



# Metropolitan Transportation Commission

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

## Meeting Agenda

### Metropolitan Transportation Commission

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Wednesday, March 24, 2021

9:50 AM

Board Room - 1st Floor (REMOTE)

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The Metropolitan Transportation Commission is scheduled to meet on Wednesday, March 24, 2021 at 9:50 a.m., or immediately following the 9:45 a.m. BAIFA meeting, in the Bay Area Metro Center (Remotely). In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 issued by Governor Newsom on March 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, the meeting will be conducted via webcast, teleconference, and Zoom for committee, commission, or board members who will participate in the meeting from individual remote locations. A Zoom panelist link for meeting participants will be sent separately to committee, commission, or board members.

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.

Attendee Link: <https://bayareametro.zoom.us/j/82439789271>

iPhone One-tap: US: +16699006833,,82439789271# or +14086380968,,82439789271#

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

+1 669 900 6833 or +1 408 638 0968 or +1 346 248 7799 or

+1 253 215 8782 or +1 646 876 9923 or +1 301 715 8592 or

+1 312 626 6799 or 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 824 3978 9271

International numbers available: <https://bayareametro.zoom.us/j/kc66E30417>

Detailed instructions on participating via Zoom are available at:

<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>. Committee members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial "\*9". In order to get the full Zoom experience, please make sure your application is up to date.

Members of the public may participate by phone or Zoom or may submit comments by email at [info@bayareametro.gov](mailto:info@bayareametro.gov) by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name 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.

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

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

## 2. Chair's Report (Pedroza)

[21-0522](#)

Moment of Silence

Observe a moment of silence to recognize Former commissioner Anne W. Halsted who passed away on Saturday, March 13, 2021.

2a. [21-0510](#)

Ad Hoc BAHFA Oversight Committee

Establishment of an Ad Hoc BAHFA Oversight Committee.

Action:

Information

2b. [21-0170](#)

New Committee Assignments

Action:

Commission Approval

2c. [21-0509](#)

MTC Resolution No. 4460 - Resolution of Appreciation for Peg Yamada on the occasion of her retirement from MTC.

Action:

Commission Approval

Attachments:

[2c - 21-0509 MTC Res. 4460 \(Yamada\).pdf](#)

## 3. Policy Advisory Council Report (Randi Kinman)

## 4. Executive Director's Report (McMillan)

## 5. Commissioner Comments

## 6. Consent Calendar:

6a. [21-0360](#)

Minutes of the February 24, 2021 meeting

Action:

Commission Approval

Attachments:

[6a - 21-0360 - Feb 24 Draft Commission Minutes v1.pdf](#)

6b. [21-0361](#)

Monthly Report of Transit Operator Statistics on Healthy Transit Plan Performance

Action:

Information

Attachments:

[6b - 21-0361 Monthly Report of Transit Operator.pdf](#)

### ***Programming and Allocations Committee***

- 6c.     [21-0065](#)     MTC Resolution No. 4053, Revised. Revision to Lifeline Transportation Cycle 3 Program of Projects.

**Action:**             Commission Approval

**Attachments:**     [6c - 21-0065 Reso-4053 Revision to Lifeline Cycle 3.pdf](#)

### ***Legislation Committee***

- 6d.     [21-0355](#)     MTC Resolution No. 3931, Revised - Policy Advisory Council Appointment

**Action:**             MTC Commission Approval

**Attachments:**     [6d - 21-0355 - MTC Res. 3931 Council Appointment Frank Welte.pdf](#)

### **Committee Reports**

#### **7. Programming and Allocations Committee (Chair)**

- 7a.     [21-0260](#)     MTC Resolution No. 4273, Revised. Cap and Trade Low Carbon Transit Operations Program.

A request for approval of the program of Projects for the FY2020-21 Cap and Trade Low Carbon Transit Operations Program (LCTOP).

**Action:**             Commission Approval

**Attachments:**     [7a - 21-0260 Reso-4273 FY2020-21 CapTrade LowCarbonTransit.pdf](#)

- 7b. [21-0266](#) MTC Resolution No. 4453, Revised - Programming of Second Phase of Funds from the Coronavirus Response and Relief Supplementary Appropriations Act of 2021

Proposed programming of approximately \$802 million of Coronavirus Response and Relief Appropriations Act of 2021 (CRRSAA) funding to Bay Area transit operators to provide funding relief for revenue lost as a result of the COVID-19 pandemic in 2021.

**Action:** Commission Approval

**Attachments:** [7b - 21-0266 - Res-4453 CRRSAA Phase 2.pdf](#)  
[7b - Public Comment - GM Letter of Support.pdf](#)  
[7b - Public Comment - SantaRosa-SCT-SMART Letter of Support.pdf](#)  
[7b - Public Comment - Lebrun.pdf](#)  
[7b - Public Comment - Minot.pdf](#)

## 8. Legislation Committee (Chair)

- 8a. [21-0318](#) Advocacy Principles to Guide Legislation Aimed at Improving the Bay Area's Transit System

Advocacy principles to guide MTC's legislative advocacy regarding Assemblymember Chiu's anticipated 2021 legislation aimed at improving the performance and connectivity of the Bay Area's public transit system.

**Action:** Information

**Attachments:** [8a - 21-0318 - Principles for Transit Transformation Legislation.pdf](#)  
[8a Correspondence Principles for Transit Transformation Legislation.pdf](#)

- 8b. [21-0346](#) Assembly Bill 455 (Bonta): Bay Bridge Fast Forward Program

Requires the Bay Area Toll Authority (BATA) to identify, plan and deliver a set of projects and plans to speed up bus and very high occupancy vehicle (HOV) travel in the San Francisco-Oakland Bay Bridge corridor.

**Action:** Support and Seek Amendments / MTC Commission Approval

**Attachments:** [8b - 21-0346 - AB 455 Bonta Support and Seek Amends.pdf](#)  
[8b Correspondence Part 1 MTC ABAG Legislative Committee - Agenda #3b](#) ,  
[8b Correspondence-Part 2 MTC ABAG Legislative Committee - Agenda #3b](#) /



- 8c. [21-0391](#) Senate Bill 623 (Newman): Electronic Toll and Transit Fare Collection Systems

Clarifies provisions in state law to affirm the ability of transportation agencies to use and share information necessary for the operation of toll facilities and electronic transit fare collection systems in California.

Action: Support / MTC Commission Approval

Attachments: [8c - 21-0391 - SB 623 Toll Collection Support.pdf](#)

- 8d. [21-0393](#) Resiliency/Climate Adaptation Advocacy Principles

Adopt advocacy principles to guide legislative engagement on climate adaptation legislation, including but not limited to: Assembly Bill 11 (Ward), Assembly Bill 50 (Boerner-Horvath), and Assembly Bill 51 (Quirk) and Assembly Bill 897 (Mullin) as well as resilience-related bond proposals, Assembly Bill 1500 (Garcia) and Senate Bill 45 (Portantino). And update on actions taken by the ABAG Executive Board since the Committees' action and referral on March 12, 2021 will be presented by staff.

Action: Support / ABAG Executive Board Approval  
Support / MTC Commission Approval

Attachments: [8d - 21-0393 - Adaptation Principles.pdf](#)

## 9. Public Comment / Other Business

## 10. Adjournment / Next Meetings:

The next meeting of the Metropolitan Transportation Commission is scheduled to be held on Wednesday, April 28, 2021 at 9:50 a.m. remotely and by webcast. Any changes to the schedule will be duly noticed to the public.

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

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

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

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

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

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

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Attachments are sent to Commission 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 Commission. Actions recommended by staff are subject to change by the Commission.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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<b>File #:</b>	21-0522	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Informational	
<b>File created:</b>	3/17/2021	<b>In control:</b>		Metropolitan Transportation Commission	
<b>On agenda:</b>	3/24/2021	<b>Final action:</b>			
<b>Title:</b>	Moment of Silence				

Observe a moment of silence to recognize Former commissioner Anne W. Halsted who passed away on Saturday, March 13, 2021.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

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

Moment of Silence

Observe a moment of silence to recognize Former commissioner Anne W. Halsted who passed away on Saturday, March 13, 2021.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-0510      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 3/16/2021      **In control:** Metropolitan Transportation Commission  
**On agenda:** 3/24/2021      **Final action:**  
**Title:** Ad Hoc BAHFA Oversight Committee  
Establishment of an Ad Hoc BAHFA Oversight Committee.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

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

Ad Hoc BAHFA Oversight Committee

Establishment of an Ad Hoc BAHFA Oversight Committee.

**Recommended Action:**

Information

**Attachments:**



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-0170      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Commission Approval  
**File created:** 1/6/2021      **In control:** Metropolitan Transportation Commission  
**On agenda:** 3/24/2021      **Final action:**  
**Title:** New Committee Assignments  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:**

Date	Ver.	Action By	Action	Result
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**Subject:**  
New Committee Assignments

**Recommended Action:**  
Commission Approval



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 21-0509      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Commission Approval

**File created:** 3/15/2021      **In control:** Metropolitan Transportation Commission

**On agenda:** 3/24/2021      **Final action:**

**Title:** MTC Resolution No. 4460 - Resolution of Appreciation for Peg Yamada on the occasion of her retirement from MTC.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2c - 21-0509 MTC Res. 4460 \(Yamada\).pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
MTC Resolution No. 4460 - Resolution of Appreciation for Peg Yamada on the occasion of her retirement from MTC.

**Recommended Action:**  
Commission Approval

Date: March 24, 2021  
W.I.: 1111  
Referred by: Commission

ABSTRACT  
Resolution No. 4460

Resolution of Appreciation for Peg Yamada upon her retirement from the Metropolitan  
Transportation Commission.

Date: March 24, 2021  
W.I.: 1111  
Referred by: Commission

RE: Resolution of Appreciation for Peg Yamada

METROPOLITAN TRANSPORTATION COMMISSION

Resolution No. 4460

WHEREAS, Peg Yamada is retiring from the Metropolitan Transportation Commission after 24 years of dedicated, distinguished and delightfully detailed duty in support of the section once and perhaps always known as Programming and Allocations, during which she mastered the byzantine inner workings of the engine of Bay Area transportation funding; and

WHEREAS, Peg's service to the public invariably has been TIP-top, as she immersed herself in the near-constant development and updating of the Bay Area's Transportation Improvement Program, which identifies every penny of federal transportation investment in the region; and

WHEREAS, through her accuracy, attention to detail and a rigorously methodical approach that never ceased revealing new opportunities for efficiency, Peg not only ensured that all Commission resolutions were coherent, correct and complete but also kept the entire section on the right track, prevented bureaucratic detours and helped ensure the on-time arrival of essential work at all appropriate destinations; and

WHEREAS, Peg leveraged this same organizational acumen and thoughtful thoroughness to establish herself as the guardian of the Contact Database and its many thousands of entries as well as to represent the animating spirit for balancing the myriad demands on the database; and

WHEREAS, Peg consistently carried the workload of a full-time staff member, even while laboring in the latter years of her MTC career as a part-timer; and

WHEREAS, Peg's knowledge and use of Gregg shorthand underscore her passionate pursuit of efficiency and her perpetual improvement of processes; and



WHEREAS, in addition to her appreciation of order, organization and efficiency, Peg is an ardent aficionado of dark chocolate and fervently in favor of all things feline, as confirmed by a colossal collection of cat calendars; and

WHEREAS, Peg is a voracious reader possessed of the seemingly miraculous ability to navigate the sidewalks of San Francisco and to sidestep scores of smartphone-obsessed pedestrians between BART and the Metro Center even while training her own focus on her current paperback; and

WHEREAS, Peg also possesses a powerful passion for the Green Bay Packers precipitated by the persistent pigskin proselytizing of her brother-in-law during her time as a Wisconsin resident, which coincided with the team's historic 1960s heyday and which fueled Peg's continued devotion through the decades, as evidenced by such cherished keepsakes as a vinyl record commemorating the Packers' 1965 NFL championship; and

WHEREAS, among the many lessons Peg imparted to colleagues is that a cheerfully upbeat yet low-key mien may in time reveal a wonderfully expressive and wise-cracking wit; and

WHEREAS, Peg's enormous generosity of spirit is evidenced not only by her festive embrace of the winter holidays and her adornment of the workplace with seasonal decorations but also by her choice to vacation with friends each summer at her brother's farm, where she volunteers to help with annual chores; now therefore be it

RESOLVED, that the staff and commissioners honor Peg's outstanding service to her colleagues throughout the agency, and in particular to those in what may someday be familiarly known as the Funding Policy and Programs section, as well as salute her work to support the Commission and the people of the Bay Area, pay tribute to her grace and good humor, and warmly extend to her best wishes for many years of good books, better chocolate, feline

friendship, and fun and fulfilling adventures that include another trip to Titledown and the frozen tundra of Lambeau Field.

METROPOLITAN TRANSPORTATION COMMISSION

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Alfredo Pedroza, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, CA and at other remote locations, on March 24, 2021.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-0360      **Version:** 1      **Name:**  
**Type:** Minutes      **Status:** Commission Approval  
**File created:** 2/11/2021      **In control:** Metropolitan Transportation Commission  
**On agenda:** 3/24/2021      **Final action:**  
**Title:** Minutes of the February 24, 2021 meeting  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [6a - 21-0360 - Feb 24 Draft Commission Minutes v1.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Minutes of the February 24, 2021 meeting

**Recommended Action:**  
Commission Approval



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

## Meeting Minutes

### Metropolitan Transportation Commission

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Wednesday, February 24, 2021

9:35 AM

Board Room - 1st Floor (REMOTE)

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#### Call Remote Meeting to Order

#### 1. Roll Call / Confirm Quorum

**Present:** 17 - Commissioner Haggerty, Commissioner Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Liccardo, Commissioner Mackenzie, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Sperling, and Commissioner Worth

**Absent:** 1 - Commissioner Schaaf

Non-Voting Commissioner Present: Commissioner Giacomini

Non-Voting Commissioner Absent: Commissioner El-Tawansy

#### 2. Pledge of Allegiance

#### 3. Compensation Announcement (Secretary)

#### 4. Chair's Report (Haggerty)

- 4a. [21-0006](#) MTC Resolution No. 4449 - Resolution of Appreciation for Commissioner Jake Mackenzie on the occasion of his departure from MTC.

**Action:** Commission Approval

Roland Lebrun was called to speak.

Rich Hedges was called to speak.

**Upon the motion by Commissioner Sperling and the second by Commissioner Worth, the Commission unanimously adopted MTC Resolution No. 4449. The motion carried by the following vote:**

**Aye:** 17 - Commissioner Haggerty, Commissioner Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Liccardo, Commissioner Mackenzie, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Sperling and Commissioner Worth

**Absent:** 1 - Commissioner Schaaf

## 5. Ad-Hoc Nominating Committee Report (Spering)

### 5a. [21-0171](#) Closing of Nominations and Election of Officers

**Action:** Commission Approval

**Upon the motion by Commissioner Spering and the second by Commissioner Worth, the Commission unanimously closed the nominations and elected the nominees Alfredo Pedroza as Chair, and Nick Josefowitz as Vice Chair of the Commission respectively for the next two-year term. The motion carried by the following vote:**

**Aye:** 17 - Commissioner Haggerty, Commissioner Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Liccardo, Commissioner Mackenzie, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Spering and Commissioner Worth

**Absent:** 1 - Commissioner Schaaf

## 6. New Chair's Report (Pedroza)

### 6a. [21-0005](#) MTC Resolution No. 4448 - Resolution of Appreciation for Commissioner Scott Haggerty on the occasion of his departure from MTC.

**Action:** Commission Approval

Roland Lebrun was called to speak.

Rich Hedges was called to speak.

**Commissioner Liccardo and Commissioner Mackenzie left before the vote on agenda item 6a.**

**Upon the motion by Commissioner Spering and the second by Commissioner Chavez, the Commission unanimously adopted MTC Resolution No. 4448. The motion carried by the following vote:**

**Aye:** 15 - Commissioner Haggerty, Commissioner Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Spering and Commissioner Worth

**Absent:** 3 - Commissioner Liccardo, Commissioner Mackenzie and Commissioner Schaaf

## 7. Policy Advisory Council Report (Randi Kinman)

Roland Lebrun was called to speak.

## 8. Executive Director's Report (McMillan)

Joty Dhaliwal was called to speak.

[21-0392](#) Executive Director's Report

## 9. Commissioner Comments

## 10. Consent Calendar:

**Upon the motion by Commissioner Rabbitt and the second by Commissioner Spering, the Consent Calendar was unanimously approved by the following vote:**

**Aye:** 15 - Commissioner Haggerty, Commissioner Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Spering and Commissioner Worth

**Absent:** 3 - Commissioner Liccardo, Commissioner Mackenzie and Commissioner Schaaf

10a. [21-0173](#) Minutes of the January 27, 2021 meeting

**Action:** Commission Approval

10b. [21-0231](#) Monthly Report of Transit Operator Statistics on Healthy Transit Plan Performance

**Action:** Information

10c. [21-0181](#) MTC Resolution No. 3983, Revised - Amendments to the Clipper® Operating Rules

**Action:** Commission Approval

**Presenter:** David Weir

## Administration Committee

10d. [21-0162](#) MTC Resolution No. 4421- Revised - FY 2020-21 Overall Work Program (OWP) Amendment No. 2.

