:

- Attachment A: RM3 Semi-Annual Report



Andrew B. Fremier

Regional Measure 3 (RM3) Capital Program Semi-Annual Update

This report summarizes the status of the RM3 capital program and highlights ongoing and recently RM3-funded projects.

Capital Program Summary

The total funding for the RM3 capital program is \$4.45 billion. From June to December 2023, 19% of the funds have been allocated to projects and 2% of the funds have been reimbursed (Table 1). A total of \$3.58 billion yet needs to be allocated in the upcoming years.

Table 1. Summary of Allocations & Expenditures for RM 3 Capital Program

<i>RM 3 Program</i>	Allocations as of December 2023 (in millions)	Expenditures as of December 2023 (in millions)
<i>Capital</i>	\$870.3	\$77

The RM3 Capital Expenditure Plan is included as Attachment A and contains a list of RM3 Capital Projects with funding amounts, Sponsors, Letters of No Prejudice Issued, Allocation Amounts, Allocation Resolution Numbers, and Allocation Dates for the expenditure plan through December 2023.

Project Highlights

The following are highlights of some of the projects covered in this report.

Projects Completed or Substantially Completed this Period

- None this reporting period

Projects in Construction/Implementation

- **Mokelumne Trail Bike and Pedestrian Overcrossing in Contra Costa County (\$13M).** This project will close a gap in the trail that was created by the Highway 4 expansion. In connecting two sides of the Mokelumne Trail, the bridge will provide safe access to cyclists and pedestrians for commuting and recreational travel. Construction started in 2022 and is scheduled to be completed in 2024.

- **Vine Maintenance Facility in Napa County (\$20M).** Napa Valley Transportation Authority (NVTa) will build a new maintenance and administration facility to maintain and expand transit service for the next 50 years. Construction completion is expected in late 2024.
- **Eastridge to BART Regional Connector in Santa Clara County (\$130M).** The project will result in a 2.4-mile extension of the VTA light rail system intended to create new regional and multimodal connectivity for East San Jose. It creates a direct rail link between VTA's second busiest bus transit center at the Eastridge Mall in San Jose, the new Milpitas BART Station, and the rest of the VTA light rail system. Construction is estimated to be completed in 2028.
- **I-680/SR-4 Interchange Reconstruction in Contra Costa County (\$85M).** This project reconstructs and modernizes the interchange. The RM3 LONP allowed project to advance. Construction is underway and expected to be complete in early 2025.
- **The Next Generation Clipper System in all Bay Area Counties (\$50M)** continued rollout, including ongoing installation and testing of new equipment.

Projects in Pre-Construction Phases

- **SR-262 (Mission Blvd) Cross Connector (\$10M for its environmental phase, consistent with its LONP).** Project will assess a grade separation for SR-262 from Mohave Drive and Warm Springs Boulevard in Fremont.
- **Solano Rail Hub (\$2M):** Under North Bay Transit Access Improvements category, \$2M for environmental phase. The project goal is improving access to the Suisun-Fairfield Capitol Corridor/Amtrak station and connections between Fairfield and Suisun City.
- **Highway 101/SR-92 Interchange Direct Connector (\$2M for environmental phase, consistent with LONP).** Project will provide direct connector ramps at interchange.
- **Downtown Rail Extension - The Portal (\$100.7 M for Right-of-Way).** The Downtown Rail Extension (DTX), which is also called The Portal, will modify the existing Caltrain station at Fourth and King streets in San Francisco, adding a new underground station, and extend Caltrain 1.3 miles north into the new Salesforce Transit Center, which

connects to 11 Bay Area transit systems. New underground stations at Fourth and Townsend streets and the Salesforce Transit Center's planned subterranean platform are designed to accommodate high-speed rail and future rail connections to the East Bay. DTX entered the CIG project development phase in 2021 and expects to move into the engineering phase in 2024.

- **San Jose Diridon Station (\$30M for Right-of-Way)** RM3 funds were allocated for the advanced purchase of right-of-way in the station area.

Attachment: Regional Measure 3 Capital Expenditure Plan (as of December 2023)

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

Project No.	Project Title ^{1,2}	Funding Amount (\$M)	Project Sponsor/ Implementing Agency ^{1,2}	LONP Issued ³ (\$M)	Allocated Amount ⁴ (\$M)	Allocating Resolution	Most Recent Allocation Date ⁴
1	BART Expansion Cars	\$ 500	BART				
2	Bay Area Corridor Express Lanes	\$ 300	MTC				
2.1	<i>I-80 Express Lanes in Solano County</i>	\$ 85	STA	\$ 70.4	\$ 70.4	4591	6/26/2023
2.2	<i>I-80 Express Lanes in Solano County (Toll System)</i>		BAIFA	\$ 31.3	\$ 14.6	4592	6/26/2023
2.3	<i>I-680 Southbound Express Lanes in Alameda County</i>	\$ 80	ACTC	\$ 80.0	\$ 80.0	4597	7/26/2023
2.4	<i>US 101 Express Lanes: I-380 to Santa Clara County Line</i>	\$ 75	SMCTA				
2.X	<i>Reserve</i>	\$ 60	ACTC				
3	Goods Movement and Mitigation	\$ 160	MTC/ACTC				
3.1	<i>GoPort 7th St Grade Separation East</i>	\$ 55	ACTC	\$ 55.0	\$ 55.0	4598	7/26/2023
3.2	<i>Railroad Safety Enhancement Program</i>	\$ 25	ACTC				
3.3	<i>Neighborhood and Railroad Safety Improvements Near the Port of Oakland</i>	\$ 55	City of Oakland				
3.X	<i>Remaining GoPort projects</i>	\$ 25					
4	San Francisco Bay Trail / Safe Routes to	\$ 150	MTC				
5	Ferry Enhancement Program	\$ 300	WETA				
5.1	<i>Mission Bay Ferry Landing</i>	\$ 25	WETA	\$ 25.0	\$ 0.7	4614	11/15/2023
6	BART to San Jose Phase 2	\$ 375	VTA				
7	Sonoma-Marin Area Rail Transit (SMART)	\$ 40	SMART	\$ 5.0			
8	Capitol Corridor	\$ 90	CCJPA				
9	Caltrain Downtown Extension	\$ 325	TJPA		\$ 100.7	4612	11/15/2023
10	Muni Fleet Expansion & Facilities	\$ 140	SFMTA				
10.1	Potrero Modernization Project		SFMTA		\$ 3.5		12/20/2023
11	Core Capacity Transit Improvements	\$ 140	MTC/ACTC/AC Transit				
12	AC Transit Rapid Bus Corridor Improvements	\$ 100	AC Transit/ACTC				
12.1	<i>Telegraph Rapid</i>		AC Transit		\$ 2.7	4613	11/15/2023
12.2	Quick Build Transit Priority Projects		AC Transit		\$ 1.5	4613	12/20/2023
13	Transbay Rail Crossing	\$ 50	BART				
14	Tri-Valley Transit Access Improvements	\$ 100	MTC /tbd				
15	Eastridge to BART Regional Connector	\$ 130	VTA		\$ 130.0	4596	7/26/2023
16	San Jose Diridon Station	\$ 100	VTA	\$ 30.0	\$ 30.0	4608	10/25/2023

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

Project No.	Project Title ^{1,2}	Funding Amount (\$M)	Project Sponsor/ Implementing Agency ^{1,2}	LONP Issued ³ (\$M)	Allocated Amount ⁴ (\$M)	Allocating Resolution	Most Recent Allocation Date ⁴
17	Dumbarton Corridor Improvements	\$ 130	BATA/ACTC/ SMCTD/SMCTA				
18	Highway 101/ State Route 92 Interchange	\$ 50	C/CAG/ SMCTA				
18.1	101/92 Area Improvements Project		SMCTA	\$ 0.025			
18.2	101/92 Direct Connector Project		SMCTA	\$ 2.0	\$ 2.0	4599	7/26/2023
19	Contra Costa I-680/SR-4 Interchange Improvements	\$ 210	CCTA				
19.1	I-680/SR-4 Interchange Improvement Phase 1 and 2A	\$ 8	CCTA	\$ 8.0	\$ 13.0	4586	6/26/2023
20	Highway 101-Marin/Sonoma Narrows	\$ 120	TAM/SCTA				
20.1	Marin Segment	\$ 88	TAM	\$ 88.0	\$ 88.0	4593	6/26/2023
21	Solano County I-80/I-680/SR-12 Interchange Project	\$ 150	STA	\$ 18.6			
21.1	Solano County I-80/I-680/SR-12 Interchange Project (Package 2)		STA		\$ 3.7	4594	12/20/2023
21.2	Solano County I-80/I-680/SR-12 Interchange Project (Package 5)		STA		\$ 10.0	4594	12/20/2023
22	Interstate 80 Westbound Truck Scales	\$ 105	STA	\$ 5.3	\$ 30.7	4595	6/26/2023
23	State Route 37 Improvements	\$ 100	TAM/NVTA/STA/SCTA				
23.1	SR 37 and Fairgrounds Drive Interchange	\$ 15	STA		\$ 15.0	4602	7/26/2023
23.2	Interim Segment B - PAED & PS&E	\$ 20	SCTA	\$ -	\$ 6.0	4607	10/25/2023
23.3	Hwy 37/121 Improvements - PAED	\$ 4	SCTA				
23.4	Segments A1 & A2 Levee Study	3	TAM				
23.5	Segment A & B Improvements	\$ 58	SCTA/TAM				
24	San Rafael Transit Center	\$ 30	GGBHTD				
25	Richmond-San Rafael Bridge Access Improvements	\$ 210	BATA/CCTA/TAM				
25.1	US-101/I-580 Direct Connector	\$ 135	TAM	\$ 5.6	\$ 7.8	4606	10/25/2023
25.X	Projects in Contra Costa County	\$ 75	BATA/CCTA				
26	North Bay Transit Improvements	\$ 100	MTC				
26.1	Vine Transit Maintenance Facility	\$ 20	NVTA	\$ 20.0	\$ 20.0	4584	6/26/2023
26.2	Solano Rail Hub	\$ 2	STA		\$ 2.0	4584	7/26/2023
26.3	County Connection Bus Replacements	\$ 5	CCCTA		\$ 5.0	4584	9/27/2023