Staff requests that the Committee refer Metropolitan Transportation Commission (MTC) Resolution No. 4421, Revised, the MTC FY 2020-21 Overall Work Program (OWP), Amendment No. 2 to the Commission in order to include FY 2019-20 unspent carryover federal planning and state funds in the current year OWP.

**Action:** Commission Approval

**Presenter:** Brian Mayhew

- 10e. [21-0163](#) MTC Resolution No. 4422, Revised - MTC Operating Budget FY 2020-21  
MTC Operating Budgets

Staff requests that the Committee refer MTC Resolution No. 4422, Revised, Amendment 3, increasing the MTC FY 2020-21 Agency Operating Budget by \$35.9 million in new and carryover funding to the Commission for approval.

**Action:** Commission Approval

**Presenter:** Brian Mayhew

***Programming and Allocations Committee***

- 10f. [21-0151](#) MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letters of No Prejudice. Recommendation of RM3 Letters of No Prejudice to Contra Costa Transportation Authority for the I-680/SR-4 Interchange project and the Mokelumne Trail Bicycle/Pedestrian Overcrossing over SR-4 project.

**Action:** Commission Approval

**Presenter:** Kenneth Kao

- 10g. [21-0150](#) MTC Resolution Nos. 4430, Revised and 4431, Revised. An allocation of \$23 million in FY 2020-21 State Transit Assistance funds to BART and allocation of \$4.4 million FY 2020-21 Transportation Development Act (TDA) funds to Union City and AC Transit.

**Action:** Commission Approval

**Presenter:** Cheryl Chi

- 10h. [21-0179](#) MTC Resolution No. 4202, Revised. Revisions to the One Bay Area Grant 2 Program (OBAG 2), to program \$7.91 million for MTC's shareable costs of an increase to the Golden Gate Bridge Suicide Deterrent System project.

**Action:** Commission Approval

**Presenter:** Mallory Atkinson

## Committee Reports

### 11. Programming and Allocations Committee (Josefowitz)

- 11a. [21-0032](#) MTC Resolution No. 4454. Bay Area Preservation Pilot (BAPP) Program Revisions

Revises several program guidelines for MTC's Bay Area Preservation Pilot (BAPP) to address deployment barriers and improve efficacy for prospective housing preservation projects.

**Action:** Commission Approval

**Presenter:** Somaya Abdelgany

The motion and second for agenda items 11a, 11b, 11c, and 11d were made as a single item.

Upon the motion by Vice Chair Josefowitz and the second by Commissioner Haggerty, the Commission unanimously adopted MTC Resolution No. 4454. The motion carried by the following vote:

**Aye:** 15 - Commissioner Haggerty, Commissioner Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Spering and Commissioner Worth

**Absent:** 3 - Commissioner Liccardo, Commissioner Mackenzie and Commissioner Schaaf

- 11b. [20-1637](#) MTC Resolution No. 4347, Revised and Summary of Participatory Budgeting Pilots

Revision to the Lifeline Transportation Cycle 5 Program of Projects to program \$400,000 for Solano County's Participatory Budgeting (PB) Pilot Projects and an overview of the findings from San Francisco (Bayview) and Solano (Vallejo) PB Pilots.

**Action:** Commission Approval

**Presenter:** Judis Santos

Upon the motion by Vice Chair Josefowitz and the second by Commissioner Haggerty, the Commission unanimously adopted MTC Resolution No. 4347, Revised. The motion carried by the following vote:

**Aye:** 15 - Commissioner Haggerty, Commissioner Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Spering and Commissioner Worth

**Absent:** 3 - Commissioner Liccardo, Commissioner Mackenzie and Commissioner Schaaf



11c. [21-0149](#) MTC Resolution No. 4450. FY 2021-22 Fund Estimate

Annual Fund Estimate and proposed apportionment and distribution of \$790 million in Transportation Development Act (TDA) Local Transportation Fund, State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill 1107 (AB 1107), transit-related bridge toll, and Low Carbon Transit Operations Program (LCTOP) funds for FY 2021-22.

**Action:** Commission Approval

**Presenter:** Terrence Lee

**Upon the motion by Vice Chair Josefowitz and the second by Commissioner Haggerty, the Commission unanimously adopted MTC Resolution No. 4450. The motion carried by the following vote:**

**Aye:** 15 - Commissioner Haggerty, Commissioner Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Spering and Commissioner Worth

**Absent:** 3 - Commissioner Liccardo, Commissioner Mackenzie and Commissioner Schaaf

11d. [21-0148](#) MTC Resolution Nos. 4474 and 4475. Adoption of the 2021 Transportation Improvement Program (TIP) and Transportation Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 (Plan) and the 2021 TIP.

The federally required TIP is a comprehensive listing of all Bay Area surface transportation projects that receive federal funds, are subject to a federally required action or are regionally significant for air quality conformity purposes. MTC is required to make a positive air quality conformity determination for the TIP and Plan in accordance with EPA's transportation conformity regulations and MTC's Bay Area Air Quality Conformity Procedures.

**Action:** Commission Approval

**Presenter:** Adam Crenshaw

**Upon the motion by Vice Chair Josefowitz and the second by Commissioner Haggerty, the Commission unanimously adopted MTC Resolution Nos. 4474 and 4475. The motion carried by the following vote:**

**Aye:** 15 - Commissioner Haggerty, Commissioner Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Spering and Commissioner Worth

**Absent:** 3 - Commissioner Liccardo, Commissioner Mackenzie and Commissioner Schaaf

11e. [21-0180](#) Bay Area Transit Operator Financial and Service Update

Staff will present an overview of Bay Area transit operator financial and service status during the on-going COVID-19 pandemic.

**Action:** Information

**Presenter:** Theresa Romell

Roland Lebrun was called to speak.

Nathan Swedlow was called to speak.

12. Legislation Committee (Commission Chair Pedroza)

12a. [21-0242](#) Senate Bill 10 (Wiener): Housing Approval Streamlining Tool

Optional tool for local governments to streamline a parcel's upzoning located in transit-rich or jobs-rich locations or on urban infill sites.

**Action:** Support / ABAG Executive Board Approval  
Support / MTC Commission Approval

**Presenter:** Rebecca Long

Elaine Boykin was called to speak.

**Upon the motion by Chair Pedroza and the second by Commissioner Rabbitt, the Commission unanimously adopted a support position on Senate Bill 10 (Wiener). The motion carried by the following vote:**

**Aye:** 12 - Commissioner Haggerty, Commissioner Pedroza, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Rabbitt, Commissioner Ronen, Commissioner Spering and Commissioner Worth

**Nay:** 2 - Commissioner Connolly and Commissioner Papan

**Absent:** 3 - Commissioner Liccardo, Commissioner Mackenzie and Commissioner Schaaf

**Abstain:** 1 - Commissioner Abe-Koga

**12b.**     [21-0243](#)     Senate Bill 7 (Atkins): Extension of California Environmental Quality Act (CEQA) Judicial Review Streamlining Authority

Restores an expired authorization for streamlined judicial review and adds eligible specified housing projects consistent with a region's sustainable communities strategy, and dedicates at least 15 percent of the units to lower-income households.

**Action:** Support / ABAG Executive Board Approval  
Support / MTC Commission Approval

**Presenter:** Rebecca Long

**Upon the motion by Chair Pedroza and the second by Commissioner Spering, the Commission unanimously adopted a support position on Senate Bill 7 (Atkins).  
The motion carried by the following vote:**

**Aye:** 13 - Commissioner Haggerty, Commissioner Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Rabbitt, Commissioner Ronen, Commissioner Spering and Commissioner Worth

**Nay:** 1 - Commissioner Connolly

**Absent:** 3 - Commissioner Liccardo, Commissioner Mackenzie and Commissioner Schaaf

**Abstain:** 1 - Commissioner Papan

### 13. Commission Approval (McMillan)

- 13a. [21-0172](#) Bay Area Transit Coordination and Structure Consultant Bench (Arc Alternative and Renewable Construction LLC, Arup North America Ltd., Cambridge Systematics, Inc., Ernst & Young Infrastructure Advisors, LLC, Interline Technologies LLC, KPMG LLP, Network Rail Consulting, Inc., Steer Davies Gleave, Inc., Transportation Management & Design, Inc., VIA ARCHITECTURE, Inc.)

A request for Commission approval of a pre-qualified panel of consultants ("Consultant Bench") to provide services under four categories: Improving Project-Level Governance; Support and Evaluation of Functional and Full Consolidations of Transit Agencies; Establishing New Sub-regional and Regional Governance and Administration; and Subject Matter Expertise Specific to Multiple Areas of Transit Decision Making, Administration/Management and Operations.

**Action:** Commission Approval

**Presenter:** Therese McMillan / Shruti Hari

Vice Chair Pedroza recused himself from agenda item 13a.

**Upon the motion by Commissioner Spering and the second by Commissioner Papan, the Commission unanimously approved the Bay Area Transit Coordination and Structure Consultant Bench. The motion carried by the following vote:**

**Aye:** 14 - Commissioner Haggerty, Commissioner Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Spering and Commissioner Worth

**Absent:** 3 - Commissioner Liccardo, Commissioner Mackenzie and Commissioner Schaaf

### 14. Public Comment / Other Business

Roland Lebrun was called to speak.

### 15. Adjournment / Next Meetings:

The next meeting of the Metropolitan Transportation Commission is scheduled to be held on Wednesday, March 24, 2021 at 9:50 a.m. remotely and by webcast. Any changes to the schedule will be duly noticed to the public.

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Alfredo Pedroza, Chair



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-0361      **Version:** 1      **Name:**

**Type:** Report      **Status:** Informational

**File created:** 2/11/2021      **In control:** Metropolitan Transportation Commission

**On agenda:** 3/24/2021      **Final action:**

**Title:** Monthly Report of Transit Operator Statistics on Healthy Transit Plan Performance

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6b - 21-0361 Monthly Report of Transit Operator.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Monthly Report of Transit Operator Statistics on Healthy Transit Plan Performance

**Recommended Action:**  
Information

# Metropolitan Transportation Commission

March 24, 2021

Agenda Item 6b – 21-0361

## Monthly Report of Transit Operator Statistics on Healthy Transit Plan Performance

- Subject:** Monthly report by transit operators on performance by each agency on common pandemic-related health and safety metrics and an update on agencies' commitment to the "Riding Together: Bay Area Healthy Transit Plan" through Board or Council adopted resolutions of support.
- Background:** As directed by the Commission, staff is providing the attached information on monthly metrics of operator performance on key common metrics related to Covid-19 health and safety measures, as reported by agencies through the publicly accessible dashboard located at:  
<http://healthytransitplan.com/>.
- Issues:** None
- Recommendation:** Information Only
- Attachments:** Attachment A: Joint transit operator cover memo and report.

  
Therese W. McMillan



March 17, 2021

The Honorable Alfredo Pedroza, Chair  
Metropolitan Transportation Committee  
375 Beale Street, #800  
San Francisco, CA 94105

Dear Chair Pedroza:

The attached report covers the transit operator metrics from February 10 to March 9, 2021, as called for in the Riding Together: Bay Area Healthy Transit Plan.

The report shows that implementation of the baseline measures called for in the Plan continues to yield positive results in the areas of passenger and employee mask compliance, contact tracing, and vehicle capacity.

In each category, nearly all agencies are achieving the high bars established to measure effective implementation of the Healthy Transit Plan.

- Transit employees continue to receive and properly use masks.
- Contact tracing continues to be effective.
- Nearly every agency has maintained over 95% passenger mask compliance, and actions are being taken to improve compliance.
- Nearly all systems continue to have sufficient vehicle capacity to achieve a 6-foot physical distance goal.

As you know, the Healthy Transit Plan is a living document and is consistently evaluated to gauge its effectiveness as conditions evolve. Most recently, Bay Area transit agencies are teaming up to ensure that those individuals who are eligible for the COVID-19 vaccine can use transit to get to vaccination sites. Now, to inform the public in a comprehensive way, the website [healthytransitplan.com](https://healthytransitplan.com) includes a list of [vaccination sites](#) accessible by public transportation and the current special promotions, including many free rides, offered by the agencies serving the sites. Transit agencies are doing their best to help provide equitable access to the vaccination sites, especially for vulnerable Bay Area communities that have been disproportionately impacted by the pandemic.

March 17, 2021

Page 2

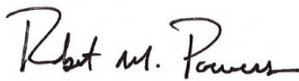
Providing better access to vaccination sites is an example of public transit's agility and adaptability. It also shines a spotlight on why it is so important to continue our collaborative advocacy efforts centered around getting our frontline transit workers prioritized to receive the vaccine.

We continue look forward to ongoing collaboration with the Commission to and to working together to restore ridership, rider confidence, and financial stability during these uncertain times.

Sincerely,



Michael Hursh,  
General Manager  
Alameda-Contra Costa  
Transit District (AC Transit)



Robert Powers,  
General Manager  
San Francisco Bay Area  
Rapid Transit District  
(BART)



Jim Hartnett,  
General Manager/Executive  
Director  
San Mateo County Transit  
District (samTrans)/Caltrain



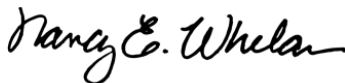
Rick Ramacier,  
General Manager  
County Connection



Diane Feinstein,  
Transportation Manager  
Fairfield and Suisun Transit  
(FAST)



Denis Mulligan,  
General Manager  
Golden Gate Bridge, Highway  
& Transportation District



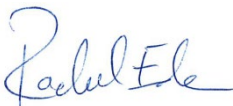
Nancy Whelan,  
General Manager  
Marin Transit



Kate Miller,  
Executive Director  
Napa Valley Transportation  
Authority (NVTA)



Jared Hall,  
Transit Manager  
Petaluma Transit



Rachel Ede,  
Deputy Director  
City of Santa Rosa  
Transportation & Public  
Works



Seamus Murphy,  
Executive Director  
Water Emergency  
Transportation Authority  
(SF Bay Ferry)



Jeffrey Tumlin,  
General Manager  
San Francisco Municipal  
Transportation Agency  
(SFMTA)





Farhad Mansourian,  
General Manager  
Sonoma-Marín Area Rail  
Transit (SMART)



Beth Kranda,  
Executive Director  
Solano County Transit  
(SolTrans)



Bryan Albee,  
Transit Systems Manager  
Sonoma County Transit



Jeanne Krieg,  
Chief Executive Officer  
Tri Delta Transit



Michael S. Tree,  
General Manager  
Livermore Amador Valley  
Transport Authority



Joan Malloy,  
City Manager  
Union City Transit



Evelynn Tran,  
General Counsel & Interim  
General Manager/CEO  
Santa Clara Valley  
Transportation Authority  
(VTA)



Charles Anderson,  
General Manager  
Western Contra Costa  
Transit Authority  
(WestCAT)

## Bay Area Transit Agencies Update on Healthy Transit Plan Public Dashboard

March 17, 2021

From the onset of the pandemic, Bay Area transit agencies, both large and small, united to implement measures for a safe ride for the public as our region responds to the COVID-19 pandemic. Transit agencies took ownership of a coordinated response and collaborated to develop and publish “Riding Together: Bay Area Healthy Transit Plan.” As part of their commitment to the plan, regular reporting to the public is provided by the transit agencies via a dashboard as a means of accountability (please see list of participating agencies below). Please visit the dashboard at: <http://healthytransitplan.com/>.

Today, transit agencies are reporting on the February 10 – March 9, 2021 reporting period. A brief summary of outcomes for each of the four core metrics is as follows:

Metric	Outcomes
<b>Passengers Properly Wearing Face Coverings</b>	<p>24 of 25 agencies achieved a 5-star rating, meaning at least 95% of passengers are properly<sup>1</sup> wearing face coverings on transit.</p> <p><b>BART</b> received a 4.5-star rating 93% of passengers properly wearing face coverings on transit. Of the 7% of riders not in compliance, it is noted that 4% are riders with masks but not wearing them properly. Current efforts underway to improve mask wearing compliance include:</p> <ul style="list-style-type: none"><li>- New posters have been deployed that show how to properly wear a mask and includes messaging about ensuring a tight fit.</li><li>- All stations systemwide have extra masks available by request at the station agent booths for those who need one to ride.</li><li>- Officers and ambassadors have extra masks to hand out if necessary. BART's latest budget doubled the number of our Ambassador Program to increase rider safety and assist with mask compliance.</li><li>- BART has employed an active educational campaign with overhead announcements every 15 minutes, messages on the platform signs, and posters across the system.</li><li>- Signs are posted at station agent booths that clearly state: “If you need a mask, ask a station agent.”</li><li>- BART will pilot face mask vending machines inside some stations.</li><li>- Colorful and vibrant posters promoting the rich cultural history of wearing masks are being posted inside trains and stations.</li></ul>
<b>Vehicle Capacity</b>	<p>24 of 25 agencies achieved a 5-star rating, meaning at least 95% of vehicles have capacity to allow for physical distancing of 6 feet while riding.<sup>2</sup> Where systems</p>

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<sup>1</sup> A properly worn face covering covers both the nose and mouth. Having a mask that is not properly worn is counted as non-compliant.