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

Project No.	Project Title ^{1,2}	Funding Amount (\$M)	Project Sponsor/Implementing Agency ^{1,2}	LONP Issued ³ (\$M)	Allocated Amount ⁴ (\$M)	Allocating Resolution	Most Recent Allocation Date ⁴
26.X	<i>Solano Projects TBD</i>	\$ 18	STA				
26.X	<i>Contra Costa Projects TBD</i>	\$ 15	CCTA				
26.X	<i>Sonoma Projects TBD</i>	\$ 20	SCTA				
26.X	<i>Marin Projects TBD</i>	\$ 20	TAM				
27	State Route 29	\$ 20	NVTA	\$ 20.0	\$ 20.0	4583	6/26/2023
28	Next-Generation Clipper Transit Fare Payment System	\$ 50	MTC	\$ 30.0	\$ 50.0	4609	11/15/2023
29	I-680/I-880/Route 262 Freeway Connector	\$ 15	ACTC	\$ 10.0	\$ 10.0	4601	7/26/2023
30	I-680/SR 84 Interchange Reconstruction Project	\$ 85	ACTC	\$ 85.0	\$ 85.0	4600	7/26/2023
31	I-80 Transit Improvements	\$ 25	CCTA				
32	Byron Highway Vasco Road Airport Connector	\$ 10	CCTA				
33	Vasco Road Safety Improvements	\$ 15	CCTA				
34	East Contra Costa County Transit Intermodal Center	\$ 15	CCTA				
34.1	<i>Mokelumne Trail Bicycle/Pedestrian Overcrossing of SR-4</i>	\$ 13	CCTA	\$ 13.0	\$ 13.0	4585	6/26/2023
35	I-680 Transit Improvements	\$ 10	CCTA				
35.1	<i>Martinez Amtrak & Walnut Creek BART Shared Mobility Hubs</i>						
35.X	I-680 Bus on Shoulder						
35.X	Bollinger Canyon Road Shared Mobility Hub						
Total		\$ 4,450		\$ 602.1	\$ 870.3		

Notes

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

Regional Measure 3 Capital Expenditure Plan (with Current-Month Proposed Allocations in Bold)							
Project No.	Project Title ^{1,2}	Funding Amount (\$M)	Project Sponsor/Implementing Agency ^{1,2}	LONP Issued ³ (\$M)	Allocated Amount ⁴ (\$M)	Allocating Resolution	Most Recent Allocation Date ⁴

4 Inclusive of current month requests, which are indicated in **bold font**.



Metropolitan Transportation Commission

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San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0078 **Version:** 1 **Name:**
Type: Report **Status:** Consent
File created: 12/5/2023 **In control:** Programming and Allocations Committee
On agenda: 1/10/2024 **Final action:**
Title: Regional Measure 2 (RM2) Capital Programs: Semi-Annual Update
Sponsors:
Indexes:
Code sections:
Attachments: [2d 24-0078 Summary Sheet RM2 Capital Update.pdf](#)
[2d 24-0078 Attachment A RM2 Capital Update.pdf](#)

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

Presenter:
Anne Spevack

Recommended Action:
Informational

Attachments: List any attachments.

**Metropolitan Transportation Commission
Programming and Allocations Committee**

January 10, 2024

Agenda Item 2d - 24-0078

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

Subject:

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

Background:

RM2 Capital Program

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

Allocation/Expenditure Status

The RM2 Capital Program has a total program amount of approximately \$1.6 billion. As of April 2023, MTC has approved \$1.57 billion in capital allocations, of which \$1.54 billion has been expended (97% of the total amount available).

Project Status

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

Issues:

None identified.

Recommendations:

Information

Attachments:

- Attachment A: RM2 Semi-Annual Report



Andrew B. Fremier

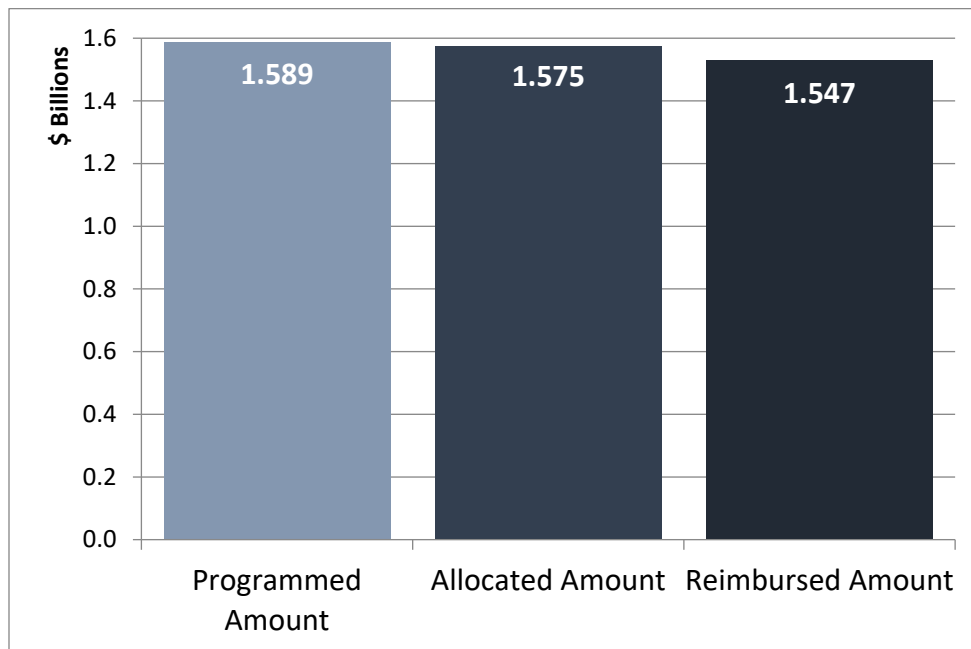
Regional Measure 2 (RM2) Capital Program Semi-Annual Update

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

Capital Program Summary

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

Figure 1: RM2 Capital Program Summary



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

- Express Bus South (Dumbarton Reserve) (\$5M)
- Bay Bridge Forward (\$3M)
- LAVTA Shared Autonomous Vehicle Pilot (\$2.5M; new subproject as of 2021)
- LAVTA Rapid Bus Stop Improvements (\$2M; new subproject as of 2021)
- BART/Muni Connection (\$1.5 M)

Staff are working with project sponsors to move these projects towards readiness for RM2 allocation. The \$28 million allocated but not yet reimbursed includes the following projects:

- Bay Bridge Forward (\$9M - includes funds from RM2 Project 29 and RM2 Project 38; includes funding for new subproject added in 2020)
- Dublin/Pleasanton Parking Garage (\$7M)
- Richmond Parkway Park & Ride (\$2M)
- Irvington BART Station (\$2M)
- Blue Ribbon Task Force Initiatives (\$1M; new subproject added in 2020)
- Dumbarton Bus Replacement (\$1M)
- BART Extension to Warm Springs (\$1M)
- Clipper Next Generation (\$1M)
- BART/Muni Connection (\$1M)
- \$3M in smaller allocations across other ongoing projects

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

Project Highlights

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

Projects Completed or Substantially Completed this Period

- None this reporting period

Projects in Construction/Implementation

- Construction progressed on the **I-80/I-680/Hwy-12 Interchange Project** and **I-80 HOV Lanes** in Solano County
- **The Next Generation Clipper System** continued rollout, including ongoing installation and testing of new equipment



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



- Construction on the **Dublin/Pleasanton BART Parking Garage** progressed after building permit was issued in February 2023, and completion is expected May 2024

Projects in Planning, Design and Engineering

- Design continued to advance on **Bay Bridge Forward** and **Bay Bridge Forward 2020** projects, and **Irvington Station**
- LAVTA kicked off its Wheels in Motion service planning outreach initiative, which will inform the final scope and design of the **LAVTA Rapid Bus Stops** project

Look Ahead

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



Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 24-0079 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 12/5/2023 **In control:** Programming and Allocations Committee

On agenda: 1/10/2024 **Final action:**

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

Sponsors:

Indexes:

Code sections:

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

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-25.

Presenter:
John Saelee

Recommended Action:
Commission Approval

Attachments: List any attachments.

**Metropolitan Transportation Commission
Programming and Allocations Committee**

January 10, 2024

Agenda Item 2e - 24-0079

MTC Resolution No. 4545, Revised

Subject:

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

Background:

The federally required TIP is a comprehensive listing of Bay Area surface transportation projects that receive federal funds, are subject to a federally required action or are regionally significant. As required by state statutes, MTC, as the federally designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area Region, must prepare and adopt the TIP every two years. The 2023 TIP, covering the four-year period from FY 2022-23 through 2025-26, was adopted by the Commission on September 28, 2022, and was approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on December 16, 2022. The 2023 TIP is valid for four years under federal regulations. The TIP may be revised to make necessary changes prior to the next update. The TIP is posted on MTC's website at: <https://mtc.ca.gov/funding/transportation-improvement-program-tip>.

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

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

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

The 2023 TIP is designed such that, once implemented, it makes progress toward achieving the performance targets established per federal regulations.

The revisions made pursuant to this amendment will not change the air quality conformity finding; therefore, a conformity determination is not required.

The TIP public participation process also serves to satisfy the public involvement requirements of the FTA annual Program of Projects for applicable funds.

This amendment will be transmitted to Caltrans after Commission approval; Caltrans will then forward the amendment to FTA and FHWA for final federal agency review and approval.

Issues:

None.

Recommendations:

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

Attachments:

- Attachment 1: Summary Report of Amended Projects for TIP Amendment 2023-25
- MTC Resolution No. 4545, Revised



Andrew B. Fremier

TIP Revision Summary 2023-25

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

TIP Revision Summary 2023-25

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

TIP Revision Summary

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

Date: September 28, 2022
W.I.: 1512
Referred by: PAC
Revised: 12/21/22-C 02/22/23-C
03/22/23-C 04/26/23-C
05/24/23-C 06/28/23-C
07/26/23-C 09/27/23-C
11/15/23-C 12/20/23-C
01/24/24-C

ABSTRACT

Resolution No. 4545, Revised

This resolution adopts the 2023 Transportation Improvement Program (TIP) for the San Francisco Bay Area. Supporting documents as listed in Attachment A.

Subsequent revisions are listed below and described further in Attachment B to this resolution.

Further discussion of the 2023 TIP adoption and subsequent revisions is contained in the Programming & Allocations Committee summary sheets dated September 14, 2022, December 14, 2022, February 8, 2023, March 8, 2023, April 12, 2023, May 10, 2023, June 14, 2023, July 12, 2023, September 13, 2023, November 8, 2023, December 13, 2023, and January 10, 2024.

2023 TIP Revisions

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
2023-01	Admin. Mod.	64	\$436,237,661	1/10/2023	1/10/2023
2023-02	Amendment	35	\$86,051,248	12/21/2022	1/27/2023
2023-03	Admin. Mod	4	\$26,192,990	2/10/2023	2/10/2023
2023-04	Admin. Mod	3	\$2,673,000	3/16/2023	3/16/2023
2023-05	Amendment	7	\$10,070,346	2/22/2023	4/28/2023
2023-06	Admin. Mod	18	\$117,200	4/21/2023	4/21/2023
2023-07	Amendment	3	\$56,362,031	3/22/2023	5/12/2023
2023-08	Amendment	6	\$186,954,363	4/26/2023	5/26/2023
2023-09	Admin. Mod	37	\$93,772,479	5/12/2023	5/12/2023
2023-10	Amendment	65	\$2,437,902,270	5/24/2023	6/9/2023
2023-11	Admin. Mod	12	\$0	5/31/2023	5/31/2023
2023-12	Admin. Mod	15	\$37,038,153	6/8/2023	6/8/2023
2023-13	Amendment	12	\$193,306,700	6/28/2023	7/21/2023
2023-14	Admin. Mod	10	\$14,370,797	7/12/2023	7/12/2023
2023-15	Amendment	23	\$385,376,995	7/26/2023	8/20/2023
2023-16	Admin. Mod	13	\$166,228,723	8/3/2023	8/3/2023

ABSTRACT

MTC Resolution No. 4475, Revised

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

Date: September 28, 2022
W.I.: 1512
Referred by: PAC

Re: Adoption of the 2023 Transportation Improvement Program (TIP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4545

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

WHEREAS, MTC is the federally designated Metropolitan Planning Organization (MPO), pursuant to Section 134(d) of Title 23 of the United States Code (USC) for the nine-county San Francisco Bay Area region (the region); and

WHEREAS, Title 23 Code of Federal Regulations Part 450 (23 CFR §450) requires the region to carry out a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance to develop and update at least every four years, a Transportation Improvement Program (TIP) consisting of a comprehensive listing of transportation projects that receive federal funds or that are subject to a federally required action, or that are regionally significant; and

WHEREAS, Section 65074 of the California Government Code requires all state MPOs to update their TIPs concurrently every even year; and

WHEREAS, the TIP must be consistent with the Regional Transportation Plan (RTP) adopted pursuant to Government Code Section 66508, the State Implementation Plan (SIP) as required by the federal Clean Air Act (42 U.S.C. Section 7401 et seq.); and the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757, Revised), which establish the Air Quality Conformity Procedures for MTC's TIP and RTP; and

WHEREAS, federal regulations (23 CFR §450.326(k)) require that the TIP be financially constrained, by year, to reasonable estimates of available federal and state transportation funds; and

WHEREAS, federal regulations (23 CFR §450.326) require that the TIP be designed such that once implemented, it makes progress toward achieving the performance targets established under §450.306(d) and that the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets; and

WHEREAS, federal regulations (23 CFR §450.316) require that the MPO develop and use a documented public participation plan that defines a process for providing citizens, affected public agencies and interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process; and

WHEREAS, federal regulations (23 CFR §450.332(a)) allow MTC to move projects between years in the first four years of the TIP without a TIP amendment, if Expedited Project Selection Procedures (EPSP) are adopted to ensure such shifts are consistent with the required year by year financial constraints; and

WHEREAS, MTC, the State, and public transportation operators within the region have developed and implemented EPSP for the federal TIP as required by Federal Regulations (23 CFR 450.332(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A to this Resolution, and MTC Resolution 3606, Revised; and

WHEREAS, MTC has found in MTC Resolution No. 4544 that the 2023 TIP, as set forth in this resolution, conforms to the applicable provisions of the SIP for the San Francisco Bay Area; and

WHEREAS, the San Francisco Bay Area air basin was designated by U.S. Environmental Protection Agency as nonattainment for the fine particulate matter (PM_{2.5}) standard in December 2009, and MTC must demonstrate conformance to this standard through an interim emissions test until a PM_{2.5} SIP is approved by the federal Environmental Protection Agency (U.S. EPA); now, therefore be it

RESOLVED, that MTC adopts the 2023 TIP, attached hereto as Attachment A and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC has developed the 2023 TIP in cooperation with the Bay Area County Transportation Agencies, transit operators, the Bay Area Air Quality Management District (BAAQMD), the California Department of Transportation (Caltrans), and other partner agencies and interested stakeholders, and in consultation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and U.S. EPA; and, be it further

RESOLVED, that the 2023 TIP was developed in accordance with the region's Public Participation Plan and consultation process (MTC Resolution No. 4174, Revised) as required by Federal Regulations (23 CFR §450.316); and, be it further

RESOLVED, that the projects and programs included in the 2023 TIP, attached hereto as Attachment A to this resolution, and incorporated herein as though set forth at length, are consistent with the RTP; and, be it further

RESOLVED, that the 2023 TIP is financially constrained, by year, to reasonable estimates of available federal, state, and local transportation funds; and, be it further

RESOLVED, that the 2023 TIP makes progress toward achieving the performance targets established under §450.306(d); and, be it further

RESOLVED, that MTC approves the EPSP developed by MTC, the State, and public transportation operators within the region for the federal TIP as required by federal regulations (23 CFR 450.332(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A to this Resolution, and MTC Resolution 3606, Revised; and, be it further

RESOLVED, that MTC will support, where appropriate, efforts by project sponsors to obtain letters of no prejudice or full funding agreements from FTA for projects contained in the transit element of the TIP; and, be it further

RESOLVED, that the public participation process conducted for the 2023 TIP satisfies the public involvement requirements of the FTA annual Program of Projects; and, be it further

RESOLVED, that the adoption of the TIP shall not constitute MTC's review or approval of those projects included in the TIP pursuant to Government Code Sections 66518 and 66520, or provisions in federal regulations (49 CFR Part 17) regarding Intergovernmental Review of Federal Programs; and, be it further

RESOLVED, that MTC's review of projects contained in the TIP was accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757, Revised); and, be it further

RESOLVED, that MTC finds that the 2023 TIP conforms to the applicable provisions of the State Implementation Plan (SIP) and the applicable transportation conformity budgets in the SIP approved for the national 8-hour ozone standard and to the emissions test for the national fine particulate matter standard (MTC Resolution No. 4544); and, be it further

RESOLVED, that the projects and programs included in the 2023 TIP do not interfere with the timely implementation of the traffic control measures (TCMs) contained in the SIP; and, be it further

RESOLVED, that MTC finds all regionally significant capacity-increasing projects included in the 2023 TIP are consistent with Plan Bay Area 2050 (the Regional Transportation Plan including the Sustainable Communities Strategy for the San Francisco Bay Area) and, be it further

RESOLVED, that revisions to the 2023 TIP as set forth in Attachment B to this resolution and incorporated herein as though set forth at length, shall be made in accordance with rules and procedures established in the public participation plan and in MTC Resolution No. 4545, and that MTC's review of projects revised in the TIP shall be accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757, Revised) and as otherwise adopted by MTC; and, be it further

RESOLVED, that staff have the authority to make technical corrections, and the Executive Director and Deputy Executive Directors have signature authority to approve administrative modifications for the TIP and Federal Statewide Transportation Improvement Program (FSTIP) under delegated authority by Caltrans, and to forward all required TIP amendments once approved by MTC to the appropriate state and federal agencies for review and approval; and, be it further

RESOLVED, that a copy of this resolution shall be made available upon request to FHWA, the FTA, U.S. EPA, Caltrans, the Association of Bay Area Governments (ABAG), and to such other agencies and local officials as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held in
San Francisco, California, on September 28, 2022.

Date: September 28, 2022
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 4545
Page 1 of 1

2023 Transportation Improvement Program

The 2023 Transportation Improvement Program (TIP) for the San Francisco Bay Area, adopted September 28, 2022, is comprised of the following, incorporated herein as though set forth at length:

- A Guide to the 2023 TIP for the San Francisco Bay Area
- TIP Overview
- Expedited Project Selection Process
- TIP Revision Procedures
- Financial Capacity Assessments
- County Summaries
- Project Listings
- Appendices
- 2023 TIP Investment Analysis
- 2023 TIP Federal Performance Report

Date: September 28, 2022
W.I.: 1512
Referred by: PAC
Revised: 12/21/22-C 02/22/23-C
03/22/23-C 04/26/23-C
05/24/23-C 06/28/23-C
07/26/23-C 09/27/23-C
11/15/23-C 12/20/23-C
01/24/24-C

Attachment B
Resolution No. 4545
Page 1 of 10

Revisions to the 2023 Transportation Improvement Program

Revisions to the 2023 Transportation Improvement Program (TIP) will be included as they are approved.