<sup>2</sup> The Healthy Transit Plan includes guidance that public transportation customers are expected to remain a minimum of 3 feet or optimally 6 feet, as practicable. For this period of reporting, based on current public health orders, operators applied a 6-foot metric. However, as the region moves further into recovery a 3-foot metric (coupled with high rates of face

<b>for Safe Distancing</b>	<p>are falling short of 5-stars it illustrates the continuing need for transit service of transit-dependent and essential workers.</p> <p><b>AC Transit</b> achieved a 4-star rating with 87% of vehicles having capacity to allow for physical distancing of 6 feet while riding. AC Transit's ridership has stabilized over the last few months while the agency is still adhering to a 6ft physical distancing guideline. However, AC Transit still receives regular reports of passenger pass-ups due to capacity limits. AC Transit does not have the resources to increase frequency to address the pass-up of customers likely trying to make essential trips. This problem could be exacerbated with the reopening of schools. AC Transit would like to work with local counties, other transit operators and our labor unions to reduce physical distancing requirements on our buses when safe to do so.</p>
<b>Employees Properly Wearing Face Coverings</b>	All agencies achieved 5-star ratings, meaning at least 95% of employees are properly wearing face coverings at work.
<b>Contact Tracing</b>	<b>All agencies</b> achieved 5-star ratings, meaning at least 95% of employee known exposures or positive COVID 19 cases have internal contact tracing completed or underway. A five-star rating is also applied if no potential exposures or cases exist.

The dashboard also includes links to each agency's pandemic-specific webpage as well as tips for passengers. These customer tips are especially important since the success of the Healthy Transit Plan is directly tied to passenger participation including properly wearing masks and keeping a safe six-foot distance from others. Transit agencies will continue to monitor compliance and determine if there are additional actions that can be taken to support passenger participation, such as provision of masks where compliance is less than 95%.

Each agency has also adopted a resolution to formally demonstrate the commitment to implement the Healthy Transit Plan; adopted resolutions will be posted on each agency's website.

### Participating Agencies

- Alameda-Contra Costa Transit District (AC Transit)
- Altamont Corridor Express (ACE)
- Caltrain
- City of Dixon Redit-Ride
- County Connection (CCCTA)
- Eastern Contra Costa Transit Authority (Tri Delta)
- Fairfield and Suisun (FAST)
- Golden Gate Bridge, Highway and Transportation District (GGBHTD)

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covering compliance) may become more appropriate. For this reason, the plan does not recommend a minimum compliance level.

## Healthy Transit Plan Dashboard Monthly Update – March 2021

- Livermore Amador Valley Transit Authority (LAVTA/TriValley)
- Marin Transit
- Napa Valley Transportation Authority (NVTa)
- Petaluma Transit
- Rio Vista Delta Breeze
- SamTrans
- San Francisco Bay Area Rapid Transit (BART)
- San Francisco Bay Ferry (Water Emergency Transportation Authority (WETA))
- San Francisco Municipal Transportation Agency (SFMTA)
- Santa Clara Valley Transportation Authority (VTA)
- Santa Rosa CityBus
- Solano County Transit (SolTrans)
- Sonoma County Transit
- Sonoma-Marín Area Rail Transit (SMART)
- Union City Transit
- Vacaville City Coach
- Western Contra Costa Transit Authority (WestCAT)



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-0065      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Commission Approval

**File created:** 12/7/2020      **In control:** Programming and Allocations Committee

**On agenda:** 3/10/2021      **Final action:**

**Title:** MTC Resolution No. 4053, Revised. Revision to Lifeline Transportation Cycle 3 Program of Projects.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6c - 21-0065 Reso-4053 Revision to Lifeline Cycle 3.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
MTC Resolution No. 4053, Revised. Revision to Lifeline Transportation Cycle 3 Program of Projects.

**Presenter:**  
Judis Santos

**Recommended Action:**  
Commission Approval

## Metropolitan Transportation Commission Programming and Allocations Committee

March 10, 2021

Agenda Item 2c - 21-0065

### MTC Resolution No. 4053, Revised

**Subject:** Revision to Lifeline Transportation Cycle 3 Program of Projects.

**Background:** MTC's Lifeline Transportation Program (LTP) funds projects that improve mobility for the region's low-income communities. The program is administered by the nine county transportation agencies (CTAs), and in Santa Clara County via a joint arrangement between the CTA and the County.

In 2012, the Commission approved a Taxi Referral Program project for the Contra Costa County Employment and Human Services Department (CCCEHSD) as part of the LTP Cycle 3 Program. The project provides taxi vouchers to CalWORKs recipients to access jobs and job training and was awarded approximately \$275,000. The project is nearly completed, with a balance of \$20,000 (in federal Job Access and Reverse Commute/5307 funds) remaining. Under the current circumstances of the pandemic, immediate access to safe transportation is vital for CalWORKs clients as many are employed in essential jobs. The CCCEHSD lobbies are closed, which is a barrier to providing the taxi vouchers. To expend the remainder of the funds and to complete the project, the CCCEHSD is requesting to redirect the remaining funds to the KEYs Auto Loan Program. The KEYs program provides CalWORKs participants who have been employed full time for three months with low interest loans to purchase vehicles through a bank partner. The proposed grant funds will allow CCCEHSD to increase the maximum loan amount from \$4,000 to \$5,500.


Staff recommends redirecting the remaining \$20,000 to the KEYs Auto Loan Program. The KEYs program is an existing Lifeline Cycle 3 project. The project provides access to transportation and jobs to advance health equity during the COVID-19 pandemic.

The scope revision will provide the Contra Costa County Employment and Human Services Department the opportunity to continue to provide access to transportation which is greatly needed as many of the clients are employed in essential jobs.

**Issues:** None.

**Recommendation:** Refer MTC Resolution No. 4053, Revised to the Commission for approval.

**Attachments:** MTC Resolution No. 4053, Revised.

  
Therese W. McMillan

Date: May 23, 2012  
W.I.: 1311  
Referred by: PAC  
Revised: 06/27/12-C 07/25/12-C  
12/19/12-C 04/24/13-C  
10/23/13-C 12/18/13-C  
02/26/14-C 07/23/14-C  
11/19/14-C 07/22/15-C  
03/23/16-C 06/22/16-C  
06/27/18-C 06/24/20-C  
03/24/21-C

### ABSTRACT

Resolution No. 4053, Revised

This resolution adopts the FY2011 through FY2013 Program of Projects for MTC's Third Cycle Lifeline Transportation Program, funded with State Transit Assistance (STA), Proposition 1B Transit, Job Access Reverse Commute (JARC), and Surface Transportation Program (STP)/ Congestion Mitigation & Air Quality Improvement Program (CMAQ) funds.

The evaluation criteria established in Resolution 4033 were used by the local entities administering the program to develop the program of projects.

The following attachments are provided with this resolution:

Attachment A — Third Cycle Lifeline Transportation Program of Projects -  
FY2011-2013

This resolution was amended on June 27, 2012 to add approximately \$34 million in programming for STA, STP/CMAQ, and JARC projects, and to add about \$21 million in programming for Proposition 1B projects that were previously deferred.

This resolution was amended on July 25, 2012 to add approximately \$0.8 million in programming for projects that were previously deferred.

This resolution was amended on December 19, 2012 to revise the San Francisco Municipal Transportation Agency's (SFMTA's) Proposition 1B program of projects, to program \$2.6

million for San Francisco County STA projects, and to revise Santa Rosa CityBus's JARC project.

This resolution was amended on April 24, 2013 to program approximately \$1.2 million in STP/CMAQ funds for a San Francisco County project; and to revise the funding sources of Tri Delta Transit's Route 200 and 201 project and Contra Costa County Employment and Human Services Department's Taxi Referral program, and of the City of Concord's Monument Shuttle project and the County Connection Preservation of Operations in Communities of Concern project.

This resolution was amended on October 23, 2013 to transfer JARC funds from Cycles of Change Neighborhood Bicycle project to San Leandro Transportation Management Organization LINKS Shuttle project, in the amount of \$35,000, and to adjust previously awarded STA amounts to reflect actual FY2011-12 and FY2012-13 STA revenues.

This resolution was amended on December 18, 2013 to transfer Proposition 1B funds from AC Transit's Internal Text Messaging Signs project to the Contra Costa College Transit Center Improvements project, in the amount of \$500,000.

This resolution was amended on February 26, 2014 to replace FY2010-11 JARC funds which lapsed, with STA or FY2013-14 FTA Section 5307 funds for several projects, with no changes to the total amount programmed to each project.

This resolution was amended on July 23, 2014 to make a minor revision to AC Transit's Proposition 1B-funded East Bay Bus Rapid Transit (BRT) project.

This resolution was amended on November 19, 2014 to replace the City of Vacaville's STP/CMAQ-funded Accessible Paths to Transit project with a Safe Routes to School project, and to make minor revisions to two Proposition 1B-funded projects: CCTA's vehicle replacement project and SFMTA's 8X Mobility Maximization Project.



This resolution was amended on July 22, 2015 to reassign approximately \$89,000 in unused MTC administration funds to the Community Based Transportation Planning (CBTP) Program.

This resolution was amended on March 23, 2016 to redirect \$213,647 from the cancelled Napa Valley College Northbound Shelter project to the newly added VINE Transit CAD/AVL System Part 1 project, and to redirect \$451,324 from SamTrans' Replacement Fixed Route Vehicles project to the newly added San Carlos Transit Center project.

This resolution was amended on June 22, 2016 to make revisions to the Proposition 1B-funded projects in Contra Costa County. WestCAT is removing the Purchase and Installation of Bus Shelters project from the Lifeline program because the project was completed with other funds. The freed up Proposition 1B funds (\$147,335) are being reprogrammed to a newly added project, the Dial-A-Ride Replacement Vehicles project (which is also a Lifeline Cycle 4 project).

This resolution was amended on June 27, 2018 to reflect programming changes in Alameda and San Mateo counties. AC Transit is redirecting \$500,000 in Proposition 1B funds from the Contra Costa Community College Transit Center Improvement project to a newly added San Pablo and Telegraph Rapid Bus Upgrade project (Cycle 3) and redirecting \$2,100,000 from the San Leandro BART Station Terminus project to the East Bay Bus Rapid Transit (BRT) Vehicles, Design and Construction Project. San Mateo County is also redirecting \$93,031 in project cost savings in State Transit Assistance (STA) funds from the North Fair Oaks On-Demand Shuttle project (Cycle 3) to the SamTrans Route 17 on the Coastsides of San Mateo County project (which is also a Cycle 2 and 3 project).

This resolution was amended on June 24, 2020 to redirect \$340,668 from the cancelled Outreach & Escort, Inc., Family Transportation Services project to the newly added Santa Clara Valley Transportation American with Disabilities Act Transition Plan program.

This resolution was amended on March 24, 2021 to redirect \$20,000 from the Contra Costa County Employment and Human Services, Taxi Referral project to the KEYs Auto Loan Program.

Further discussion of this action is contained in the Programming and Allocations Committee summary sheets dated May 9, 2012, June 13, 2012, July 11, 2012, December 12, 2012, April 10, 2013, October 9, 2013, December 11, 2013, February 12, 2014, July 9, 2014, November 12, 2014, July 8, 2015, March 9, 2016, June 8, 2016, June 13, 2018, June 10, 2020 and, March 10, 2021.

Date: May 23, 2012  
W.I.: 1311  
Referred by: PAC

RE: Third Cycle Lifeline Transportation Program of Projects – FY2011 – FY2013

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4053

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

WHEREAS, MTC adopted Resolution 4033, which establishes program guidelines to be used for the funding and oversight of the Third Cycle of the Lifeline Transportation Program, Fiscal Years 2011-2013; and

WHEREAS, MTC used the process and criteria set forth in Attachment A of Resolution 4033 to fund a Program of Projects for the Third Cycle Lifeline Transportation Program with State Transit Assistance (STA), Proposition 1B Transit, Job Access Reverse Commute (JARC), and Surface Transportation Program (STP)/Congestion Mitigation & Air Quality Improvement Program (CMAQ) funds; and

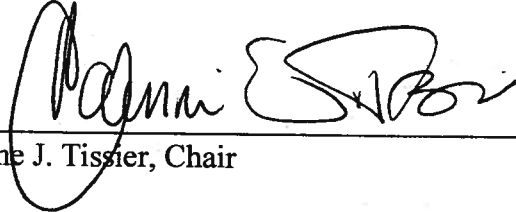
WHEREAS, the Third Cycle Lifeline Transportation Program of Projects is set forth in Attachment A of this resolution, attached hereto and incorporated herein as though set forth at length; now therefore be it

RESOLVED, that MTC approves the Program of Projects for the Third Cycle Lifeline Transportation Program, as set forth in Attachment A of this resolution; and be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required, to the Governor, Caltrans, and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

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A handwritten signature in black ink, appearing to read 'Adrienne J. Tissier', is written over a horizontal line.

Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on May 23, 2012.

### Third Cycle Lifeline Program of Projects (FY 2011-2013)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA <sup>1</sup>	JARC <sup>5</sup>	STP/CMAQ		
Alameda County									
(2) Co	Bus Stop Repair and Upgrade	Wheels (LAVTA)	Repair and upgrade existing bus stops, including shelters, seating, lighting, curb and sidewalk, etc.	240,910				240,910	
###	Electronic Bike Lockers at Lake Merritt BART Station	BART	Furnish five (5) metal perforated electronic bike pods (total 20 bike locker spaces) at Lake Merritt Station.	52,000				52,000	
###	Wayfinding/Real-Time Arrival at BART Stations	BART	Provide wayfinding and signage from concourse to platform with backlit signs for improved visibility and patron safety; real-time train arrival; wayfinding and signage at street level with secondary language; AC Transit service and destination maps; and exit directories. Projects at Lake Merritt, Hayward, Downtown Berkeley, South Hayward, Coliseum, West Oakland, San Leandro, and Bay Fair BART stations.	3,545,360				3,545,360	(2)
###	East Bay Bus Rapid Transit Terminus/ San Leandro BART Improvements	AC Transit	AC Transit, in coordination with BART and the City of San Leandro, is proposing to expand the transit center at the San Leandro BART station to accommodate the East Bay Bus Rapid Transit Project (BRT) terminus, other AC Transit routes, and other transit services. This project will make street and BART station geometric improvements, add bus staging, and real-time signage at the San Leandro BART Station.	603,487			1,225,539	1,829,026	(2) (27)
###	Update Community-Based Transportation Plans	Alameda CTC	Five CBTPs have been completed in Alameda County to date, between the years of 2004 and 2009. Priority for updates will be for CBTPs completed prior to 2008. It is estimated the approximately three to four CBTP updates will be funded.				475,000	475,000	
###	Neighborhood Bicycle Centers/"Bike-go-Round" - 2012 Operations	Cycles of Change	Neighborhood Bicycle Centers / "Bike-go-Round" provides free bikes and safety training to referred low-income adults for their work commute. An extension of the Lifeline Cycle 2 funded program for calendar year 2012.			10,000		10,000	(14)
###	A Quicker, Safer Trip to the Library to Promote Literacy	Oakland Public Library/City of Oakland (via BART)	"A Quicker, Safer Trip to the Library to Promote Literacy" will transport preschool and kindergarten students, teachers and interested parents by bus to the West Oakland Library for story time and to check out library books. Program will transport approximately seven classes per week to the library by bus. Request is for three years of program operations.		185,000			185,000	(1)
###	Neighborhood Bicycle Centers/"Bike-go-Round"	Cycles of Change	Bike-go-Round program offers bicycle education and distribution services for low-income Oakland Residents to use bicycles for work commuting. The funding requested is for three years of program operations which would provide training for 1,500 participants and distribute 600 bikes over a three-year period.			360,000		360,000	
###	Preservation of Existing Services in Communities of Concern	AC Transit	The Lifeline funds will be utilized to restructure and/or continue service to several key communities of concern in the Southern, Central and Northern portions of Alameda County. Request is for three years of service.		4,316,118	525,429		4,841,547	(1)(16)
###	Hathaway Avenue Transit Access Improvements	Alameda County Public Works	Cherryland is a low-income community with many transit-dependent residents and the lack of sidewalks limits access to AC Transit. The Hathaway Avenue Project includes curb, gutter, ADA pedestrian ramps, landscape, and sidewalks along Hathaway Avenue between Rondale Court and Hayward City limits.				430,000	430,000	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA <sup>1</sup>	JARC <sup>5</sup>	STP/CMAQ		
###	BART Transbay Owl Express Bus Service	BART	This project will provide express owl bus service departing from the Market Street corridor in downtown San Francisco from 12:30am - 1:45am to key BART stations along the Yellow (Concord) and Green (Fremont) BART lines on Friday and Saturday nights after the BART system has closed. This is a multicounty request. An additional \$200K is being provided by Contra Costa County. This is a one-year pilot project.		297,800			297,800	(1)(7)
###	Oakland Broadway Shuttle	City of Oakland	The Broadway Shuttle is a free downtown shuttle linking major transit stations such as the AC Transit 20th St Hub, BART, Amtrak Capitol Corridor, and the Alameda/Oakland/SF Ferry. The route is on Broadway between Embarcadero and 27th St from 7am-7pm Mon-Th; 7am-1am Fri; and 6pm-1am Sat. The Lifeline request also includes expanding weekday evening service until 10pm Mon-Thurs.		723,000			723,000	(16)
###	WHEELS Route 14 Service Provision	LAVTA	The WHEELS Route 14 provides service to residents and employees of the central district of Livermore by connecting low-income communities to employment opportunities and regional transportation services via the Livermore Transit Center. Funding request is for Rte 14 operations.		366,000			366,000	(1)
###	San Leandro "LINKS" Shuttle	San Leandro Transportation Mgmt Organization (SLTMO)/San Leandro	LINKS is a free shuttle service from the San Leandro BART station to businesses in West San Leandro. LINKS Shuttle runs two 32 passenger vehicles during commute hours between the San Leandro BART station and hundreds of employers in West San Leandro. Service is jointly managed by the SLTMO and the City of San Leandro. Request is for three years of service.		310,089	60,911		371,000	(14)(16)
###	Estuary Crossing Shuttle Service Extension	City of Alameda Public Works	The project would extend the existing Estuary Crossing Shuttle service an additional three years from August 2013 to August 2016. The proposed project includes multi-lingual outreach/marketing and a new bus stop at Willie Stargell Avenue and Fifth Street, which is adjacent to low-income public housing. Request is for three years of service.			187,957		187,957	
###	Operation Support for Route 2	Union City Transit, City of Union City	This request is for 1 year of Route 2 operations. The route serves Union City's low income areas and connects UC Intermodal Station with the Decoto neighborhood as well as job centers along Whipple Rd corridor.		115,666			115,666	(1)