Revision 2023-01 is an administrative modification that revises 64 projects with a net funding increase of approximately \$436 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on January 10, 2023. Among other changes, this revision:

- Updates the funding plan of the Transit Preventive Maintenance group listing to program \$7 million in Surface Transportation Block Grant (STP) funding and updates thirty-three projects to include changes in Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding that reflect planned obligations, actual obligations, and programming decisions;
- Updates the funding plans of nine individually listed projects to reflect the latest programming decisions in the Transit Capital Priorities (TCP) Program;
- Updates the funding plan of the Napa Valley Transportation Authority's Rolling Stock Replacement project to reflect the award of \$6.3 million in Federal Transit Administration (FTA) discretionary funding;
- Updates the funding plans and back-up listings of six State Highway Operation and Protection Program (SHOPP) funded group listings to reflect the latest information from Caltrans;
- Updates the funding plan and back-up listing of the Local Highway Bridge Program (HBP) to reflect the latest programming changes;
- Carries over six individual listed FTA funded projects and one FTA funded group listing from the 2021 TIP with no change in the scope, schedule, or funding;
- Updates the funding plans of two projects to reflect programming changes in the Active Transportation Program (ATP) and State Transportation Improvement Program (STIP); and
- Updates the funding plan of the SR 37 Interim Project – Sears Point to Mare Island project to reflect the programming of the National Highway Performance Program (NHPP) and STP funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$346 million in SHOPP funds, \$112.5 million in HBP funds, \$1.6 million in Proposition 1B funds, \$7 million in ATP funds, \$3 million in RIP-

Attachment B
MTC Resolution No. 4545
Page 2 of 11

COVID21 funds, \$9 million in Road Repair and Accountability Act (SB1) funds, \$27,100 in repurposed earmark funds, \$460,000 in Community Project Funding/Congressionally Directed Spending (CPFCDs), \$17 million in NHPP funds, \$8.5 million in FTA-COVID relief funds and \$22 million in FTA discretionary funding. MTC's 2023 TIP, as revised with Revision No. 2023-01, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2023-02 is an amendment that revises 35 projects with a net funding increase of approximately \$86 million. The revision was referred by the Programming and Allocations Committee on December 14, 2022, and approved by the MTC Commission on December 21, 2022. Caltrans approval was received on January 9, 2023, and final federal approval was received on January 27, 2023. Among other changes, this revision:

- Amends three new Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects into the TIP, carry's forward one existing STP funded project from the 2021 TIP, and updates the funding plans of 21 STP/CMAQ funded projects to reflect recent obligations and programming decisions;
- Amends one new project into the TIP and updates the funding plan of one existing project to reflect changes in the Transit Capital Priorities Program; and
- Adds three new projects to reflect awards of Community Project Funding grants, repurposed earmark funds, and other federal programs.

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

Revision 2023-03 is an administrative modification that revises four projects with a net funding increase of approximately \$26 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on February 10, 2023. Among other changes, this revision:

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

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$9.2 million in RIP funds, \$475,000 in repurposed earmark funds, \$750,000 in AHSC funds, \$18 million in RAISE funds, \$390,000 in TFCA funds, and \$3 million in Ferry Boat Discretionary (FBD) funds. MTC's 2023 TIP, as revised with Revision No. 2023-03, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2023-04 is an administrative modification that revises three projects with a net funding increase of approximately \$2.7 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on March 16, 2023. Among other changes, this revision:

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

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

Revision 2023-05 is an amendment that revises seven projects with a net funding increase of approximately \$10 million. The revision was referred by the Programming and Allocations Committee on February 8, 2023, and approved by the MTC Commission on February 22, 2023. Caltrans approval was received on April 24, 2023, and final federal approval was received on April 28, 2023. Among other changes, this revision:

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

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

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

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

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

The Administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$8.5 million in SHOPP funds, \$2.4 million in repurposed earmark funds, and \$39.8 million in CIG funds. MTC's 2023 TIP, as revised with Revision No. 2023-06, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2023-07 is an amendment that revises three projects with a net funding increase of approximately \$56 million. The revision was referred by the Programming and Allocations Committee on March 8, 2023, and approved by the MTC Commission on March 22, 2023. Caltrans approval was received on April 8, 2023 and final federal approval was received on May 12, 2023. Among other changes, this revision:

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

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

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

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

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

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

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

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

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

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

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

Revision 2023-11 is an administrative modification that revises 12 projects with no net change in funding across all program years. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on May 31, 2023. Among other changes, this revision updates the funding plans of 11 projects to change the sources of funding between Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) and Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) of 2021 funds. The Administrative modification is financially constrained by year. MTC's 2023 TIP, as revised with Revision No. 2023-11, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2023-12 is an administrative modification that revises 15 projects with a net funding increase of \$37 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on June 8, 2023. Among other changes, this revision:

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

The Administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$2.5 million in CPF/CDS funds. MTC's 2023 TIP, as revised with Revision No. 2023-12, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2023-13 is an amendment that revises 12 projects with a net funding increase of approximately \$193 million. The revision was referred by the Programming and Allocations Committee on June 14, 2023, and approved by the MTC Commission on June 28, 2023. Caltrans approval was received on July 20, 2023, and final federal approval was received on July 21, 2023. Among other changes, this revision:

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

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

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

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

The Administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$8.5 million in FBP funds. MTC's 2023 TIP, as revised with Revision No. 2023-14, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2023-15 is an amendment that revises 23 projects with a net funding increase of approximately \$385 million. The revision was referred by the Programming and Allocations Committee on July 12, 2023, and approved by the MTC Commission on July 26, 2023. Caltrans approval was received on August 17, 2023, and final federal approval was received on August 20, 2023. Among other changes, this revision:

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

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

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

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

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

The Administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$160.4 million in SHOPP, \$498,666 in Bridge-Seismic Bond and \$3.9 million in HBP funds. MTC's 2023 TIP, as revised with Revision No. 2023-16, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2023-17 is an administrative modification that revises 12 projects with a net funding increase of \$13.5 million. The revision was approved into the Federal-Statewide TIP by Section Director, Funding Policy & Programs, on August 30, 2023. Among other changes, this revision:

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

The Administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$4.8 million in CPF/CDS funds, \$146,577 in Repurposed Earmark funds, and \$9.2 million in SHOPP funds. MTC's 2023 TIP, as revised with Revision No. 2023-17, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2023-18 is an amendment that revises 28 projects with a net funding increase of approximately \$217 million. The revision was referred by the Programming and Allocations Committee on September 13, 2023, and approved by the MTC Commission on September 27, 2023. Caltrans approval was received on October 12, 2023, and final federal approval was received on October 13, 2023. Among other changes, this revision:

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

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

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

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

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

The Administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$39.4 million in SB1 SCCP funds and \$153.5 million in SHOPP funds. MTC's 2023 TIP, as revised with Revision No. 2023-19, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2023-20 is an administrative modification that revises 6 projects with a net funding decrease of \$25.9 million. The revision was approved into the Federal-Statewide TIP by the Chief Deputy Executive Director, on November 6, 2023. Among other changes, this revision:

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

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The Administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$59.1 million in HBP funds, \$7.1 million in LBSRA funds, \$2 million in CPF/CDS funds, and \$760,000 in PROTECT funds. MTC's 2023 TIP, as revised with Revision No. 2023-20, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2023-21 is an amendment that revises 13 projects with a net funding increase of approximately \$199.2 million. The revision was referred by the Programming and Allocations Committee on November 8, 2023, and approved by the MTC Commission on November 15, 2023. Caltrans approval is expected in December, and final federal approval is expected in January 2024. Among other changes, this revision:

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

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

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

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

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

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funds. MTC's 2023 TIP, as revised with Revision No. 2023-22, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2023-23 is an amendment that revises 10 projects with a net funding increase of approximately \$30.6 million. The revision was referred by the Programming and Allocations Committee on December 13, 2023, and approved by the MTC Commission on December 20, 2023. Caltrans approval is expected in January, and final federal approval is expected in February 2024. Among other changes, this revision:

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

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

Revision 2023-24 is a pending administrative modification.

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

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

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



Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 24-0081 **Version:** 1 **Name:**
Type: Report **Status:** Consent
File created: 12/5/2023 **In control:** Programming and Allocations Committee
On agenda: 1/10/2024 **Final action:**
Title: Quarterly Report of the Executive Director's Delegated Authority Actions.
Sponsors:
Indexes:
Code sections:
Attachments: [2f 24-0081 Summary Sheet Delegated Authority Quarterly Report.pdf](#)
[2f 24-0081 Delegated Authority Quarterly Summary Attachment A.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Quarterly Report of the Executive Director's Delegated Authority Actions.

Presenter:
Luis Garcia

Recommended Action:
Informational

Attachments: List any attachments.

Metropolitan Transportation Commission Programming and Allocations Committee

Jan 10, 2024

Agenda Item 2f - 24-0081

Quarterly Report of the Executive Director's Delegated Authority Actions

Subject:

Second Quarterly Report of the Executive Director's Delegation of Authority Actions

Background:

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

The second quarter report for FY2023-24 covers the period of October 2023 through December 2023. The Executive Director approved the following allocation actions summarized in the tables below and detailed in Attachment A:

FY 2023-24 Delegated Authority Actions	1st Quarter	2nd Quarter	Year-to-Date
Allocations			
Transportation Development Act	\$ 14,899,061	\$ 4,741,393	\$ 19,640,454
State Transit Assistance	\$ 7,110,747	\$ 11,932,411	\$ 19,043,158
Regional Measure 2	\$ 2,032,809	\$ 1,604,033	\$ 3,636,842
2% Bridge Tolls	\$ 450,000	\$ 0	\$ 450,000
5% Unrestricted State	\$ 290,242	\$ 0	\$ 290,242
Total Allocations	\$ 24,782,859	\$ 18,277,837	\$ 43,060,696

FY 2023-24 Delegated Authority Actions	1st Quarter	2 nd Quarter	Year-to-Date
Rescissions			
Transportation Development Act	\$ (150,000)	\$ (200,000)	\$ (350,000)
State Transit Assistance	\$ (951,783)	\$ (49,102,105)	\$ (50,053,888)
Regional Measure 2	\$ 0	\$ (350,000)	\$ (350,000)
2% Bridge Tolls	\$ 0	\$ 0	\$ 0
5% Unrestricted State	\$ 0	\$ 0	\$ 0
Total Rescissions	\$ (1,101,783)	\$ (49,652,105)	\$ (50,753,888)

Issues:

None identified.