County Bid Target      N/A\*      6,313,673      1,144,297      2,130,539

Proposed Programming      4,441,757      6,313,673      1,144,297      2,130,539      14,030,266  
Unprogrammed Balance      N/A\*      -      -      -      -

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA <sup>1</sup>	JARC <sup>5</sup>	STP/CMAQ		
Contra Costa County									

###	Pittsburg/Bay Point BART Station Wayfinding	BART	Comprehensive wayfinding program within the Pittsburg/Bay Point station including overhead signs, transit information displays, local area maps, and real time BART and bus information.	400,000				400,000	(2)
###	Richmond BART Station Eastside Access	BART	Development of eastside of Richmond BART station including raising Nevin Walkway,	1,500,000				1,500,000	
###	Concord BART Station Intermodal	BART	Upgrade to the Concord BART Station intermodal including additional lighting. This project	400,000				400,000	
###	Bus shelters, Bus Pads, and Real Time Departure information	WestCAT	Purchase bus shelters, Real Time departure signs and solar equipment to power signs, and install at key locations throughout the WestCAT service area, including the Rodeo, Crockett, Hercules, Pinole, and Moltavin Manor communities.	-				-	(2), (24)
###	Bus shelters, Bus Pads, and Real Time Departure information	WestCAT	Purchase bus shelters, Real Time departure signs and solar equipment to power signs, and install at key locations throughout the WestCAT service area, including the Rodeo, Crockett, Hercules, Pinole, and Moltavin Manor communities.	-				-	(2), (24)
22	Replacement Buses	County Connection	Procure replacement buses for use in service on Lifeline routes #14, 11, 314, 16, 18, 19, 308. The routes serve the Concord Monument Corridor and North Martinez.	484,534				484,534	(19)
(28) O	Contra Costa College Transit Center Improvements	AC Transit	Pavement, shelter improvements, real-time displays and amenities upgrades at Contra Costa College Transit Center.	160,000				160,000	(15)(25)
(29) O	Contra Costa College Transit Center Improvements	AC Transit	Pavement, shelter improvements, real-time displays and amenities upgrades at Contra Costa College Transit Center.	160,000				160,000	(15)(25)
23	Park & Ride Facility	Tri Delta Transit	Design for new construction of recently purchased parcel of land in NW Antioch for use as a Park & Ride lot.	327,019				327,019	
24	Monument Neighborhood Shuttle	City of Concord	The shuttle will emphasize connections to job training, jobs and BART. It will also provide improved access to other Monument Corridor agencies and facilities that provide family support services to Monument residents. The shuttle service will be operated by a small business through the Monument Community Partnership, in partnership with the Michael Chavez Center for Economic Opportunity and the City of Concord, as part of a community service, employment opportunity, and training program.		161,648			161,648	(12)(16)
25	Preserve Operations in Community of Concern	County Connection	Preserve frequency and coverage on CCTA routes #14, 11, 16, 18, 19, 314 and 31 6 which serve the Monument Corridor and downtown Martinez. These routes connect residents in two communities of concern to medical services, jobs, and employment.		707,302	150,055		857,357	(1)(12)
26	Route 200 and 201	Tri Delta Transit	Provide service between Bay Point and central Concord and Martinez. Input from the Bay Point community led to the development of route 201 and changes to Route 200 to better serve the community, including an estimated 1,600 high school students residing in Bay Point who attended Mt. Diablo High School in Concord. Both of these routes are also lifeline connections for non-students, providing service between Bay Point and important health care and social service destinations.		757,775	126,353		884,128	(1)(11)
27	KEYs Auto Loan Program	Contra Costa County Employment and Human Services Dept.	Provide CalWORKS participants who have been employed full time for three months with low interest loans to purchase vehicles through a bank partner. The proposed grant funds will allow EHSD to increase the maximum loan amount from \$4,000 to \$5,500.			149,500		149,500	(29)
28	Canal Road Bike/Ped Improvements	Contra Costa County Public Works	Construct approximately 2,000 feet of a class II standard bike lane in both directions and an ADA accessible pedestrian path on the north side of Canal Road that will eliminate the existing gap in sidewalk from Emerald Cove Drive to Bel Air Elementary School.				1,000,000	1,000,000	

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				1B	STA <sup>1</sup>	JARC <sup>5</sup>	STP/CMAQ		
29	Preserve Operations in Community of Concern	AC Transit	Maintain existing services on the following routes that serve low income areas: 71, 76, 376, 800. All of the routes link low-income riders with employment centers, schools, retail, and services. The routes prioritized for funding are vulnerable to service cuts as a result of the projected budget shortfalls over the next three years.		984,087	299,353		1,283,440	(1)
30	Transbay Owl Express	BART	This project will provide express owl bus service departing from the Market Street corridor in downtown San Francisco from 12:30am - 1:45am to key BART stations along the Yellow (Concord) and Green (Fremont) BART lines on Friday and Saturday nights after the BART system has closed. This is a multicounty request. An additional \$298K is being provided by Alameda County. This is a one-year pilot project.		198,311			198,311	(1)(7)
31	C3 Operations	WestCAT	The C3 service operates between Hercules Transit Center and Contra Costa College in San Pablo. The route provides a link to the college for residents of the Bayo Vista community in Rodeo. The route also provides service to a number of work places along San Pablo Avenue and a direct link to the AC Transit 72/72 Rapid, which connects to job centers and regional medical facilities along San Pablo Avenue into Downtown Oakland.		201,325	75,007		276,332	(1)
32	Taxi Referral Program	Contra Costa County Employment and Human Services Dept. (via Tri Delta)	Participation in the Taxi Referral Program - Provide taxi vouchers to people enrolled in CalWORKS as a way to provide transportation to jobs and job training. The service is a bridge until participants have worked long enough to qualify for the KEY's loan program.		126,353	127,832		254,185	(1)(11)(16)(29)
33	Easy Go	City of Richmond	Improve mobility of low-income residents by providing car sharing, Bicycle program and Kids Cab program in South Richmond and North Richmond communities of concern. Utilize grant funds to expand Easy Go transportation resources to low-income residents of North and South Richmond, aimed at increasing mobility access to jobs and human and health services.			140,000	203,291	343,291	(4)

County Bid Target	N/A*	3,136,801	1,068,100	1,203,291	
Proposed Programming	3,431,553	3,136,801	1,068,100	1,203,291	8,839,745
Unprogrammed Balance	N/A*	-	-	-	-