Recommendations:

Information

Attachments:

- Attachment A: FY2023-24 Delegated Authority Action for Second Quarter



Andrew B. Fremier

FY 2023-24 Delegated Authority

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

Second Quarter 2023

Transportation Development Act - Allocation (001)				Approval	Apportionment/
Claimant	Description	Amount	Code	Date	Notes
5800 - PUC 99233.3 Pedestrian & Bicycle Facilities - Capital					
Solano TA	Safe Routes to School Microgrant Program Cycle 3	212,176	067	10/25/23	Solano County
Suisun City	Driftwood Drive Project	307,000	068	10/25/23	Solano County
Campbell	Campbell Bicycle and Pedestrian Project FY 23/24	34,541	072	11/15/23	Santa Clara County
Cupertino	De Anza Boulevard Buffered Bike Lanes	166,259	073	11/15/23	Santa Clara County
Gilroy	FY24 Citywide Curb Ramp Project	220,000	074	11/15/23	Santa Clara County
Los Altos	Project	129,725	075	11/15/23	Santa Clara County
Los Altos Hills	Summerhill Pathway Project Phase 2	45,136	076	11/15/23	Santa Clara County
Los Gatos	Los Gatos Creek Trail to Highway 9 Trailhead				
Los Gatos	Connector Project	68,884	077	11/15/23	Santa Clara County
Mountain View	Miramonte Ave. Improvement Project	346,497	078	11/15/23	Santa Clara County
San Jose	Citywide Bikeway	637,462	079	11/15/23	Santa Clara County
San Jose	Citywide Bicycle Parking Program Implementation	50,000	080	11/15/23	Santa Clara County
San Jose	Citywide Bicycle and Pedestrian Safety Education	100,000	081	11/15/23	Santa Clara County
Santa Clara	Install citywide Priority Curb Ramps	104,938	082	11/15/23	Santa Clara County
Saratoga	Saratoga Ave. Pathway/Sidewalk Project	24,730	083	11/15/23	Santa Clara County
Sunnyvale	Install Sidewalk on Poplar Ave	160,000	084	11/15/23	Santa Clara County
Benicia	Military West Bike and Pedestrian Projects	200,000	085	11/15/23	Solano County
TAM	North/South Greenway Gap Closure Project	68,298	086	11/15/23	Marin County
	Subtotal	2,875,646			
5801 - PUC 99233.7, 99275 Community Transit Service - Operations					
WestCAT	Community Transit	176,732	069	10/25/23	WCCTA
	Subtotal	176,732			
5802 - PUC 99260A Transit - Operations					
WestCAT	Transit Operations	226,131	070	10/25/23	BART - Contra Costa
Union City	Transit Operations	935,884	087	11/15/23	Union City
	Subtotal	1,162,015			
5803 - PUC 99260A Transit - Capital					
WestCAT	Transit Capital	282,000	071	10/25/23	WCCTA
	Subtotal	282,000			
5812 - PUC 99400D Planning and Administration - Operations					
Vacaville	Planning & Administration	245,000	088	11/15/23	Vacaville
	Subtotal	245,000			
	Total	4,741,393			
State Transit Assistance - Allocation (002)				Approval	Apportionment/
Claimant	Description	Amount	Code	Date	Notes
5820 - CCR 6730A Operations - Population-based County Block Grant					
WestCAT	Transit Operations	836,093	026	10/25/23	WestCAT
	Subtotal	836,093			

5820 - CCR 6730A Operations - Population-based MTC Coordination

MTC	Regional Network Management Staffing	731,910	027	10/25/23	MTC
MTC	TAP Accessibility Work Plan	371,170	013	11/15/23	MTC
MTC	Clipper Operations	850,000	032	12/20/23	MTC
Subtotal		1,953,080			

5820 - CCR 6730A Operations - Revenue-based

WestCAT	Transit Operations	660,333	028	10/25/23	WCCTA
WestCAT	Transit Operations	1,000,000	031	11/15/23	BART
WestCAT	Transit Operations	982,905	031	12/20/23	BART
MTC	TAP Implementation	1,000,000	033	12/20/23	Caltrain
MTC	TAP Implementation	1,000,000	034	12/20/23	BART
MTC	TAP Implementation	1,000,000	035	12/20/23	GGBHTD
MTC	TAP Implementation	1,000,000	036	12/20/23	SFMTA
MTC	TAP Implementation	1,000,000	037	12/20/23	WETA
Subtotal		7,643,238			

5821 - CCR 6730B Capital - Population-based MTC Coordination

MTC	TAP Implementation	1,000,000	029	10/25/23	MTC
MTC	RNM Implementation	500,000	030	10/25/23	MTC
Subtotal		1,500,000			
Total		11,932,411			

Regional Measure 2 Funds - Allocation (006)				Approval	Apportionment/
Claimant	Description	Amount	Code	Date	Notes
5360 - Operations					
WestCAT	Transit Operations	200,519	011	10/25/23	Express Bus North
WestCAT	Transit Operations	740,514	012	10/25/23	Express Bus South
Subtotal		941,033			
5360 - Marketing					
MTC	Regional Network Management Staffing	313,000	013	10/25/23	MTC
Subtotal		313,000			
Capital Allocations					
MTC	Bay Bridge Forward PS&E	350,000		10/25/23	24425020
Subtotal		350,000			
Total		1,604,033			
Allocations Grand Total		18,277,837			

Rescission - Transportation Development Act				Approval	Allocation
Claimant	Description	Amount	Code	Date	Instruction
Benicia	Military West Bike and Pedestrian Projects	(200,000)		11/15/23	22001068
Total		(200,000)			

Rescission - State Transit Assistance				Approval	Allocation
Claimant	Description	Amount	Code	Date	Instruction
MTC	Agency Pass Through	(15,028,818.50)		12/20/23	23452432
MTC	Agency Pass Through	(1,919,901)		12/20/23	23452433
MTC	Agency Pass Through	(4,341,929)		12/20/23	23452434
MTC	Agency Pass Through	(11,534,333)		12/20/23	23452435
MTC	Agency Pass Through	(1,248,305)		12/20/23	23452436
MTC	Agency Pass Through	(15,028,818.50)		12/20/23	24457121
Total		(49,102,105)			

Rescission - Regional Measure 2 Funds				Approval	Allocation
Claimant	Description	Amount	Code	Date	Instruction
MTC	Bay Bridge Forward CON	(350,000)		10/25/23	22425019
	Total	(350,000)			
	Rescissions Grand Total	(49,652,105)			



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

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

Date	Ver.	Action By	Action	Result
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Subject:

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

Presenter:

Luis Garcia

Recommended Action:

Commission Approval

Attachments: List any attachments.

**Metropolitan Transportation Commission
Programming and Allocations Committee**

January 10, 2024

Agenda Item 2g - 24-0082

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

Subject:

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

Background:

FY2023-24 Operating Allocations Summary

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

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

Allocation Amounts by Entity¹ (amounts in millions)

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

Note that amounts may not sum due to rounding

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

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

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

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

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

Issues:

None identified.

Recommendations:

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

Attachments:

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



Andrew B. Fremier

Attachment A - Transit Operator Budget Summary

City of Fairfield (FAST)

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

Budget and Operating Highlights

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

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

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

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

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

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

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

ABSTRACT

Resolution No. 4570, Revised

This resolution approves the allocation of fiscal year 2023-2024 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4570

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

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

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

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

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2023-24 allocations requested by claimants, and is from time-to-time revised; and

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

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

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code

Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2023-24 TDA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution; and, be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations, on June 28, 2023.

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

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

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

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

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

5807 - PUC 99400C Transit - Operations

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

5808 - PUC 99400C Transit - Capital

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

5812 - PUC 99400D Planning and Administration - Operations

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

Total 385,585,714

Date: June 28, 2023
Referred by: PAC

Attachment B
Resolution No. 4570
Page 1 of 3

ALLOCATION OF FISCAL YEAR 2023-24
TRANSPORTATION DEVELOPMENT ACT
ARTICLE 4, ARTICLE 4.5 AND ARTICLE 8
FUNDS TO CLAIMANTS IN THE MTC REGION

FINDINGS

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

Transportation Development Act Article 4 Funds

Public Utilities Code § 99268 et seq.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California. Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of Public Utilities Code § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (Public Utilities Code §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5) as attested to by the claimant's chief financial officer; and

4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6633.1, or § 6634; and

Transportation Development Act Article 4.5 Funds

Public Utilities Code § 99275

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and
3. That in accordance with Public Utilities Code § 99275.5(c), MTC finds that the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC, responds to a transportation need not otherwise met in the community of the claimant; that the services of the claimant are integrated with existing transit services, as warranted; that the claimant has prepared and submitted to MTC an estimate of revenues, operating costs and patronage for the fiscal year in which TDA Article 4.5 funds are allocated; and that the claimant is exempt from applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code § 99268.5 or MTC Resolution No. 1209, Revised) as provided by PUC § 99268.9; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634; and

5. That each claimant is in compliance with Public Utilities Code §§ 99155 and 99155.5, regarding user identification cards.

Transportation Development Act Article 8 Transit Funds

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

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

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

ABSTRACT

Resolution No. 4571, Revised

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4571

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

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

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

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

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

WHEREAS, eligible claimants have submitted applications to MTC for the allocation of fiscal year 2024-24 STA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2023-24 allocations requested by claimants, and is from time-to-time revised; and

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

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

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

RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2023-24 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution;

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

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

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

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

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

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

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

V04150	NVTA	Paratransit Operations	3,209,927	10	06/28/23	Napa County
	Sonoma County					Sonoma County
V00029	Transit	Paratransit Operations	1,173,949	12	07/26/23	Transit
		Subtotal	4,383,876			

5828 - CCR 6731B Planning and Admin - Population-based County Block Grant

V00513 -	Solano TA	Planning & Administration	3,535,297	20	09/27/23	Solano County
		Subtotal	3,535,297			

5600 - Agency Pass Through

V00562	MTC	Agency PassThrough - BART	15,028,819	21	09/27/23	TAP STA Rev- Based Exchange
		Subtotal	15,028,819			

Total 222,138,153

Date: June 28, 2023
Referred by: PAC

Attachment B
Resolution No. 4571
Page 1 of 2

ALLOCATION OF FISCAL YEAR 2023-24 STATE TRANSIT ASSISTANCE FUNDS
TO CLAIMANTS IN THE MTC REGION

FINDINGS

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

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with PUC §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for STA funds to MTC are in conformance with MTC's Regional Transportation Plan (21 Cal. Code of Regs. § 6651), and with the applicable state regulations (21 Cal. Code of Regs. § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of PUC § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (PUC §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), or with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in PUC §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and
4. That each claimant is making full use of federal funds available under the Fixing America's Surface Transportation (FAST) Act, as amended; and
5. That the sum of each claimant's allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount the claimant is eligible to receive, in accordance with the calculations prescribed by 21 Cal. Code of Regs. § 6633.1 or § 6634; and
6. That MTC has given priority consideration to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs; and

7. That each claimant has submitted to MTC a copy of a certification from the California Highway Patrol verifying that the claimant is in compliance with Section 1808.1 of the Vehicle Code (“Pull Notice Program”), as required by PUC § 99251; and
8. That each claimant is in compliance with MTC’s Transit Coordination Implementation Plan, pursuant to Government Code §§ 66516 and 66516.5, PUC §§ 99314.5(c) and §99314.7, and MTC Resolution No. 3866, Revised.

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

ABSTRACT

Resolution No. 4626

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4626

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0080 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 12/5/2023 **In control:** Programming and Allocations Committee
On agenda: 1/10/2024 **Final action:**
Title: Clipper START Pilot Program Update

Staff will provide status of the Clipper START Pilot Program to grow and evolve the Program.

Sponsors:

Indexes:

Code sections:

Attachments: [3a 24-0080 1 Clipper START Summary Sheet.pdf](#)
[3a 24-0080 2 Attachment A Clipper START Update.pdf](#)
[3a 24-0080 3 Attachment B corrected.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Clipper START Pilot Program Update

Staff will provide status of the Clipper START Pilot Program to grow and evolve the Program.

Presenter:

Judis Santos

Recommended Action:

Informational

Attachments: List any attachments.

**Metropolitan Transportation Commission
Programming and Allocations Committee**

January 10, 2024

Agenda Item 3a - 24-0080

Clipper START Pilot Program Update

Subject:

Status of Clipper START Pilot Program to grow and evolve the Program

Background:

Clipper START is a Bay Area regional transit fare-discount program, providing eligible adults aged 19 – 64, earning a low-income at or below 200% Federal Poverty Level, a 20% or 50% single-ride fare discount on participating Bay Area transit agencies. MTC together with transit operators and community partners are working to remove fare-related barriers to using public transit experienced by people earning lower incomes. The Clipper START Program began as a Pilot with four participating transit operators in July 2020 (Phase 1); and an additional 17 transit operators joining the program in August 2020 (Phase 2).

In June 2023, MTC extended the Pilot to June 30, 2025 and updated the subsidy approach, providing operating assistance payments as a one-time lump sum payment rather than an ongoing reimbursement (MTC Resolution No. 4320, Revised). In addition, the twenty-one participating operators supported providing a 50% discount (an increase from seven operators offering a 50% discount) and Santa Clara Valley Transportation Authority (SCVTA) agreed to join the program (Phase 3). Starting in January 2024, all twenty-two Clipper-system operators are offering a 50% fare discount. This growth in transit operator voluntary participation demonstrates the collective goal to improve customer experience, increase ridership, and provide a greater and more consistent discount to program participants.

Today's item provides an update on the performance of Clipper START and highlights Phase 3 actions to further evolve and grow the program.

Phase Three: Evolving and Growing the Program

Applying MTC's Equity Platform (MTC Resolution No. 4955), the Clipper START Pilot completed a two-year, third-party evaluation to "define and measure" and "listen and learn." Results identified a range of potential strategies to be implemented to increase participation

(uptake) in the program, improve customer experience, and decrease program costs. These strategies fall into three broad categories:

- Design and implement a customer-focused marketing campaign grounded in engagement, education, and equity partnerships;
- Improve the product for better customer experience; and
- Simplify and broaden access to the Clipper START benefit.

The strategies and range of options advancing for further development, evidence-based, and potentially implementable program elements are listed in Attachment B and include:

1) Ways to simplify and make it easier for customers to participate:	Auto-enrollment; Self-verification
2) Broadening access by adjusting the income level of measurement:	Eligibility Threshold
3) Improving the product for better customer experience:	Fare-capping

Strategies Being Implemented

The Pilot experienced slow growth in the first two years, but growth increased in the third year. Year three statistics (in comparison to Year two) were:

- 29,500 applications submitted, a 97% increase over the first two years
- 25,900 applications approved, a 99% increase
- 17,900 active users, an 83% increase
- 1.8 million trips taken, an increase of 155%
- 582,000 transfers, an increase of 133%

Staff is continuing to implement strategies to increase uptake such as all-agency participation and the unified 50% discount. In addition, marketing will continue to focus on Equity Priority Communities and provide multilingual advertising and materials. The spring 2023 campaign will be continued but will be boosted by additional efforts with transit operators, contracting directly with community-based organizations (who serve as hubs for outreach and assistance), and the development of new resources such as instructional videos.

Strategies being Assessed through a Coordinated Approach

Strategies identified above are potential responses to cross-cutting barriers to access being experienced on other MTC means-based, equity-oriented policies and programs. Staff's proposed internal agency approach is to address these barriers holistically, through a customer-centered, collective approach, instead of in isolation via project-by-project. This is to ensure internal means-based initiatives are coordinated, provide a common agenda for change, share measurements for data and results, provide mutually benefitting actions, and foster continuous communications. A six-to-eight-month technical analysis for means-based enrollment and eligibility threshold models is being launched in January 2024. This task is intended to focus on Clipper START, Express Lane START, and State Route 37, with an emphasis on how and where the policies for the projects align related to eligibility threshold(s) and enrollment models, potential partnership options with existing income-based program providers; and, adjusting the eligibility threshold in MTC's equity programs.

Next Steps

Next steps include continuous program monitoring and marketing improvements. Staff will provide an update on the draft findings of the technical analysis in summer 2024.

Issues: None identified.

Recommendations: Information. No action required.

Attachments:

- Attachment A: Presentation
- Attachment B: Preliminary Assumptions: Strategy Concepts in Development and Working Program Examples: Preliminary List



Andrew B. Fremier



CLIPPER®

Growing the Clipper® START Pilot

CLIPPER. START™ ▶▶▶

Programming and Allocations Committee

January 10, 2024

Evolving and Growing the Pilot Program

Concept to Reality

(Phase 1: Done)

- Establish policy framework
- Transit agency support and partnership
- Subsidy program by MTC and operators

Foundational Program Structure and Initial Rollout

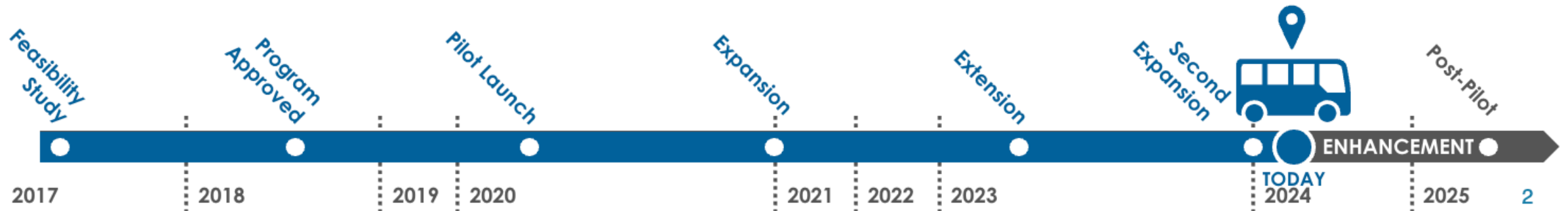
(Phase 2: Done)

- Set up system infrastructure, administrative processes
- Customer roll out
- Pilot evaluation

Grow the Program: Increase participation and reach

(Phase 3: Continuing and New)

- Consistent discount and agency participation
- Targeted marketing and outreach
- Remove barriers to sign up
- Continual process improvements



Applying the Pillars of MTC's Equity Platform



Define and Measure

Establish Goals and Metrics



Listen and Learn

Co-create



Focus and Deliver

Partner and Execute



Train and Grow

Use results to improve future policy and programs

We Are Here

Evolving and Growing the Program

Applying Stakeholder Feedback to "Phase 3"

Program Implementation

Phase 3 Assessment

Clipper START Pilot Program Framework

Goal:

Make transit more affordable for people with low incomes

Develop implementation options that are financially viable and administratively feasible

Move towards a more regional consistent standard for fare discounts



Pilot program
July 2020 - June 2025



Starting January 2024
50% Discount



Discount Subsidized jointly
by MTC and Transit Agencies



Centrally Administered on Clipper



Participant Eligibility:
Adult (19-64) riders at/below
200% Federal Poverty Level



Discount applied to single-ride adult fare

Clipper START Customer Statistics

Through November 2023

Applications Submitted
29K Total



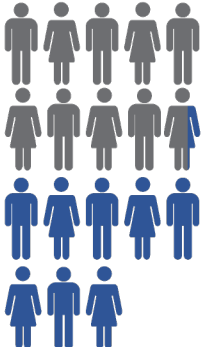
Years 1& 2
Year 3
+97%

Program Enrollees
25K Total



Years 1& 2
Year 3
+99%

Active Program users
17.9K Total



Years 1& 2
Year 3
+83%

Number of trips
2.8M Total



Years 1& 2
Year 3
+155%

Number of transfers
582K Total



Key

= 1,000

= 1,000 ea.