#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA <sup>1</sup>	JARC <sup>5</sup>	STP/CMAQ		
Marin County									
34	Novato Bus Stop Improvement Project	Marin Transit	Install transit amenities at targeted local bus stops that include bus shelters, bus stop seating, lighting, and bus operational improvements. The first prioritized project is the Downtown Novato Transit Center located at Redwood Boulevard and Grant Avenue.	985,000				985,000	
35	Advanced Communications and Information System	GGBHTD	Systemwide improvements to GGBHTD's communication system, including voice and data radio communications; basic ITS components including Computer Aided Dispatch/Automatic Vehicle Location (CAD/AVL); real-time passenger information; dynamic message signs at selected transit centers, bus stops and other locations; on-board vehicle equipment.	492,729			233,728	726,457	(2)
36	Canal Neighborhood Transit Service	Marin Transit (via GGBHTD)	Transit service to the low income and minority population in the Canal Area of San Rafael on Routes 35 and 36.		413,894			413,894	(1)
37	Route 257 Shuttle	Marin Transit	Support Route 257 shuttle service to connect welfare and other low-income individuals to jobs and employment related services. Route 257 operates between Central San Rafael, employment and retail centers, Dominican University and the Marin Employment Connection site at the Health and Human Services campus.			238,867		238,867	
38	San Rafael School Shuttle	San Rafael Schools (via GGBHTD)	Enable Canal parents to participate in their children's education at San Pedro School by providing shuttle service and emergency taxi vouchers for low-income residents of the San Rafael Canal community (or nearby vicinity) to attend critical academic meetings and other school activities.		158,268			158,268	(1)
County Bid Target				N/A*	572,162	238,867	233,728		
Proposed Programming				1,477,729	572,162	238,867	233,728	2,522,486	
Unprogrammed Balance				N/A*	-	-	-	-	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA <sup>1</sup>	JARC <sup>5</sup>	STP/CMAQ		
Napa County									
39	Paratransit Vehicles	NCTPA	Purchase three (3) Vine Go paratransit vans to allow more appointments to be made and increase the efficiency of paratransit services. The project will give more mobility options to low-income residents with disabilities.	192,000				192,000	
40	Replacement Buses for American Canyon	NCTPA	Purchase two (2) replacement buses for American Canyon. New buses will improve the efficiency of the system and improve on-time performance.	192,000				192,000	
41	VINE Transit CAD/AVL System Part 1	NCTPA	Napa VINE identified the need to implement technological tools to assist in managing their operations and serving their customers through the collection, analysis and dissemination of reliable data on its existing fleet of transit vehicles. Based on this high priority need, Napa VINE will deploy a state-of-the-art Automatic Vehicle Location (AVL) System and Computer-Aided Dispatch (CAD) for fixed route and demand response fleets of vehicles.	213,647				213,647	(22)
42	Operating Assistance for new VINE Routes	NCTPA	Improve and expand service within the City of Napa. The new routes will address numerous issues listed in the community-based transportation plan, specifically improving travel times, connectivity between routes, frequency of buses, on-time performance, and a pulse system.		485,548			485,548	(1)
43	Community-Based Transportation Plan Update	NCTPA	Update Napa’s community-based transportation plan.				80,000	80,000	
44	ADA Bus Stop Upgrades	NCTPA	ADA and accessibility improvements at bus stops that are used on a frequent basis.				116,794	116,794	
County Bid Target				N/A*	485,548	-	196,794		
Proposed Programming				597,647	485,548	-	196,794	1,279,989	
Unprogrammed Balance				N/A*	-	-	-	-	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA <sup>1</sup>	JARC <sup>5</sup>	STP/CMAQ		
San Francisco County									
45	Mission Mobility Maximization	SFMTA	Enhancements to complement the transit service in the Mission Corridor (Routes 14, 14L, 14X, 49). The project includes colorizing existing dedicated transit lanes, transit signal priority, information panel and transit arrival prediction signs (NextMuni), vehicle branding, and enhanced stop identification. To the extent that funding is available, the project will also include Transit Only Lane Enforcement (TOLE) Cameras.	5,056,891				5,056,891	(2)(3)(9)
46	8X Mobility Maximization	SFMTA	Enhancements along the 8X Route to create and identify a premier transit service which will better serve current ridership, alleviate latent demand and accommodate greater demands in the future. This grant will focus on the southern portion of the 8X from City College to Silver and San Bruno, and the northern portion along Bryant, 3rd Street and Kearny. (The southbound segment in the downtown area will be addressed as part of a separate effort after the Central Subway Construction is completed.) The project includes colorizing existing dedicated transit lanes, transit signal priority, information panel and transit arrival prediction signs (NextMuni), vehicle branding, enhanced stop identification, Transit Only Lane Enforcement Cameras, and improvements at the Balboa Park Station Area and Plaza (pedestrian improvements, lighting, and wayfinding).	5,285,000				5,285,000	(2)(3)(9)(20)
47	Mission Bay Loop	SFMTA	Install a single-track transit loop on Third Street at 18th and 19th Streets to allow the T-Third line to turnaround mid-route and thus enable a significant increase in transit frequencies between Mission Bay, South of Market, and downtown neighborhoods, as well as Chinatown upon completion of the Central Subway project.	1,381,539				1,381,539	(9)
48	Station Wayfinding and Bicycle Parking at San Francisco BART Stations	BART	Wayfinding improvements, including installation of signage and real time information, at 16th Street, 24th Street, and Balboa Park BART stations. Purchase & installation of bicycle lockers at Balboa Park and Glen Park BART Stations. Addition of between 150-175 spaces in a new Bike Station at the Civic Center BART Station.	2,143,650				2,143,650	(2)
49	Continuation of Bus Restoration Project	SFMTA	Continue for two years the expanded service levels and late-night service provided for six bus routes that serve low income communities: 19-Polk, 21-Hayes, 27-Bryant, 29-Sunset, 44-O'Shaughnessy, and 54-Felton.		957,620	1,200,942		2,158,562	(1)(10)
50	Route 108 Treasure Island Enhanced Service	SFMTA	Continue providing more frequent peak period and all night service on Route 108-Treasure Island, the only 24/7 transit service to the island, for two years.		800,000			800,000	(1)(10)
51	Route 29 Reliability Improvement	SFMTA	Continue providing more frequent service on 29-Sunset route to increase reliability for two years.		800,000			800,000	(1)(10)
52	Free Muni for Low Income Youth Pilot Program	SFMTA	The Free Muni for Low Income Youth pilot program is a 22-month program to provide a free Muni pass for low income youth at an estimated cost of \$9.9 million.		400,000			400,000	(1)
53	Eddy and Ellis Traffic Calming Improvements	SFMTA	Implement pedestrian and traffic calming improvements along Eddy and Ellis Streets as proposed through the Tenderloin-Little Saigon Neighborhood Transportation Plan, including: 1) the conversion of Ellis and Eddy Streets from one-way streets to two-way streets, 2) full signal upgrades at the intersections of Eddy/Taylor and Ellis/Taylor, including pedestrian countdown signals, and 3) bulbouts at Eddy/Leavenworth and Ellis/Taylor.				1,175,105		(13)
County Bid Target				N/A*	2,957,620	1,200,942	1,175,105		
Proposed Programming				13,867,080	2,957,620	1,200,942	1,175,105	19,200,747	
Unprogrammed Balance				N/A*	-	-	-	-	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA <sup>1</sup>	JARC <sup>5</sup>	STP/CMAQ		
San Mateo County									
54	Replacement Fixed Route Vehicles	SamTrans	Replace a portion of the 1998 40-foot Gillig Bus Fleet. The 1998 Gillig fixed route buses operate on all routes throughout the urbanized portion of San Mateo County.	1,821,373				1,821,373	(23)
55	Electronic Bicycle Lockers at San Bruno BART Station	BART	Purchase and install five (5) quads of electronic bicycle lockers at the San Bruno BART station.	32,000				32,000	
56	Fixed Route 17	SamTrans	Continue funding the operation of existing Lifeline funded expanded fixed route bus service for SamTrans Route 17 on the Coastside of San Mateo County. The expanded service provides service to Montara, additional peak commute period service, Sunday service, and later evening hours 7 days a week.		500,079			500,079	(1) (26)
57	Ways to Work Auto Loans for purchase or repair of vehicles	Peninsula Family Services	Continue the Ways to Work Family Loan Program in San Mateo County. Ways to Work provides affordable loans for the purchase or repair of a car for qualified individuals needing reliable transportation in order to maintain employment, attend training, and care for a dependent child or older relative.			375,000		375,000	
58	Middlefield/Woodside Rd (SR 84) Intersection Improvements	City of Redwood City	Increase access, safety and mobility in the North Fair Oaks community of concern by constructing crosswalks, sidewalks, accessible curb ramps, pedestrian countdown signals, bicycle signal detection, street lighting, etc. at the Middlefield Road and Woodside Road (State Route 84) intersection to allow low income, minority residents to walk and bike across Woodside Road.				339,924	339,924	
59	North Central Ped Infrastructure Improvements	City of San Mateo	Improve the mobility of the low-income residents of the North Central neighborhood with the initiation of the \$1.5 Million North Central Pedestrian Infrastructure Improvement Program – Phase I. Phase I includes pedestrian infrastructure improvements south of Cypress Avenue in North Central.				339,924	339,924	(1)(5)
60	Coast Service On-Demand	SamTrans	Continue funding the operation of SamCoast, a general public demand response system on the Coastside of San Mateo County centered in Pescadero.		300,000			300,000	(1)
61	Bus Passes and Tickets for Low Income Families	San Mateo Human Services Agency (via SamTrans local agency fund exchange)	This project will provide bus tokens, bus tickets and bus passes for low-income families, and individuals participating in Self-Sufficiency and Family Strengthening activities such as: employment seeking, employment workshops, skill based training programs, emergency and health related needs, parenting skills workshops, anger management classes, and family counseling.		300,000			300,000	(1)
62	Community Learning Center Public Transportation Workshops	City of South San Francisco (via SamTrans)	Develop curriculum and present public transportation workshops to low-income residents. Create instructional, outreach, evaluation and publicity materials that can be used to serve low-income residents throughout the county. Technology resources such as 511.org will be used by participants.		210,000			210,000	(1)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA <sup>1</sup>	JARC <sup>5</sup>	STP/CMAQ		
63	Midday Shuttle Belle Haven Community and Other Communities	City of Menlo Park (via SamTrans)	The Menlo Park Midday Shuttle operates along a fixed route throughout the City, including the City's redevelopment area, which includes the low-income Belle Haven community. The shuttle provides access to essential destinations including the City's downtown civic center, medical offices, community centers, shopping centers, Caltrain station, and Stanford Medical Center.		240,820			240,820	(1)(5)
64	North Fair Oaks On-Demand Shuttle	City of Redwood City (via SamTrans)	Provide shuttle transportation to basic services such as shopping and medical facilities in the North Fair Oaks community of concern during non-commute hours.		129,896			129,896	(1)(5)(26)
65	Weekday Community Shuttle	City of East Palo Alto	Continue a weekday community shuttle, which provides residents access to job training, academic enrichment, shopping and transportation. The Weekday Community Shuttle connects East Palo Alto residents to Caltrain, and has the largest ridership of all the East Palo Alto shuttles.			123,368		123,368	
66	Weekday Evening Shuttle	City of East Palo Alto	Continue a weekday evening shuttle, which provides residents access to job training, academic enrichment, shopping and transportation. The Weekday Evening Shuttle provides weekday evening services to commuters.			76,871		76,871	
67	Taxi Vouchers for Low Income Program Participants	San Mateo Human Services Agency	Provide emergency taxi vouchers for low-income youth, families, and individuals in need of emergency transportation assistance where a bus pass or ticket cannot provide the transportation in a timely or appropriate manner.			60,000		60,000	
68	Weekend Shuttle	City of East Palo Alto	Continue a weekend shuttle, which provides residents access to job training, academic enrichment, shopping and transportation. The Weekend Shuttle connects EPA residents to Caltrain on the weekend.			59,557		59,557	
69	San Carlos Transit Center	SamTrans	The San Carlos Transit Center project will enhance an existing multi-modal transit center to facilitate improved safety and connections between SamTrans fixed route bus service, Caltrain commuter rail, local shuttles and pedestrians and bicyclists. The proposed improvements provide for new and relocated bus stops, relocated shuttle and taxi stops/queuing spaces, and pedestrian pathways.	451,324				451,324	(23)
County Bid Target				N/A*	1,680,795	694,796	679,848		
Proposed Programming				2,304,697	1,680,795	694,796	679,848	5,360,136	
Unprogrammed Balance				N/A*	-	-	-	-	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA <sup>1</sup>	JARC <sup>5</sup>	STP/CMAQ		
Santa Clara County									
70	Alum Rock Rapid Transit Bus Purchase	MTA	Purchase hybrid diesel-electric express transit buses to operate on the new Santa Clara Street/Alum Rock Avenue Rapid Transit line. The project will provide over 2 million passenger trips per year to low income riders.	9,186,049				9,186,049	(3)
71	Family Transportation Services	Outreach & Escort, Inc.	Provide a range of no-cost transportation alternatives for CalWORKs participants, veterans, older adults and other low-income individuals to assist them in finding and retaining employment. Services include: door-to-door rides to work, training, school and/or support services; support of public transit use; and vehicle repairs.		601,161	1,236,573		1,837,734	(1)(16)(28)
72	American with Disabilities Act Transition Plan Program	MTA	The goals and objectives of this project are to enhance access to MTA's accessible transportation services by removing barriers that might dissuade persons with disabilities from using fixed route service. MTA will engage with the public to develop a schedule and budget to remove those barriers. More than 300 bus stops, at least five transit centers, two customer service centers, and MTA's administrative offices will be fully accessible.		340,668			340,668	(28)
73	Foster Grandparent/Senior Companion	Seniors Council	Provide very low-income foster grandparent and senior companions--who serve as drivers, mentors, tutors, companions, and care givers--with financial reimbursement for work-related mileage. Place the foster grandparents/senior companions serving their communities in work sites as close as possible to their home to mitigate work transportation needs.			83,287		83,287	
74	Senior Transportation & Resources	Outreach & Escort, Inc.	Provide door-to-door transportation and other mobility alternatives that prevent isolation and enable the County's older adults to maintain their necessary schedules and appointments with a sense of independence. A major component of this project is the cooperative working relationships with senior centers that resulted in a successful shared ride program.		3,075,908			3,075,908	(1)
75	Together We Ride	Outreach & Escort, Inc.	Provide transportation assistance to the homeless, veterans, emancipated foster youth, refugees, and persons with disabilities and other vulnerable populations in the county's Communities of Concern. The program offers demand-response (dial-a-ride) services not available by fixed route public transit; shared rides/carpools; group trips. Services are provided at no-cost to low-income riders every day of the year.		1,711,015			1,711,015	(1)
76	East San Jose Pedestrian Improvements	Santa Clara County Roads and Airports	Construct sidewalk improvements and enhance ADA access along nine county-maintained roads in Alum Rock neighborhoods. The pedestrian enhancements will improve access to transit stops along White Road, Alum Rock Avenue (State Route 130), and McKee Road/Toyon Avenue.				2,127,977	2,127,977	
County Bid Target				N/A*	5,728,752	1,319,860	2,127,977		
Proposed Programming				9,186,049	5,728,752	1,319,860	2,127,977	18,362,638	
Unprogrammed Balance				N/A*	-	-	-	-	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA <sup>1</sup>	JARC <sup>5</sup>	STP/CMAQ		
Solano County									
77	Local Bus Replacement	Fairfield and Suisun Transit	Replace six (6) local diesel buses with hybrid diesel electric fuel buses.	547,328			481,368	1,028,696	
78	Intercity Bus Replacement	SolTrans	Replace three (3) intercity diesel buses with hybrid diesel electric fuel buses.	1,000,000				1,000,000	
79	Sustaining Route 1	SolTrans	Route 1 serves a large low income population centered around downtown Vallejo and the north/south corridor along Sonoma Blvd. Route 1 includes Vallejo Middle and Senior High schools, three key shopping centers and Curtola Park and Ride. This funding would aid in retaining service.		500,000			500,000	(1)
80	Sustaining Route 85	SolTrans	Route 85 provides local service within the City of Vallejo on a low income corridor. This intercity route provides critical transportation between Vallejo and Fairfield to reach employment, medical services and Solano Community College. This funding will be aid in sustaining service.		250,000			250,000	(1)
81	Route 30 Saturday Service	Fairfield and Suisun Transit	Route 30 service on Saturday provide connection between Fairfield, Vacaville, Dixon, and the UCDavis. In Dixon's CBTP, lack of Saturday Service was one of the major transportation gaps.		120,000			120,000	(1)
82	Sustaining Span of Service	SolTrans	To meet ongoing budget pressures and to attain a sustainable service, service is proposed to start later in the morning and end earlier in the evening. This funding would aid in retaining the current span of service.		419,884			419,884	(1)
83	Safe Routes to School (SRTS) Infrastructure Improvements Project	City of Vacaville	Improve sidewalks and bicycle routes to Vacaville High School and Foxboro Elementary School, and improve access to the adjacent transit center located at Cernon Street and West Monte Vista Avenue.				40,000	40,000	(18)
County Bid Target				1,547,328	1,289,884	-	521,368		
Proposed Programming				1,547,328	1,289,884	-	521,368	3,358,580	
Unprogrammed Balance				-	-	-	-	-	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA <sup>1</sup>	JARC <sup>5</sup>	STP/CMAQ		
Sonoma County									
84	Bus Stop Improvements	Petaluma Transit	Purchase and install up to ten (10) bus shelters at locations in Petaluma that predominantly serve low-income riders. The shelters will support Petaluma Transit routes 2, 11, 24.	76,734				76,734	
85	Vehicle Replacements, Security Cameras, Lighting Improvements at Southside Transfer Center	Santa Rosa CityBus	Replace up to five (5) fixed route buses serving Lifeline routes and six (6) paratransit vehicles serving low-income seniors and persons with disabilities; Replace recording units for onboard security cameras; Lighting improvements at the CityBus Southside Transfer Center in Roseland.	1,268,194				1,268,194	
86	Bus Stop Improvements	Sonoma County Transit	Make enhancements at various bus stops located throughout the Sonoma County Transit and Healdsburg Transit service areas, particularly those in the CBTP areas of Healdsburg, Lower Russian River, and The Springs. Enhancements include installation of new and/or	200,000				200,000	
87	Vehicle Purchase	Sonoma County Transit	Purchase one (1) 40-foot CNG transit coach.	393,864				393,864	
88	Enhanced Automatic Vehicle Location (AVL) and Real-Time Transit Information Program	Santa Rosa CityBus	Implement an Automatic Vehicle Location and Real-time Transit Information Program serving patrons of Santa Rosa CityBus. The goals of the project are to improve service reliability and on-time performance, make real-time transit information widely available in a range of formats, enhance transit security, and improve planning and scheduling.						(2)(6)(8)
89	Roseland Lifeline Operations	Santa Rosa CityBus	Support continued operation of improved transit services in the Roseland community, including service on routes 9, 12, and 19.		537,614	405,987		943,601	(1)(8)(16)
90	Added Capacity on Lifeline Routes 20, 30 & 60	Sonoma County Transit	Support Sonoma County Transit's designated Lifeline routes 20, 30, and 60, including adding capacity during peak commute times.		1,199,831			1,199,831	(1)
91	Healdsburg Pedestrian Safety & Access Improvements	City of Healdsburg	Construct supportive infrastructure to enhance pedestrian mobility and safety between low income areas and various activity centers. This project includes access and safety improvements linking the High School, Junior High School and Sonoma County Healdsburg Library; and installation of a high-intensity activated crosswalk (HAWK) signal proposed at the main entrance to the Healdsburg High School at Powell Ave				202,937	202,937	
92	Central Sonoma Valley Trail	Sonoma County Regional Parks	Construct 0.42 mile of Class I trail in Central Sonoma Valley, creating a safe route parallel to busy Highway 12 for pedestrians and bicyclists. This project will connect Flowery Elementary School, Larson Park, Maxwell Farms Regional Park, and the Boys and Girls Club.				500,000	500,000	
County Bid Target				1,938,792	1,737,445	405,987	702,937		
Proposed Programming				1,938,792	1,737,445	405,987	702,937	4,785,161	
Unprogrammed Balance				-	-	-	-	-	



#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA <sup>1</sup>	JARC <sup>5</sup>	STP/CMAQ		
Multi-County & Regional Projects									
93	Bus shelters at BART Stations	BART	Bus shelters at various BART stations in communities of concern for ADA patrons.	100,000				100,000	
94	Internal Text Messaging Signs	AC Transit	Purchase and install text-based LED signs on the balance of AC Transit's revenue vehicle fleet. The internal text messaging signs provide bus stop and route information to assist hearing impaired riders.	-				-	(2) (15)
95	San Pablo and Telegraph Rapid Bus Upgrade	AC Transit	Upgrades include Transit Signal Priority (TSP) equipment and optimized bus stop locations. Along the Berkeley South side Transit Lane, the project will add one mile of red transit lanes.	500,000				500,000	(15)(25)
96	East Bay Bus Rapid Transit (BRT) Vehicles, Design & Construction	AC Transit	Procure (27) 60' Diesel Electric Hybrid for BRT Service, Design and Construct the East Bay BRT Project	7,140,000				7,140,000	(17) (27)
97	Means-Based Discount Project	MTC	Development and implementation of a regional means-based discount. In Phase 1, MTC will develop the regional concept, including identifying who is eligible, costs, funding, relationship to other discounts, etc. MTC will convene a regional Technical Advisory Committee to assist with scope development and project oversight. Depending on the results of Phase 1, the remaining funds from the \$1 million set-aside will be used for implementation activities.	-	308,575	-	-	308,575	(1)(16)
98	Administration & Technical Assistance	MTC	Consistent with federal JARC guidance, five percent of the region's FY11, FY12 and FY13 JARC apportionments has been set aside to fund administration and technical assistance for three years.		-	317,798		317,798	(16) (21)
99	Community-Based Transportation Planning (CBTP) Program Update	MTC	The CBTP Program provides funding to CMAs for planning efforts in Communities of Concern and other transportation-disadvantaged areas. The goal of the program is to develop projects to mitigate existing transportation gaps in those communities. The updated CBTP Program will provide funding to CMAs to develop new plans or to update existing plans.		89,013			89,013	(21)
Multi-County & Regional Target				N/A*	397,588	317,798	-		
Proposed Programming				7,740,000	397,588	317,798	-	8,455,386	
Unprogrammed Balance				N/A*	-	-	-	-	
Regional Grand Totals									
Lifeline Program Revenue Sources				46,519,967	24,300,268	6,390,647	8,971,587	86,182,469	
Total Proposed Programming				46,532,632	24,300,268	6,390,647	8,971,587	86,195,134	
Unprogrammed Balance				(12,665)	-	-	-	(12,665)	

## Third Cycle Lifeline Program of Projects (FY 2011-2013)

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\* In most cases, Proposition 1B Transit funds were allocated directly to transit operators by MTC. Upon concurrence from the applicable CMA, transit operators programmed funds to any capital project that was consistent with the Lifeline Transportation Program and goals, and was eligible for the Proposition 1B funds. In Solano and Sonoma Counties, the CMA programmed the Proposition 1B funds to transit operator projects.

### Notes

- (1) On 10/23/13, the STA amounts were updated to reflect FY2012 & FY2013 actual revenues, including FY2012 and FY2013 interest. The County Lifeline Program Administrators (LPAs) had originally programmed 95 percent of their county's estimated two-year STA amount, and then developed a contingency plan for the remaining five percent should it be available. The actual two-year revenues plus interest were sufficient to fully fund the 95 percent program, and to provide partial funding to the contingency projects that had been previously identified by the County LPAs.
- (2) Comply with MTC Resolution 3866, Revised (Transit Coordination Implementation Plan) where applicable, including but not limited to Clipper, 511, real-time transit information and wayfinding signage. For wayfinding signage, project sponsors are expected to follow the regional sign standard developed by MTC, with the exception of wayfinding kiosks and transit information displays which are optional (note that MTC is unable to support maintenance of these signs if installed). For real-time transit information displays at multi-agency transfer stations/stops, project sponsors must work with MTC to determine the appropriate 511 real-time transit sign design to use. MTC Res. 3866, Revised is available at <http://www.mtc.ca.gov/planning/tcip/>. Consult with project-specific MTC staff during project planning to further assess the applicability of Res. 3866, Revised and how to implement specific aspects of the project.
- (3) On 5/9/12, staff recommended SFMTA's and VTA's Proposition 1B projects for deferral (not programming) pending resolution of youth/low income free fare funding discussions. Projects were recommended for funding on 6/13/12.
- (4) On 6/13/12, staff recommended deferral of funding for the Richmond Easy Go project in order to clarify eligibility issues. Project was recommended for funding on 7/11/12.
- (5) JARC funds include FTA Section 5316 funds apportioned in FY12 and Section 5307 funds apportioned in FY13 and FY14. For more information regarding the FY2013 Section 5307 funds, see the Transit Capital Priorities (TCP) Process and Criteria for FY 2012-13 & FY 2013-14 (MTC Resolution No. 4072) and the TCP Program for FY 2012-13 & FY 2013-14 (MTC Resolution No. 4084).
- (6) Project must follow the requirements in Attachment A of the *Phase II Call for Projects: 2012 RM2 Real-time Transit Information Grant Program*
- (7) On 6/13/12, staff recommended deferral of funding for BART's Transbay Owl Express in order to work with counties and sponsor to address issues. Project was recommended for funding on 7/11/12.
- (8) On 12/19/12, \$405,987 in JARC funding was transferred from Santa Rosa CityBus Enhanced Automatic Vehicle Location (AVL) and Real-Time Transit Information Program and reprogrammed to CityBus Roseland Lifeline Operations.
- (9) On 12/19/12, SFMTA's 8X Mobility Maximization Proposition 1B amount was reduced from \$9,310,080 to \$5,285,000, SFMTA's Mission Mobility Maximization Proposition 1B amount was increased from \$2,413,350 to \$5,056,891, and a new Lifeline-eligible project, the Mission Bay Loop, was programmed \$1,381,539 in Proposition 1B funds. CMA Concurrence for SFMTA's Proposition 1B projects is expected in December 2012. MTC approval is contingent on receiving that board approval.
- (10) San Francisco County STA projects were recommended for funding in December 2012.
- (11) On 4/24/13, \$126,353 in JARC funding was transferred from Contra Costa County Employment & Human Services Taxi Referral Program to Tri Delta Transit for Route 200 & 201. \$126,353 in STA funding was transferred from Tri Delta Transit Route 200 & 201 to Contra Costa County Employment & Human Services Department Taxi Referral Program, as a pass through from Tri Delta Transit.
- (12) On 4/24/13, \$150,055 in JARC funding was transferred from City of Concord Monument Neighborhood Shuttle to County Connection Preserve Operations in Community Concern project. \$150,055 in local Measure J funds will be programmed to the Monument Neighborhood Shuttle by the Contra Costa Transportation Authority.
- (13) SFCTA Board approval for SFMTA's STP/CMAQ project was received in April 2013.
- (14) On 10/23/13, \$35,000 in JARC funding was transferred from Cycles of Change's Neighborhood Bike Centers project to the San Leandro TMO LINKS Shuttle. This modification pays LINKS back from funds borrowed by Cycles in 2012, LTP2 JARC funds.
- (15) On 12/18/13, \$500,000 in Proposition 1B funding was transferred from AC Transit's Internal Text Messaging Signs project to the Contra Costa College Transit Center Improvements project. This modification is due to cost savings on the Internal Text Messaging Signs project and will allow the scope of the Transit Center Improvements project to include real-time displays and amenities upgrades.
- (16) On 2/26/14 \$1,745,579 in STA funds were redirected to five projects impacted by the loss of JARC funds: Oakland Broadway Shuttle, \$723,000; San Leandro "LINKS" Shuttle, \$310,089; Concord Monument Neighborhood Shuttle, \$161,648; Outreach Family Transportation Services, \$461,829; and MTC Admin & Tech. Asst., \$89,013. The STA funds were from the Means-Based Fare Study (\$691,745) and the FY14 STA Lifeline category (\$1,053,834). Additionally, JARC funds were replaced with 5307 FY14 funds on the following projects: Contra Costa County Taxi Referral Program, \$37,884; AC Transit Preserve Ops in Comm of Concern, \$45,986; and Santa Rosa Roseland Operations, \$124,214.
- (17) On 7/23/14, AC Transit's East Bay Bus Rapid Transit (BRT) project was revised to add a design and construction component to the existing vehicle purchase component.
- (18) On 11/19/14, the City of Vacaville's Accessible Paths to Transit project was replaced with the Safe Routes to School (SRTS) Infrastructure Improvements Project.
- (19) As of 11/19/14, CCCTA's original bus replacement project was delivered using alternative funds because the Lifeline Prop 1B funds were not available at the time of procurement, partly due to the delay in available bond proceeds. The \$484,534 in Lifeline Prop 1B funds will be used in a future vehicle procurement (anticipated FY2014-15), which will serve the same areas (Concord Monument Corridor and North Martinez).
- (20) On 11/19/14, SFMTA's 8X Mobility Maximization project scope was expanded to include improvements at the Balboa Park Station Area and Plaza.
- (21) On 7/22/15, \$89,013 in STA funds that had originally been set aside and allocated for MTC administration and technical assistance in FY 2014, but had not been needed for that purpose, were re-programmed to the Community Based Transportation Planning (CBTP) program.
- (22) On 3/23/16, \$213,647 in Proposition 1B funds were redirected from the cancelled Napa Valley College Northbound Shelter project to the newly added VINE Transit CAD/AVL System Part 1 project. VINE Transit CAD/AVL project is also a Lifeline Cycle 4 project.