= 100,000

= 100,000

Factors Contributing to Driving Uptake

Strategies Being Advanced		Other Factors
NEW Clipper-wide transit agency participation & 50% discount	Continuing Marketing and Outreach Efforts: <ul style="list-style-type: none">• Equity Priority Community geographic targeting• Multilingual marketing materials	


Marketing and Outreach

- Continue effective campaign with input from marketing assessment
- Improved coordination with transit operators
- Contract with community-based organizations
- Develop new resources such as videos



Exploring Customer-Focused Strategies

Cross-Cutting Challenges in Means-Based Policies/Programs

- **Reaching Eligible Residents**
 - Auto-Enrollment
 - Self-Verification
 - Marketing
 - **Eligibility Threshold**
 - **Product Improvement: Fare Policy**
 - **Engagement**
- 

Internal Means-Based Agency Coordination

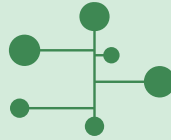
- **Regional Survey Results — Spring 2024**
 - Transit Passenger Snapshot Survey: Passenger habits, riders' demographics, frequency of trip-making, trip purposes
 - Travel Diary Study
- **Unified Benefits Portal – On-going**
 - One-stop-shop customer application for MTC's transportation benefit enrollment
- **Technical Analysis — January 2024 to summer 2024**

Range of Options for Each Strategy: Preliminary Assessment

How will this strategy
impact:

- Ease for customer use and participation rate?
- Subsidy Needs?
- Regulatory challenges/authority?
- Timelines and cost?

Technical Analysis



Auto-enrollment

Enrollees in partner programs are enrolled into Clipper START by default

- County level (e.g. CalFresh)
- State level (e.g. Medi-Cal)
- Transit Peer Agency Programs (e.g. SFMTA Lifeline)
- Automated cross-enrollment among MTC programs



Self-verification

Simplified eligibility verification process

- Expanded Automated Verification
- Community Based Organization (CBO) Peer Verification
- Open Self-Verification (Honor System)



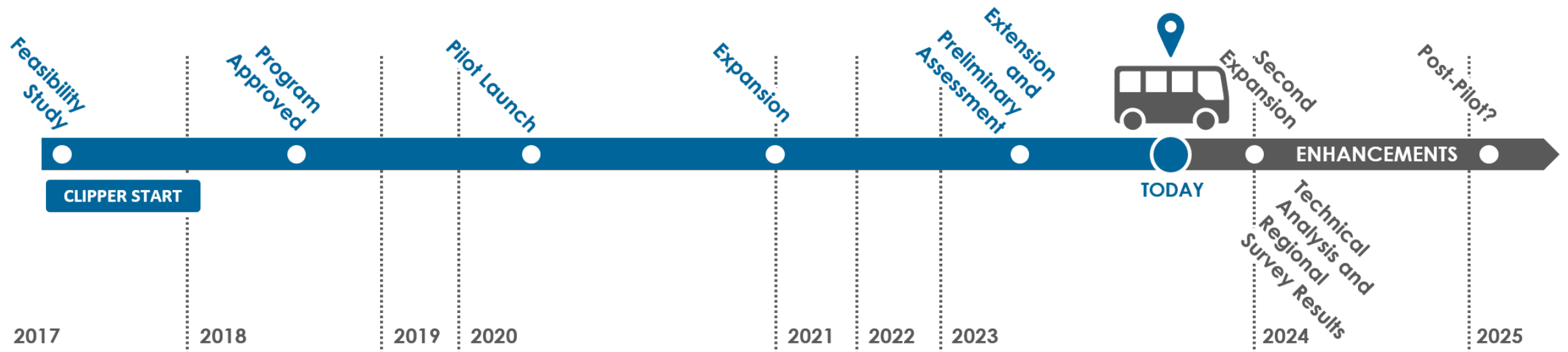
Eligibility Threshold (ET)

ET income level adjustment; ET definition

- Income level amount
- Federal Poverty Level vs. Area Median Income (County)

Next Steps

- Program monitoring
- Continuous improvement in marketing and outreach efforts
- Spring/summer findings from survey and technical analysis – to inform Program Enhancements



Preliminary Assumptions: Strategy Concepts in Development

Strategy Concepts	What it is	Uptake	Impacts	Equity and Access	Implementation Considerations MTC / Agency Financial Implications
Auto-Enrollment					
A1 - County Partnerships (example used: CalFresh / EBT)	Upon successful application for CalFresh or electronic benefits transfer card, a Clipper START card will also be provided as part of the benefit package without need for additional application to MTC.	Uptake can expect to increase if Clipper START is added to the CalFresh package upon application. This will likely be achieved through including messaging about Clipper START to CalFresh outreach and communications.	There is significant overlap between the demographics who would be eligible for CalFresh and EBTs, and those who are most dependent on public transit. Given the wider awareness and popularity of CalFresh, auto-enrolling recipients with Clipper START can improve both uptake and uptake rates within the existing pool of eligible applicants.	Adding Clipper START to CalFresh may only impose limited cost burdens on MTC beyond initial set up costs. Some administrative costs associated with eligibility verification would be reduced, but the magnitude depends on what proportion of new applicants would be applying through CalFresh. Examples of additional MTC functions and costs may include inter-program coordination and fraud monitoring. Overall the cost impact would likely be neutral .	
	There were no existing examples of direct auto-enrollment for means based programs based on initial review of peer programs.				
A2 - Transit Agency Partnerships (example used: Peer Agency Programs)	Upon successful application and receipt of a transit benefit at an identified peer transit agency in the Bay Area, recipients will also automatically receive a Clipper START card without need for additional application to MTC.	Uptake can be expected to marginally increase in the localized peer program area (i.e. San Francisco for LifeLine), but systemwide uptake improvements would not manifest unless MTC establishes auto-enrollment with all local agency programs across the nine counties.	Pairing Clipper START to a local transit agency program can be beneficial in simplifying the various Clipper programs and products available across the Bay Area. There is likely a sizeable overlap (clearly so with LifeLine) between populations eligible for a local means based transit benefit and Clipper START.	Cost impacts may be limited, with inter-program coordination and fraud monitoring being drivers of additional cost. Cost savings would likely also be limited as the pool of auto-enrolled applicants would be small relative to the overall eligible population. Overall the cost impact would likely be neutral .	
	Upon successful application and receipt of Medi-Cal, a Clipper START card will also be provided as part of a benefit package without need for additional application to MTC.	Uptake can expect to increase if Clipper START is added to the Medi-Cal package upon application. This will likely be achieved through including messaging about Clipper START to Medi-Cal outreach and communications.	There is significant overlap between the demographics who would be eligible for Medi-Cal, and those who are most dependent on public transit. Given the wider awareness and popularity of Medi-Cal, auto-enrolling Clipper START can improve both uptake and uptake rates within the existing pool of eligible applicants.	Adding Clipper START to Medi-Cal may only impose limited cost burdens on MTC beyond initial set up costs. Some administrative costs associated with eligibility verification would be reduced, but the magnitude depends on what proportion of new applicants would be applying through MediCal. Examples of additional MTC functions and costs may include inter-program coordination and fraud monitoring. Overall the cost impact would likely be neutral .	
A3 - State Partnerships (example used: Medi-Cal)	There were no existing examples of direct auto-enrollment for means based programs based on initial review of peer programs.				
Self-Verification					
S1 - Automatic Digital Verification	Use of financial services technologies to verify an applicant's eligibility, such as income. This alleviates the need for manual verification of documents, instead relying on automated processes to connect to external databases such as payroll providers, banking institutions, or tax files. Applicants would be required to have a digital financial presence, such as a bank account or electronic payroll.	This strategy can make application processes easier and less time consuming for those who can use the digital process; however on its own it does not widen the eligibility pool or significantly improve outreach. Coordinated marketing with the Cal-ITP project may help uptake, but overall the expected impact is more aligned to neutral .	Digital verification services, by definition, would require access to an electronic device whether by phone, tablet, personal or public computer. For income verification, electronic banking records, statements, or other documents would be necessary, which can be a barrier to unbanked individuals. These individuals will have to rely on existing manual verification processes.	Reducing the amount of manual verifications can significantly reduce administrative costs for MTC in operating the program, and defend against fraud.	
	An applicant's eligibility would be verified and "vouched for" by identified third party community based organizations (CBO), reducing the burden on MTC to conduct verification.	Uptake is likely to increase especially where CBOs can serve as local community liaisons to raise awareness and help applicants complete applications. The San Mateo 101 Express Lanes program leveraged the County's Core Service Agencies Network of local nonprofits and community organizations to reach individuals in need. In Q4 of FY2023, 2,426 benefits were issued where 81% (1,964) were Clipper cards containing \$100.	Automated digital verification can also improve accessibility if tied to platforms that have other benefit programs, reducing the need for multiple applications and helping centralize benefits in one place. CBOs typically have a deep understanding of their local communities, and have relationships and trust with community members that government agencies may not typically have. CBOs are important stakeholders in reaching those that may not be adequately engaged by agency outreach efforts, have language barriers, disabilities, or may simply be hesitant to engage with government. For equitable and effective implementation, this effort should be a true partnership with CBOs rather than using them as a vehicle for engagement; they should be involved in policy and planning conversations to co-create accessibility improvements and provide feedback on the program.	Digital verification services can be costly depending on the approach taken. Private companies that provide for banking institutions are likely to charge a premium for their background check services, but partnering with Cal-ITP may prove more cost effective and aligned with Clipper START's goals. Coordination between MTC and CBOs would be extensive; the precedent set by San Mateo 101 Express Lanes demonstrates that. Over 20 workshops and working sessions with a range of regional partners and CBOs were conducted, to build capacity and develop program administration protocols. These measures would likely be the main drivers of agency cost increases , with some savings from reduced eligibility verification responsibilities on MTC's part. CBOs were part of Clipper START program promotion and application assistance in the pilot phase, so some level of CBO network exists. However, could be leveraged more extensively.	
S2 - CBO Peer Verification					
S3 - Open Self-Verification (Honor System)	Applicants would self-declare on the application that their income falls below the eligibility threshold without any external review and verification.	Over time, self-verification has the potential to drastically increase uptake , depending on how marketing and outreach is conducted. This strategy could be the most high risk but also potentially highest reward approach in increasing uptake.	Self-verification removes many application barriers for those who need the benefit, particularly those who do not have access to income eligibility documents.	There is no way to accurately predict the magnitude of increases in both uptake and funding required to adequately operate a self-verification system that has been established and gained traction over time. The cost may also be unpalatable for some transit agencies and operators where passenger fare revenues comprise a larger proportion of their overall operating revenues.	
				While overall administrative costs from eligibility verification would be significantly reduced , some application processing and verification would still be needed for proof of residence and other information besides income.	
Change Income Eligibility					
C1 - Universally at 400% of FPL	The eligibility threshold to participate in Clipper START would be universally increased to 400% of the Federal Poverty Level.	Uptake can be expected to increase substantially , however the <i>rate</i> of uptake may stay the same. Because this strategy widens the pool of eligible recipients as a source of increasing uptake, the uptake <i>rate</i> may not increase without commensurate marketing and outreach efforts.	More people would have access to Clipper START, but the eligibility verification processes would not change and many existing barriers to uptake would remain. From an equity standpoint, the implications are not too different from existing conditions. 400% of FPL is a common threshold for subsidised health insurance and federal tax credits, and there may be opportunities to collaborate on benefits outside of transportation.	Beyond the cost of subsidising more passes, administrative costs in manually verifying a larger number of applications would increase . Especially if the newly eligible applicants would not be eligible to apply through CalFresh or other benefits, the administrative burden of manual income verification would fall on MTC staff and budget.	
	The eligibility threshold to participate in Clipper START would be changed from a percentage of the Federal Poverty Level (FPL) to being below the median individual income for the applicant's county.	Uptake would likely increase as the AMI in the Bay Area is likely to be higher than the nationally determined FPL, but this would depend on what percentage of AMI is set to be the threshold.	The cost of living across the nine counties in the Bay Area differ, and adopting a county-specific income threshold would demonstrate sensitivity to the varied contexts and definitions of poverty. Especially in counties where the cost of living is much higher than the national average, this approach can be more equitable than a blanket federal poverty threshold.	Beyond the cost of subsidising more passes, administrative costs in manually verifying a larger number of applications would increase . Especially if the newly eligible applicants would not be eligible to apply through CalFresh or other benefits, the administrative burden of manual income verification would fall on MTC staff and budget.	
C2 - Area Median Individual Income Threshold (County-Specific)					

Working Program Examples: Preliminary List

Below is a running list of program examples from preliminary research, some general information about the program, the relevance to Clipper START, and links to relevant websites. Staff anticipates additions to this list.

Program	Agency	General Information / Eligibility	Relevance to MTC Clipper START	Links	Strategy Concept
LIVE	RTD (Denver, CO)	<ul style="list-style-type: none"> x. Be between the ages of 20 and 64 x. Be at or below 185% Federal Poverty Level x. Provide a valid address for your eligibility card x. Live in the RTD service area x. Supply gross household income verification x. Provide a recent photo 	<ul style="list-style-type: none"> x. Regional Program x. Adopts the Federal income poverty levels x. wide range of residents 	https://www.rtd-denver.com/LIVE#quality	A1 - County Partnerships, A3 - State Partnerships
RTC (Regional Transit Connection) - 511 Bay Area	MTC	<p>Applicants to the RTC program can choose to apply using either Basic or Medical eligibility.</p> <p>xx. Basic Eligibility:</p> <ul style="list-style-type: none"> x. Applicants under 65 years of age must have a Medicare card (the federally-issued red, white, and blue card). Note: Medi-Cal is not accepted. x. Possession of a California DMV Placard Registration parking placard receipt. x. Possession of another transit agency card within the U.S. that is equivalent to the RTC card or ADA Paratransit certification outside of a Bay Area transit agency. x. Proof of Veterans Disability-- A copy of your Service Connected Disability ID card and your VA Certification letter demonstrating a disability rating for aid and attendance, or for a service-connected disability with a rating level of 50% or higher. x. For ADA Paratransit, please provide the name of the Bay Area transit agency ADA-paratransit eligibility was established. <p>xx. Medical Eligibility: To apply under "Medical Eligibility" there must be a licensed professional certify their disability</p>	<ul style="list-style-type: none"> x. Participation of multiple agencies x. Auto-verification if "Other Transit Agency card equivalent to RTC or ADA Paratransit certification outside of a Bay Area transit agency." 	https://511.org/transit/rtc-card/eligibility	A1 - County Partnerships, C1 - Universally at 400% of FPL
Cal-ITP (California-Integrated Travel Project)	Monterey-Salinas Transit	<ul style="list-style-type: none"> x. older adults (65 and up) to tap to pay a discounted bus fare at participating transit agencies. 	<ul style="list-style-type: none"> x. State wide effort x. Cost effective x. Minimizes Admin efforts x. Digitally administered x. State ID verification 	https://www.calitp.org/press/cal-itp-benefits-launch	S1 - Automatic Digital Verification
Lifeline	SFMTA	The Lifeline Pass is a Muni-only monthly pass for qualified San Francisco residents on a limited income. The pass is offered at a 50% discount off the standard adult monthly pass price.	<ul style="list-style-type: none"> x. Medi-cal or SNAP/EBT as a verification method x. Requires residential verification x. City and County wide 	www.sfmta.com/sites/default/files/reports-and-documents/2019/09/lifeline_app_with_benefit_cards_hsa_09192019.pdf	
LIFE (Low Income Fare is Easy)	LA Metro	<ul style="list-style-type: none"> x. Income needs to fall under the \$44,150 or less for a single-family household x. Applicants must be 18 years or older. X. there is an option to self certify income if an applicant does not have access to proof of income documents. 	<ul style="list-style-type: none"> x. Regional Program x. Fosters a large number of agencies x. Self- verification option x. Extensive list of income verification options from CalFresh to bank state 	https://www.metro.net/riding/fares/life/#frequently-asked-questions	S3 - Open Self-Verification
ORCA LIFT	King County	<ul style="list-style-type: none"> x. Gross household income (before taxes are taken out) must be no more than 200 percent of the Federal Poverty Level x. Those receiving Apple Health Medicaid, WIC, and Basic Food are also eligible for the program 	<ul style="list-style-type: none"> x. Works with Human Services Agency for eligibility process x. Includes a number of transit agencies 	https://kingcounty.gov/en/dept/metro/fares-and-payment/discounted-fares/orca-lift#:~:text=Apply%20for%20a%20card&text=Apply%20over%20the%20phone%20by%20our%20region%20at%20no%20cost	A1 - County Partnerships
101 Express Lanes - Community Transportation Benefits Program	San Mateo County	<ul style="list-style-type: none"> x. A resident of San Mateo County x. Age 18 or older x. Earning an Individual Income at or below \$78,300 for 2022 (60% of area median income). x. Automatically eligible if qualified for at least one benefit provided through San mateo County Core Service Agencies Network. 	<ul style="list-style-type: none"> x. Self- verification x. great CBO example x. Low administrative burden 	https://101expresslanes.org/faqs	S2 - CBO Peer Verification, S3 - Open Self-Verification
Hong Kong Senior Citizen Concessionary Transport Scheme	Hong Kong Government Transport Department	<ul style="list-style-type: none"> x. Age 60 and above. X. Permanent resident of Hong Kong. 	<ul style="list-style-type: none"> x. example of an honor system that transitioned to a verification based system x. urban example with a plethora of rail and bus options 	https://www.td.gov.hk/en/go-v-public-transport-fare-concession/index.html	S3 - Open Self-Verification



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

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

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

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

Sponsors:

Indexes:

Code sections:

Attachments: [3b 24-0091 Summary Sheet RM3 Amendments.pdf](#)
[3b 24-0091 MTC Resolution 4621.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4621. Regional Measure 3 Program Amendments

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

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

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

Presenter:

Kenneth Kao

Recommended Action:

Commission Approval

Attachments: List any attachments.

**Metropolitan Transportation Commission
Programming and Allocations Committee**

January 10, 2024

Agenda Item 3b - 24-0091

Public Hearing: Proposed Amendments to the Regional Measure 3 (RM3) Program

Subject:

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

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

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

Background:

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

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

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

Sonoma-Marin Area Rail Transit

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

Highway 101-Marin/Sonoma Narrows

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

State Route 37 Improvements

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

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

Public Hearing Summary

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

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

MTC has not received other written comments.

Issues:

None

Recommendation:

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

Attachments:

- Attachment 1: MTC Resolution No. 4621



Andrew B. Fremier

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

ABSTRACT

MTC Resolution No. 4621

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

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

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

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

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

Re: Approval of Amendments to the Regional Measure 3 Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4621

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

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

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

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

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

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

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

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

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

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

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

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

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

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

NOW, THEREFORE, IT IS

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

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

Summary of Project/Program Changes

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

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

Streets and Highways Code Sections 30914.7(a)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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