### Third Cycle Lifeline Program of Projects (FY 2011-2013)

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(23) On 3/23/16, \$451,324 in Proposition 1B funds were redirected from the SamTrans' Replacement Fixed Route Vehicles project to the newly added San Carlos Transit Center project.

(24) On 6/22/16, \$147,335 in Proposition 1B funds were reprogramed from the cancelled WestCAT Purchase and Installation of Bus Shelters project to the newly added Dial-A-Ride Replacement Vehicles project (also a Lifeline Cycle 4 project).

(25) On 6/27/18, \$500,000 in Proposition 1B funds were redirected from the reduced project scope for the Contra Costa Community College Transit Center Improvement project to the newly added San Pablo and Telegraph Rapid Bus Upgrade project.  
See also MTC Reso. No. 3880, Revised, Proposition 1B - Regional Transit Program.

(26) On 6/27/18, \$93,031 in project cost savings in State Transit Assistance funds from the City of Redwood City North Fair Oaks On-Demand Shuttle were redirected to the Lifeline Transportation Program Cycle 3, Route 17 project (on the Coastside of San Mateo County).

(27) On 6/27/18, \$2.1M in Proposition 1B PTMISEA funds were redirected from the AC Transit San Leandro BART Station Terminus project (LTP Cycle 3) to the AC Transit East Bay Bus Rapid Transit (EBBRT) Vehicles, Design and Construction project.  
The EBBRT Vehicles, Design and Construction project is also a Lifeline Transportation Program Cycle 4 project.

(28) On 6/24/20, \$340,668 in State Transit Assistance (STA) funds were redirected from the cancelled Outreach & Escort, Inc. - Family Transportation Services project to the VTA American with Disabilities Act Transition Plan program.

(29) On 3/24/21, \$20,000 was redirectd from the Contra Costa County Employment and Human Services Department - Taxi Referral project to the KEYs Auto Loan Program project. Project Sponsor is the same for both.

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-0355      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Consent  
**File created:** 2/10/2021      **In control:** Joint MTC ABAG Legislation Committee  
**On agenda:** 3/12/2021      **Final action:**  
**Title:** MTC Resolution No. 3931, Revised - Policy Advisory Council Appointment  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [6d - 21-0355 - MTC Res. 3931 Council Appointment Frank Welte.pdf](#)

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

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

### Presenter:

Marti Paschal

### Recommended Action:

MTC Commission Approval

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

March 12, 2021

Agenda Item 2c

**MTC Resolution No. 3931, Revised — Policy Advisory Council Appointment**

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**Subject:** Appointment to the 2017-2021 MTC Policy Advisory Council.

**Background:** Since the appointments to MTC's Policy Advisory Council were approved in October 2017 for a term running through December 2021, several members have resigned. We are bringing a recommendation to fill one vacancy this month, a seat representing persons with disabilities in the City and County of San Francisco.

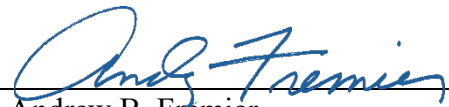
MTC Resolution No. 3931, Revised (Attachment A), which created the Policy Advisory Council, specifies that appointments for advisors representing a particular county be made by that county's Commissioner(s). Vice Chair Josefowitz and Commissioner Ronen have forwarded a recommendation to appoint Frank Welte to fill the vacancy to represent persons with disabilities in the City and County of San Francisco on the Council.

Frank Welte is the Senior Accessible Media and Braille Specialist at Lighthouse for the Blind and Visually Impaired, headquartered in San Francisco. Mr. Welte has been a heavy user of Bay Area public transit services since 1987 and as a blind transit rider, he is extremely interested in the accessibility of the Bay Area's public transit systems. Mr. Welte was employed as the Director of Advocacy and Governmental Affairs for the California Council of the Blind from 2009 to 2011 and was the Program Assistant/Outreach Consultant for the Vista Center for the Blind & Visually Impaired from 2007 to 2009. Mr. Welte is currently a board member and volunteer for the California Council of the Blind and served on the SamTrans Transit Advisory Committee from 2000 to 2007.

**Issues:** None identified.

**Recommendation:** Staff requests the Joint MTC ABAG Legislation Committee recommend the appointment of Frank Welte to serve the remainder of the currently vacant term on the Policy Advisory Council (through December 2021), and referral of MTC Resolution No. 3931, Revised, to the Commission for approval.

**Attachments:** **Attachment A:** MTC Resolution No. 3931, Revised

  
\_\_\_\_\_  
Andrew B. Fremier

Date:	November 18, 2009	
W.I.:	1114	
Referred by:	Legislation	
Revised:	03/24/10-C	02/23/11-C
	02/22/12-C	07/25/12-C
	03/27/13-C	07/24/13-C
	07/23/14-C	11/19/14-C
	03/25/15-C	09/23/15-C
	10/26/16-C	07/26/17-C
	10/25/17-C	04/24/19-C
	07/24/19-C	02/26/20-C
	12/16/20-C	03/24/21-C

### ABSTRACT

#### Resolution No. 3931, Revised

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



Date: November 18, 2009  
W.I.: 1114  
Referred by: Legislation

RE: Commission Policy Advisory Council

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 3931

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

WHEREAS, MTC seeks to involve citizens of diverse backgrounds and interests in the development of transportation plans and programs, in a manner consistent with applicable state and federal requirements and Commission policy (Resolution No. 2648); and

WHEREAS, MTC seeks to focus its advisory processes around the “Three E” principles of sustainability outlined in the regional transportation plan: a prosperous and globally competitive economy; a healthy and safe environment; and equity wherein all Bay Area residents share in the benefits of a well-maintained, efficient and connected regional transportation system; and

WHEREAS, MTC seeks to utilize its advisors to ensure that a wide spectrum of views are considered in developing transportation policy, and enhance the contributions and effectiveness of its advisors, now, therefore be it

RESOLVED, that the Commission establishes a Policy Advisory Council; and be it further

RESOLVED, that the members of the Policy Advisory Council will be appointed according to the process and shall have the role, tasks, membership and meetings as described in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that the Policy Advisory Council roster is contained in Attachment B to this resolution; and be it further

RESOLVED, that the Executive Director is instructed to secure nominations to fill expired terms and other vacancies and present them to the Commission for confirmation by periodically revising Attachment B; and be it further

RESOLVED, that Resolution No. 3516, Revised, is superseded with the adoption of this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

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Scott Haggerty, Chair

The above resolution was entered into by the  
Metropolitan Transportation Commission  
at a regular meeting of the Commission held  
in Oakland, California, on November 18, 2009

Date: November 18, 2009  
W.I.: 1114  
Referred by: Legislation  
Revised: 03/27/13-C 10/26/16-C

Attachment A  
Resolution No. 3931  
Page 1 of 4

**Attachment A**  
**Metropolitan Transportation Commission**  
**Policy Advisory Council**

A. Mission Statement

The mission of the Metropolitan Transportation Commission's Policy Advisory Council (Council) is to advise the Commission on transportation policies in the San Francisco Bay Area, incorporating diverse perspectives relating to the environment, the economy and social equity. The Council advises the Commission and its staff through the appropriate MTC standing committees on matters within MTC's jurisdiction and as assigned by the Commission.

B. Roles/Expectations

1. Advisors Provide Interest-Based and/or Geographic Perspectives

Advisors should represent the stakeholder interest under which they have been appointed. Although some advisors may be appointed based on an organizational affiliation, they should represent their constituency (not just their individual organization).

2. Responsibilities

Advisors will be expected to regularly attend their Council meetings and to maintain an ongoing engagement with organizations and individuals who make up the advisor's constituency.

3. Council Work Plan

The Commission will hold an annual workshop as a separately agendized meeting with the Policy Advisory Council to set the Council's work plan and schedule for the year. At this meeting, the Commission will identify several priority areas in which it desires feedback and/or research from the Council, and establish appropriate goals and performance measures. Advisors also will be given the opportunity to recommend initiatives of potential relevance to the Commission for inclusion in the work plan.

4. Reporting to the Commission

With the assistance of MTC staff, the Council will report on its work plan progress or present recommendations to the full Commission or MTC's standing committees, as appropriate.

5. Limitations on Advisor Activities

The role of the advisors is to advise the MTC Commission. Advisors are not to convey positions to outside agencies on behalf of the Council, independent of Commission action.

6. Conflict of Interest Policy

In order to avoid potential conflict of interest, no person shall sit on the Policy Advisory Council and concurrently be in a business relationship with MTC/BATA. A member is considered to have a business relationship with MTC/BATA when that member is employed by or serves on the Board of Directors of an organization that has received a grant or contract award from MTC – where MTC staff alone reviews proposals and recommends an organization or organizations for award of that grant or contract. In such cases, the member shall resign from the Council for the duration of the contract or grant, but may reapply for any vacancies upon completion of the contract or grant.

7. Ethics Training

All members of the Council shall complete an ethnics training course within the first year of their term on the Council.

C. Membership

The Council shall be composed of twenty-seven (27) members as follows.

A total of nine (9) members, one from each Bay Area county, shall be selected to represent interests related to the communities of color, environmental justice and low-income issues. A minimum of four members shall represent the communities of color, and a minimum of four shall represent environmental justice/low-income issues. The ninth member shall be selected from either category.

A total of nine (9) members, one from each Bay Area county, shall be selected to represent the interests of disabled persons and seniors. A minimum of four members shall represent senior issues, and a minimum of four shall represent disabled issues. The ninth member shall be selected from either category.

A total of nine (9) members shall be selected to represent interests related to the economy and the environment. A minimum of four members shall represent economy interests and a minimum of four members shall represent environmental interests. The ninth member shall be selected from either category. Of these nine seats, at least five should be held by residents from each of the five most populous counties. The remaining four seats may be selected at large from throughout the entire Bay Area.

There shall be no alternates to the appointed membership.

D. Appointment Process

1. General

MTC staff shall secure nominations to fill terms and vacancies for the Council and present them to the appropriate Commissioners for confirmation. Appointments for advisors representing a particular county will be made by that county's Commissioners. Appointments for all the at-large advisors will be made by the Commission's chair and vice chair. Nominations for members of the Council will be solicited from a wide range of sources including, but not limited to: MTC Commissioners, current advisors, relevant organizations in the community, and via news releases or display ads sent to media outlets in the nine-county Bay Area.

2. Terms of Appointment

In general, advisors will serve four-year terms. Although there are no term limits, MTC Commissioners are to consider length of service and effectiveness before recommending the reappointment of advisors. All advisors wishing to be reappointed must reapply.

E. Procedures

Attendance and Participation

1. Advisors must attend at least two-thirds of the Council's regularly scheduled meetings each year and make a constructive contribution to the work of the Policy Advisory Council. Those who do not do so may be subject to dismissal from the Council at the discretion of the appointing Commissioner(s).

2. Residency Requirements

Advisors must live or work in the nine-county Bay Area.

3. Compensation

Subject to the Commission Procedures Manual (MTC Resolution No. 1058, Revised,

Appendix D), advisors will receive a stipend per meeting and be reimbursed for actual expenses for travel, with a maximum of three meetings per month. Meetings are defined as a) publicly noticed meetings or meetings of ad hoc working groups of the Council; b) noticed MTC Commission or committee meetings; or c) attendance at a community meeting at the request of the Commission or MTC staff to provide outreach assistance (i.e., when he/she attends a community meeting with MTC staff to provide an introduction to a particular community).

4. Meeting Frequency and Location of Meetings

The Council will meet regularly as required by its annual work plan. Public meetings will be held at the MTC offices or other locations at a regular time to be agreed upon by the members of the Council.

5. Ad Hoc Working Groups

To implement its work plan, the Council may establish working groups, with participation from MTC staff, on an ad hoc basis.

6. Quorum Requirements

At least 50 percent plus one of the Council's appointed membership must be present to constitute a quorum and vote on issues. The Council can hold discussions in the absence of a quorum, but cannot vote.

7. Election of Council Chair and Vice Chair

The Council will have a chair and a vice-chair, to be elected by the council for a two-year term. Although Council officers may be reelected, regular rotation of these positions among the Council membership is strongly encouraged.

8. Public Meetings

All Council meetings and any ad hoc working group meetings will be noticed and open to the public.

Date: March 24, 2010  
 W.I.: 1114  
 Referred by: Legislation  
 Revised: 02/23/11-C 02/22/12-C 07/25/12-C  
 07/24/13-C 07/23/14-C 11/19/14-C  
 03/25/15-C 09/23/15-C 10/26/16-C  
 07/26/17-C 10/25/17-C 04/24/19-C  
 07/24/19-C 02/26/20-C 12/16/20-C  
 03/24/21-C

Attachment B  
 Resolution No. 3931  
 Page 1 of 1

**Metropolitan Transportation Commission**  
**Policy Advisory Council**  
**Term: November 2017 – December 2021**

Advisor Name	Representing	County	Appointing Commissioner(s)
Michael Baldini	Low-Income/Environmental Justice	Napa	Vice Chair Pedroza
Richard Burnett	Disabled	Solano	Spering
Carlos Castellanos	Low-Income/Environmental Justice	Alameda	Dutra-Vernaci, Haggerty and Schaaf
Rick Coates	Senior	Sonoma	Mackenzie
Abigail Cochran	Disabled	Alameda	Dutra-Vernaci, Haggerty and Schaaf
Anne Olivia Eldred	Environment	Alameda	Chair Haggerty and Vice Chair Pedroza
Veda Florez	Minority	Marin	Connolly
Bob Glover	Economy	At-Large	Chair Haggerty and Vice Chair Pedroza
Christina Gotuaco	Economy	At-Large	Chair Haggerty and Vice Chair Pedroza
Rich Hedges	Senior	San Mateo	Aquirre, Slocum
Michelle R. Hernandez	Disabled	Contra Costa	Glover, Worth
Wendi Kallins	Environment	Marin	Chair Mackenzie and Vice Chair Haggerty
Randi Kinman	Low-Income/Environmental Justice	Santa Clara	Bruins, Cortese, Liccardo
Adina Levin	Environment	San Mateo	Chair Mackenzie and Vice Chair Haggerty
Michael Lopez	Senior	Santa Clara	Bruins, Cortese, Liccardo
Marc Madden	Senior	Marin	Connolly
Adrian Mendoza	Minority	Sonoma	Mackenzie
Rahmon Momoh	Minority	Contra Costa	Glover, Worth
Cynthia Murray	Economy	Sonoma	Chair Mackenzie and Vice Chair Haggerty
Terry Scott	Senior	Napa	Vice Chair Pedroza
Benjamin Schweng	Environment	Alameda	Chair Mackenzie and Vice Chair Haggerty
Walter Wilson	Economy	At-Large	Chair Haggerty and Vice Chair Pedroza
Frank Welte	Disabled	San Francisco	Vice Chair Josefowitz and Ronen

Date: February 23, 2011  
 W.I.: 1114  
 Referred by: Legislation  
 Revised: 07/25/12-C 07/24/13-C  
 07/23/14-C 11/19/14-C  
 03/25/15-C 09/23/15-C  
 10/26/16-C 10/25/17-C  
 04/24/19-C 07/24/19-C  
 02/26/20-C 03/24/21-C

Attachment C  
 Resolution No. 3931  
 Page 1 of 2

**Metropolitan Transportation Commission**  
**Policy Advisory Council**  
**Former Advisors and Their Replacements**

Former Advisor	Time Served	Representing	Replaced By	Replaced On
Andrew Casteel	March 2010 – June 2010	Environment	Sandi Galvez, Environment	February 23, 2011
Ann Hancock	March 2010 – July 2010	Environment	Tanya Narath, Environment	February 23, 2011
Allison M. Hughes	March 2010 – September 2011	Equity	Jim E. Blacksten, Equity	July 25, 2012
Evelina Molina	March 2010 – February 2012	Equity	Elizabeth A. Clary, Equity	July 25, 2012
Cheryl O'Connor	March 2010 – February 2012	Economy	Alan R. Talansky, Economy	July 25, 2012
Carmen Rojas	March 2010 – November 2010	Equity	Yokia Mason, Equity	February 23, 2011
Abigail Thorne-Lyman	March 2010 – June 2010	Environment	Tina King Neuhausel, Environment	February 23, 2011
Dolores Jaquez	March 2010 – July 2013	Equity	Elizabeth Clary, Equity	July 24, 2013
Federico Lopez	March 2010 – July 2013	Equity	Timothy Reeder, Equity	July 24, 2013
Yokia Mason	February 2011 – July 2013	Equity	Carlos Castellanos, Equity	July 24, 2013
Tanya Narath	February 2011 – July 2013	Environment	Chris Coursey, Environment	July 24, 2013
Tina King Neuhausel	February 2011 – July 2013	Environment	Linda Jeffrey Sailors, Environment	July 24, 2013
Kendal Oku	March 2010 – July 2013	Equity	Veda Florez, Equity	July 24, 2013
Lori Reese-Brown	March 2010 – July 2013	Equity	Richard Burnett, Equity	July 24, 2013
Frank Robertson	March 2010 – July 2013	Equity	Mark Nicholson, Equity	July 24, 2013
Dolly Sandoval	March 2010 – July 2013	Equity	Marie Marchese, Equity	July 24, 2013
Egon Terplan	March 2010 – July 2013	Environment	Benjamin Schweng, Environment	July 24, 2013
Jack Gray	July 2013 – April 2014	Economy	Cathleen Baker, Environment	July 23, 2014
Marie Marchese	July 2013 – October 2013	Equity	Harriet Wolf, Equity	November 19, 2014
Mordechai Winter	July 2013 – June 2014	Equity	Charles Kaufman, Equity	November 19, 2014
Cathleen Baker	March 2010 – July 2014	Equity	Shireen Malekafzali, Equity	November 19, 2014
Chris Coursey	July 2013 – November 2014	Environment	Cynthia Murray, Economy	March 25, 2015
Tim Reeder	July 2013 – December 2014	Equity	Michelle R. Hernandez, Equity	September 23, 2015
Bena Chang	March 2010 – November 2014	Economy	Scott Lane, Environment	September 23, 2015



Former Advisor	Time Served	Representing	Replaced By	Replaced On
Joanne Busenbark	September 2013 – September 2015	Equity	Sudhir Chaudhary, Equity	October 26, 2016
Linda Jeffrey Sailors	July 2013 – May 2016	Environment	Sydney Fang, Environment	October 26, 2016
Gerald Rico	March 2010 – June 2016	Equity	Cathleen Baker, Equity	October 26, 2016
Sandi Galvez	February 2011 – June 2016	Environment	Jonathan Fearn, Economy	October 26, 2016
Cathleen Baker	July 2014 – October 2016	Environment	Anna Lee, Environment	October 26, 2016
Caroline Banuelos	March 2010 – October 2017	Equity	Adrian Mendoza, Equity	October 25, 2017
Naomi Armenta	March 2010 – October 2017	Equity	Abigail Cochran, Equity	October 25, 2017
Elizabeth A. Clary	July 2013 – October 2017	Equity	Rick Coates, Equity	October 25, 2017
Sydney Fang	October 2016 – October 2017	Environment	Wendi Kallins, Environment	October 25, 2017
Jonathan Fearn	October 2016 – October 2017	Economy	Teddy Ky-Nam Miller, Economy	October 25, 2017
Bob Glover	September 2013 – October 2017	Economy	Matt Regan, Economy	October 25, 2017
Charles Kaufman	November 2014 – October 2017	Equity	Marc Madden, Equity	October 25, 2017
Scott Lane	September 2015 – October 2017	Environment	Corinne Winter, Environment	October 25, 2017
Jerry Levine	July 2013 – October 2017	Environment	Adina Levin, Environment	October 25, 2017
Shireen Malekafzali	November 2014 – October 2017	Equity	Daniel Saver, Equity	October 25, 2017
Mark Nicholson	July 2013 – October 2017	Equity	Rahmon Momoh, Equity	October 25, 2017
Mike Pechner	July 2013 – October 2017	Equity	Richard Burnett, Equity	October 25, 2017
Alan R. Talansky	July 2012 – October 2017	Economy	Patrick Wolff, Economy	October 25, 2017
Harriet Wolf	November 2014 – October 2017	Equity	Michael Lopez, Equity	October 25, 2017
Richard Burnett	March 2010 – October 2017	Equity	K. Patrice Williams, Equity	October 25, 2017
Wil Din	September 2013 – October 2017	Equity	Jerri Diep, Equity	October 25, 2017
Corinne Winter	October 2017 – December 2018	Environment	Anne Olivia Eldred, Environment	April 24, 2019
Jerri Diep	October 2017 – January 2019	Minority	Daisy Ozim, Minority	July 24, 2019
Sudhir Chaudhary	October 2017 – March 2019	Senior	Terry Scott, Senior	February 26, 2020
Matt Regan	October 2017 – July 2018	Economy	Bob Glover, Economy	February 26, 2020
Teddy Ky-Nam Miller	October 2017 – July 2019	Economy	Christina Gotuaco, Economy	February 26, 2020
Patrick Wolff	October 2017 – October 2019	Economy	Walter Wilson, Economy	February 26, 2020
Daniel Saver	October 2017 – December 2019	Equity	Michael Baldini, Environment	February 26, 2020
Jim E. Blacksten	July 2012 – July 2020	Equity	Frank Welte, Disable	March 24, 2021
Cathleen Baker	October 2016 – July 2019	Equity		
K. Patrice Williams	October 2017 – June 2020	Equity		
Daisy Ozim	July 2019 – December 2020	Minority		



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-0260      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 1/26/2021      **In control:** Programming and Allocations Committee  
**On agenda:** 3/10/2021      **Final action:**  
**Title:** MTC Resolution No. 4273, Revised. Cap and Trade Low Carbon Transit Operations Program.

A request for approval of the program of Projects for the FY2020-21 Cap and Trade Low Carbon Transit Operations Program (LCTOP).

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [7a - 21-0260 Reso-4273 FY2020-21 CapTrade LowCarbonTransit.pdf](#)

Date	Ver.	Action By	Action	Result
3/10/2021	1	Programming and Allocations Committee		

**Subject:**

MTC Resolution No. 4273, Revised. Cap and Trade Low Carbon Transit Operations Program.

A request for approval of the program of Projects for the FY2020-21 Cap and Trade Low Carbon Transit Operations Program (LCTOP).

**Presenter:**

Anne Spevack

**Recommended Action:**

Commission Approval

## Metropolitan Transportation Commission Programming and Allocations Committee

March 10, 2021

Agenda Item 3a - 21-0260

### MTC Resolution No. 4273, Revised. Cap and Trade Low Carbon Transit Operations Program

**Subject:** A request for approval of the program of Projects for the FY2020-21 Cap and Trade Low Carbon Transit Operations Program (LCTOP).

**Background:** The Low Carbon Transit Operating Program (LCTOP) receives 5% of the state's Cap and Trade auction revenues. Funds are allocated annually, with half of the program distributed to transit operators based on revenue, and half distributed to regions based on population.

The State Controller's Office (SCO) has not yet released official FY2020-21 LCTOP amounts. The funding recommendations in this memo and the resolution are estimates based on Cap and Trade auction revenues. If the SCO releases the apportionments before the PAC or Commission meeting, the resolution attachment will be updated. Approximately \$81 million in LCTOP funding is expected statewide, a decrease compared to recent years as a result of relatively lower auction results. Approximately \$7.8 million in population-based funds will be made available to MTC and \$22.6 million in revenue-based funds will be made available directly to operators in the region.

#### **FY2020-21 Population-Based Funds Programming**

For MTC's share (\$7.8 million), projects are programmed based on the Cap and Trade Funding Framework, MTC Resolution No. 4130, adopted in April 2016; approximately \$2.6 million is being distributed to each of the following three project categories. See Attachment A of Resolution No. 4273, Revised for further detail.

- 1) North Counties/Small Operators. North county and small operators will implement a variety of projects, including service expansion, free or reduced fare programs, and procurement of zero-emission buses and supportive bus-charging infrastructure. About \$1.5 million, or 58% of the funds from this category, will be used for zero-emission buses or infrastructure. Some operators will be using the LCTOP funds to restore service that was cut in response to COVID-19, a use newly allowed for this round of LCTOP funding.
- 2) Fare Policy. Funds will be used to support the implementation of the Regional Means-Based Transit Fare pilot program, called Clipper START. Funding will be focused on providing funding to transit operators (as specified in Commission's pilot program policy) to offset a portion of their fare revenue losses as a result of offering a means-based discount. The pilot began in July 2020 with just four transit agencies: BART, Caltrain, GGBHTD, and Muni. Under COVID-19, 17 additional operators were added to the pilot in November 2020 and January 2021. Transit agencies are providing a discount ranging from 20-50%.


- 3) Key Transit Corridors. The Cap and Trade Funding Framework sets aside minimum percentages over five years for SFMTA, VTA, and AC Transit within the key transit corridors category. For this year, consistent with the first three years of the five-year framework, staff recommend splitting the \$2.6 million in the key transit corridors category between these three operators, proportionally to their minimum percentages. These funds would go to projects that improve operations on key transit corridors: quick build transit lanes in Oakland and Berkeley for AC Transit routes, transit priority improvements for Muni route 5-Fulton, and a VTA light rail extension to BART. This distribution would bring each operator's total award across the five years above their minimum set-aside. Staff intends to recommend additional funding for similar types of projects through the upcoming Safe and Seamless Quick Strike Program and future Transit Performance Initiative calls for projects.

**Issues:** *Schedule:* Project sponsors are responsible for submitting applications to Caltrans by March 31, 2021. Staff recommends that MTC approval of Resolution No. 4273, Revised be conditioned on local support documentation being submitted to Caltrans. Pending Commission approval, staff will submit Resolution No. 4273, Revised to Caltrans as documentation of the region's contribution of population-based funds to the various LCTOP projects.

*Disadvantaged Communities:* LCTOP requires 50% of funds spent in a jurisdiction to benefit a Disadvantaged Community, if any are located in that jurisdiction. As the recipient of population-based funds for the region, MTC must ensure this requirement is met overall for the region's funds. Additionally, the agencies receiving MTC's population-based funds must meet this requirement for their own jurisdiction. These requirements will be met through the list of projects in Attachment A of Resolution No. 4273, Revised, with over 80% of funds going to projects that directly benefit Disadvantaged Communities or otherwise satisfy the state's requirement by investing in zero-emission buses or supporting infrastructure.

**Recommendation:** Refer Resolution No. 4273, Revised to the Commission for approval.

**Attachments:** MTC Resolution No. 4273, Revised

  
Therese W. McMillan

Date: March 22, 2017  
W.I.: 1515  
Referred by: PAC  
Revised: 03/22/17-ED 04/26/17-C  
05/24/17-ED 03/28/18-C  
05/23/18-ED 04/24/19-C  
06/26/19-C 03/25/20-C  
06/24/20-ED 11/20/20-ED  
12/16/20-C 03/24/21-C

### ABSTRACT

#### Resolution No. 4273, Revised

This resolution adopts the allocation requests for the Cap and Trade Low Carbon Transit Operations Program for the San Francisco Bay Area.

This resolution includes the following attachments:

Attachment A – Cap and Trade Low Carbon Transit Operations Program – Population-based Funds Project List

This resolution was amended through Executive Director’s Administrative Authority on March 22, 2017 to update the name of the GGBHTD project.

This resolution was revised via Commission Action on April 26, 2017 to replace the SFMTA Geary Bus Rapid Transit Phase 1 project with the AC Transit San Pablo and Telegraph Rapid Bus Upgrades project.

This resolution was amended through Executive Director’s Administrative Authority on May 24, 2017 to replace the City of Union City Convert New Cutaway Vans from Gasoline to Gasoline-Hybrid project with the AC Transit East Bay Bus Rapid Transit project.

This resolution was revised via Commission Action on March 28, 2018 to add the FY 2017-18 LCTOP Population-based Funds Project List to Attachment A, and to add the Transit Performance Initiative Project Savings Policy as Attachment B.

## ABSTRACT

MTC Resolution No. 4273

Page 2

This resolution was amended through Executive Director's Administrative Authority on May 23, 2018 to replace the FY 2017-18 AC Transit East Bay Bus Rapid Transit project with the AC Transit San Leandro BART – Transit Access Improvements project.

This resolution was revised via Commission Action on April 24, 2019 to add the FY 2018-19 LCTOP Population-based Funds Project List to Attachment A.

This resolution was revised via Commission Action on June 26, 2019 to replace the FY 2018-19 VTA Fast Transit Program: Speed Improvement Project with the VTA 2021 Zero Emission Bus Procurement project.

This resolution was revised via Commission Action on March 25, 2020 to add the FY 2019-20 LCTOP Population-based Funds Project List to Attachment A and to revise LAVTA's FY2017-18 project.

This resolution was revised through Executive Director's Administrative Authority on June 24, 2020 to replace the FY 2016-17 City of Fairfield Local Bus Fleet Replacement – Diesel-Electric Hybrid Buses project with the City of Fairfield Destination Sign and Voice Announcement System Upgrade Project, replace the FY2017-18 City of Fairfield Electric Bus Infrastructure Upgrade Project with the City of Fairfield COVID-19 Response and Recovery Free and/or Reduced Fare Program, and replace the FY2018-19 City of Fairfield Electric Infrastructure Upgrade Phase I Project with the City of Fairfield COVID-19 Response and Recovery Free and/or Reduced Fare Program.

This resolution was revised through Executive Director's Administrative Authority on November 20, 2020 to reprogram \$100,824 in savings from the FY2018-19 Solano County Transit SolTrans All-Electric Bus Purchase project to the FY2018-19 Solano County Transit Electrical Infrastructure for Charging All-Electric Buses project.

This resolution was revised through Commission Action on December 16, 2020 to replace the FY 2017-18 VTA North First Street Light Rail Speed and Safety Improvement Project – Phase 1 with the VTA Eastridge to BART Regional Connector project, and to update the footnote on VTA's FY 2018-19 project.

This resolution was revised through Commission Action on March 24, 2021 to add the FY 2020-21 LCTOP Population-based Funds Project List to Attachment A.

Further discussion of these actions is contained in the Programming and Allocations Summary Sheets dated March 8, 2017, April 12, 2017, March 7, 2018, April 10, 2019, June 12, 2019, March 11, 2020, December 9, 2020, and March 10, 2021.

Date: March 22, 2017  
W.I.: 1515  
Referred by: PAC

RE: Cap and Trade Low Carbon Transit Operations Program

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4273

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, Plan Bay Area (“Plan”), the region’s integrated long-range transportation and land use plan adopted by MTC, provides the planning foundation for transportation improvements and regional growth throughout the San Francisco Bay Area through 2040; and

WHEREAS, the Plan includes a \$3.1 billion reserve from future Cap and Trade funding; and

WHEREAS, the Plan identifies the expected uses of Cap and Trade funding as including but not limited to transit operating and capital rehabilitation/replacement, local streets and roads rehabilitation, goods movement, and transit-oriented affordable housing, consistent with the Plan's focused land use strategy; and

WHEREAS, the Plan states that Cap and Trade revenues will be allocated to specific programs through a transparent and inclusive regional public process; and

WHEREAS, the Plan calls for the process to ensure that at least 25 percent of the Cap and Trade revenues will be spent to benefit disadvantaged communities in the Bay Area; and

WHEREAS, Senate Bill 852 (Statutes 2014) establishes the Low Carbon Transit Operations Program (LCTOP) from the Greenhouse Gas Reduction Fund; and

WHEREAS, MTC is the recipient of the population-based funding in LCTOP funds pursuant to Public Utilities Code Section 99313 and 99314; and



WHEREAS, MTC has adopted Resolutions 4123 and 4130, a Programming Framework for the Cap and Trade funds and Transit Core Capacity Challenge Grant program; and

WHEREAS, staff has prepared a LCTOP population-based funding allocation request list, Attachment A, for submittal to Caltrans based on the distribution formula in Resolution 4130, said attachment attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC is an eligible project sponsor and may receive state funding from the LCTOP now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, MTC wishes to implement the LCTOP program of projects attached hereto as Attachment A; now, therefore, be it

RESOLVED, that MTC adopts LCTOP program of projects, attached hereto as Attachment A, and finds it consistent with the RTP; and, be it further


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

RESOLVED, that MTC hereby authorizes the submittal of the project nominations and allocation requests to the Department in LCTOP funds attached hereto as Attachment A; and, be it further

RESOLVED, that the Executive Director is authorized to make changes to Attachment A, including revisions to existing allocation requests up to \$1,000,000, and authorize new

allocations up to \$1,000,000 to conform to sponsor requests, and Caltrans and State Controller's actions.

METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Jake Mackenzie, 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 March 22, 2017.

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C

05/24/17-ED 03/28/18-C

05/23/18-ED 04/24/19-C

06/26/19-C 03/25/20-C

06/24/20-ED 11/20/20-ED

12/16/20-C 3/24/21-C

## FY 2016-17 Low Carbon Transit Operations Program Requests

Based on State Controller's Office Letter dated 2/1/2017

Agency	Project(s)	FY 2016-17 LCTOP Population-Based Funding	Date
CCCTA	Martinez Shuttle	\$ 228,378	3/22/17
ECCTA	Pittsburg eBART Connector Service Demonstration Project	\$ 137,935	3/22/17
LAVTA	Las Positas College Easy Pass Fare Voucher Program	\$ 94,419	3/22/17
NVTA	Vine ZEB Procurement Program	\$ 65,105	3/22/17
AC Transit (from Union City) <sup>4</sup>	East Bay Bus Rapid Transit Project	\$ 33,064	5/24/17
WCCTA	Continue Expanded Service on Route 11	\$ 30,450	3/22/17
GGBHTD <sup>1</sup>	Purchase Sixty-seven (67) 40-Foot Diesel-Electric Hybrid Buses	\$ 74,635	3/22/17
Marin Transit <sup>1</sup>	MCTD 2016 Transit Service Expansion	\$ 45,803	3/22/17
City of Fairfield <sup>2</sup>	Destination Sign and Voice Announcement System Upgrade	\$ 67,091	6/24/20
Solano County Transit <sup>2</sup>	SolTrans Electric Bus Purchase	\$ 129,018	3/22/17
City of Petaluma <sup>3</sup>	Weekday Afternoon Service Enhancements	\$ 27,715	3/22/17
City of Santa Rosa <sup>3</sup>	Increased Frequency on Trunk Routes - Santa Rosa CityBus Operating	\$ 80,639	3/22/17
Sonoma County Transit <sup>3</sup>	Electric Bus Purchase	\$ 122,069	3/22/17
<b>North Counties / Small Operators Subtotal</b>		<b>\$ 1,136,320</b>	
MTC	Clipper Fare Payment System	\$ 1,118,681	3/22/17
AC Transit	San Pablo and Telegraph Rapid Bus Upgrades	\$ 1,118,681	4/26/17
<b>TOTAL</b>		<b>\$ 3,373,683</b>	

\* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$120,438, and distributed between Marin Transit and GGBHTD as noted.

2. Solano County received \$196,109, and distributed between City of Fairfield and Solano County Transit as noted.

3. Sonoma County received \$230,423, and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

4. City of Union City received \$33,064 and released funds back to MTC. These funds have been re-programmed to AC Transit for FY16-17 as noted. When MTC distributes population-based funds for the FY17-18 LCTOP program according to the Cap and Trade Funding Framework (MTC Resolution No. 4130, Revised), the same amount will be redirected from the Transit Performance Initiative category to the North Counties/Small Operators category, provided that sufficient funds are available.

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C

05/24/17-ED 03/28/18-C

05/23/18-ED 04/24/19-C

06/26/19-C 03/25/20-C

06/24/20-ED 11/20/20-ED

12/16/20-C 3/24/21-C

**FY 2017-18 Low Carbon Transit Operations Program Requests**

Based on State Controller's Office Letter dated 2/7/2018

Agency	Project(s)	FY 2017-18 LCTOP Population-Based Funding	Date
CCCTA	New Service and Additional Weekend Trips (Martinez DAC)	\$ 375,378	3/28/18
CCCTA	Low/No Electric Bus	\$ 265,319	3/28/18
ECCTA	Continue Service -- New Route 381	\$ 386,968	3/28/18
LAVTA	Fare-Free Summer Rides Promotion	\$ 264,885	3/25/20
NVTA	Vine Zero Emission Bus (ZEB) Procurement Program	\$ 182,646	3/28/18
Union City <sup>1</sup>	Paratransit Vehicle Replacement	\$ 125,822	3/28/18
WCCTA	Purchase and Install New AVL/CAD/APC System	\$ 85,426	3/28/18
GGBHTD <sup>2</sup>	Purchase Sixty-four (64) 40-foot Diesel-Electric Hybrid Buses	\$ 202,999	3/28/18
Marin Transit <sup>2</sup>	MCTD 2016 Transit Expansion [Third year]	\$ 134,881	3/28/18
City of Fairfield <sup>3</sup>	Fairfield COVID-19 Response and Recovery Free and/or Reduced Fare Program	\$ 189,628	6/24/20
Solano County Transit <sup>3</sup>	SolTrans Electric Bus Purchase	\$ 360,542	3/28/18
City of Petaluma <sup>4</sup>	Enhanced Weekday Afternoon Transit Service	\$ 77,990	3/28/18
City of Santa Rosa <sup>4</sup>	Maintain Increased Frequency on Trunk Routes and Improve Route 15 Service - Santa Rosa CityBus Operating	\$ 226,261	3/28/18
Sonoma County Transit <sup>4</sup>	Electric Bus Purchase	\$ 342,183	3/28/18
<b>North Counties / Small Operators Subtotal</b>		<b>\$ 3,220,928</b>	
MTC	Clipper Fare Payment System	\$ 3,138,381	3/28/18
SFMTA	Mission Bay Loop	\$ 1,440,568	3/28/18
VTA	Eastridge to BART Regional Connector	\$ 874,631	12/16/20
AC Transit	San Leandro BART -- Transit Access Improvements	\$ 579,338	5/23/18
AC Transit	South Alameda County Major Corridors Travel Time Improvement Project	\$ 210,780	3/28/18
<b>TOTAL</b>		<b>\$ 9,464,626</b>	

\* MTC approval conditioned on local support documentation submitted to Caltrans

1. City of Union City amount includes \$33,064 in funds from Transit Performance Initiative category as discussed in note 4 of FY2016-17 table.

2. Marin County received \$337,880, and distributed between Marin Transit and GGBHTD as noted.

3. Solano County received \$550,170, and distributed between City of Fairfield and Solano County Transit as noted.

4. Sonoma County received \$646,434 and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C

05/24/17-ED 03/28/18-C

05/23/18-ED 04/24/19-C

06/26/19-C 03/25/20-C

06/24/20-ED 11/20/20-ED

12/16/20-C 3/24/21-C

## FY 2018-19 Low Carbon Transit Operations Program Requests

Based on State Controller's Office Letter dated 1/31/2019

Agency	Project(s)	FY 2018-19 LCTOP Population-Based Funding	Date
CCCTA	Martinez to Amtrak BART II	\$ 375,378	4/24/19
CCCTA	Free Fares for Routes 11, 14, and 16 Serving the Monument Corridor	\$ 596,332	4/24/19
ECCTA	New Route 383	\$ 586,893	4/24/19
LAVTA	Purchase Four (4) Zero-Emission Replacement Buses and Related Support Infrastructure	\$ 401,737	4/24/19
NVTA	NVTA Zero Emission Bus Procurement Project	\$ 277,010	4/24/19
Union City	Electric Vehicle Charging Infrastructure for Union City Transit Fleet	\$ 140,680	4/24/19
WCCTA	"Spare the Fare" -- Free Rides on Weekday Spare the Air Days	\$ 129,561	4/24/19
GGBHTD <sup>1</sup>	Purchase Sixty-four (64) 40-foot Diesel-Electric Hybrid Buses	\$ 307,876	4/24/19
Marin Transit <sup>1</sup>	Purchase Four 40ft Electric Transit Vehicles	\$ 204,568	4/24/19
City of Fairfield <sup>2</sup>	Fairfield COVID-19 Response and Recovery Free and/or Reduced Fare Program	\$ 287,598	6/24/20
Solano County Transit <sup>2</sup>	SolTrans All-Electric Bus Purchase	\$ 39,176	11/20/20
Solano County Transit <sup>2</sup>	Electrical Infrastructure for Charging All-Electric Buses	\$ 507,369	11/20/20
City of Petaluma <sup>3</sup>	Purchase One Zero-Emission Replacement Bus	\$ 122,145	4/24/19
City of Santa Rosa <sup>3</sup>	Maintain Increased Frequency on Routes 1 and 2	\$ 347,666	4/24/19
Sonoma County Transit <sup>3</sup>	Electric Bus Purchases	\$ 510,600	4/24/19
<b>North Counties / Small Operators Subtotal</b>		<b>\$ 4,834,589</b>	
MTC	Infrastructure for Regional Means-Based Transit Fare Pilot	\$ 4,759,808	4/24/19
SFMTA	West Portal Optimization and Crossover Activation	\$ 2,184,830	4/24/19
VTA	2021 Zero Emission Bus Procurement <sup>4</sup>	\$ 1,326,504	6/26/19
AC Transit	Dumbarton Innovative Deployments to Enhance Arterials (IDEA)	\$ 1,248,474	4/24/19
<b>TOTAL</b>		<b>\$ 14,354,205</b>	

\* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$512,444, and distributed between Marin Transit and GGBHTD as noted.

2. Solano County received \$834,413 and distributed between City of Fairfield and Solano County Transit as noted.

3. Sonoma County received \$980,411 and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

4. This project is not considered eligible for the TPI category but will count toward VTA's minimum set-aside. VTA has committed a like amount of local funds to the Eastridge to BART Regional Connector, which is TPI eligible, as a replacement project

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C

05/24/17-ED 03/28/18-C

05/23/18-ED 04/24/19-C

06/26/19-C 03/25/20-C

06/24/20-ED 11/20/20-ED

12/16/20-C 3/24/21-C

**FY 2019-20 Low Carbon Transit Operations Program Requests**

Based on State Controller's Office Letter dated 2/14/2020

Agency	Project(s)	FY 2019-20 LCTOP Population-Based Funding	Date
CCCTA	Martinez Amtrak to BART III	\$ 215,710	3/25/20
CCCTA	Free Fares for Routes 11, 14, and 16 serving the Monument Corridor II	\$ 748,023	3/25/20
ECCTA	Hydrogen Fueling Station	\$ 582,076	3/25/20
LAVTA	Purchase four (4) Zero-Emission Replacement Buses and Related Support Infrastructure	\$ 398,439	3/25/20
NVTA	NVTA Zero Emissions Bus	\$ 274,736	3/25/20
Union City	Electric Vehicle Charging Infrastructure for Union City Transit Fleet	\$ 139,526	3/25/20
WCCTA	Spare the Fare - Free Rides on Spare the Air Days	\$ 128,498	3/25/20
GGBHTD <sup>1</sup>	Golden Gate High Speed Ferry Vessel Acquisition	\$ 304,638	3/25/20
Marin Transit <sup>1</sup>	Purchase four 40ft Electric Transit Vehicles	\$ 203,600	3/25/20
City of Fairfield <sup>2</sup>	Electric Infrastructure Upgrade, Phase 1	\$ 231,718	3/25/20
Solano County Transit <sup>2</sup>	Electrical Infrastructure for Charging All-Electric Buses	\$ 595,846	3/25/20
City of Petaluma <sup>3</sup>	Purchase One Replacement Zero-Emission Bus	\$ 120,890	3/25/20
City of Santa Rosa <sup>3</sup>	Maintain Increased Frequency on Routes 1 and 2	\$ 341,082	3/25/20
Sonoma County Transit <sup>3</sup>	Electric Bus Purchase	\$ 510,392	3/25/20
<b>North Counties / Small Operators Subtotal</b>		<b>\$ 4,795,174</b>	
MTC	Discount Fare Subsidy for BART, Caltrain, GGBHTD, and SFMTA, Regional Means-Based Transit Fare Pilot	\$ 4,720,738	3/25/20
NVTA	Imola Park and Ride and Express Bus Stop Improvements	\$ 1,052,102	3/25/20
ECCTA	Wi-Fi for Bus and Paratransit Rider Connectivity	\$ 340,505	3/25/20
SFMTA	27 Bryant Tenderloin Transit Reliability Project	\$ 3,328,131	3/25/20
<b>TOTAL</b>		<b>\$ 14,236,650</b>	

\* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$508,238 and distributed between Marin Transit and GGBHTD as noted.

2. Solano County received \$827,564 and distributed between City of Fairfield and Solano County Transit as noted.

3. Sonoma County received \$972,364 and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C

05/24/17-ED 03/28/18-C

05/23/18-ED 04/24/19-C

06/26/19-C 03/25/20-C

06/24/20-ED 11/20/20-ED

12/16/20-C 3/24/21-C

## FY 2020-21 Low Carbon Transit Operations Program Requests

Based on State Controller's Office Letter dated 2/26/2021

Agency	Project(s)	FY 2020-21 LCTOP Population-Based Funding	Date
CCCTA	Martinez Amtrak to BART IV	\$ 215,710	3/24/21
CCCTA	Free Fares for Routes 11, 14, and 16 Serving the Monument corridor III	\$ 326,828	3/24/21
ECCTA	Install EV Bus Chargers	\$ 105,780	3/24/21
ECCTA	New Tri MyRide Service Zone	\$ 221,902	3/24/21
LAVTA	Restart Operations for School-Serving Routes	\$ 224,303	3/24/21
NVTA	NVTA Zero Emission Bus Electrification	\$ 154,664	3/24/21
Union City	Electric Vehicle Charging Infrastructure for Union City Transit Fleet	\$ 78,547	3/24/21
WCCTA	Spare the Fare - Free Rides on Spare the Air Days	\$ 72,338	3/24/21
GGBHTD <sup>1</sup>	Golden Gate High Speed Ferry Vessel Acquisition	\$ 161,769	3/24/21
Marin Transit <sup>1</sup>	Purchase Four 40ft Electric Transit Vehicles	\$ 114,217	3/24/21
SMART <sup>1</sup>	Restart Operations on SMART	\$ 10,129	3/24/21
Solano County Transit <sup>2</sup>	SolTrans Electrification Project	\$ 465,881	3/24/21
City of Petaluma <sup>3</sup>	Purchase Four Zero-Emission Replacement Buses	\$ 68,703	3/24/21
City of Santa Rosa <sup>3</sup>	Electric Bus Purchase	\$ 192,793	3/24/21
Sonoma County Transit <sup>3</sup>	Electric Buses	\$ 285,901	3/24/21
<b>North Counties / Small Operators Subtotal</b>		<b>\$ 2,699,465</b>	
MTC	Regional Means-Based Transit Fare Pilot	\$ 2,657,562	3/24/21
SFMTA	5 Fulton: Arguello to 25th Ave Muni Forward	\$ 1,219,864	3/24/21
AC Transit	AC Transit Quick Build Transit Lanes	\$ 697,065	3/24/21
VTA	Eastridge to BART Regional Connector	\$ 740,632	3/24/21
<b>TOTAL</b>		<b>\$ 8,014,588</b>	

\* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$286,115 and distributed between Marin Transit, GGBHTD, and SMART as noted.

2. Solano County received \$465,881 and distributed to Solano County Transit as noted.

3. Sonoma County received \$547,397 and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

Date: March 28, 2018  
W.I.: 1515  
Referred by: PAC

Attachment B  
MTC Resolution No. 4273  
Page 1 of 1

Transit Performance Initiative Project Savings Policy

The following policy is adopted for projects funded through the Transit Performance Initiative Investment Program, including those projects funded with federal STP/CMAQ funds and Low Carbon Transit Operations Program funds:

*Savings following project completion may be used to expand the scope of the project, if the expanded scope provides additional quantifiable benefits to the original transit corridor. The expanded scope must be approved by MTC staff prior to expenditure. All other project savings will be returned to MTC proportionally.*

Staff will update the Commission on any such actions through the semi-annual Transit Performance Initiative updates.





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 21-0266      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 1/28/2021      **In control:** Programming and Allocations Committee  
**On agenda:** 3/10/2021      **Final action:**  
**Title:** MTC Resolution No. 4453, Revised - Programming of Second Phase of Funds from the Coronavirus Response and Relief Supplementary Appropriations Act of 2021

Proposed programming of approximately \$802 million of Coronavirus Response and Relief Appropriations Act of 2021 (CRRSAA) funding to Bay Area transit operators to provide funding relief for revenue lost as a result of the COVID-19 pandemic in 2021.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [7b - 21-0266 - Res-4453 CRRSAA Phase 2.pdf](#)  
[7b - Public Comment - GM Letter of Support.pdf](#)  
[7b - Public Comment - SantaRosa-SCT-SMART Letter of Support.pdf](#)  
[7b - Public Comment - Lebrun.pdf](#)  
[7b - Public Comment - Minot.pdf](#)

Date	Ver.	Action By	Action	Result
3/10/2021	1	Programming and Allocations Committee		

**Subject:**

MTC Resolution No. 4453, Revised - Programming of Second Phase of Funds from the Coronavirus Response and Relief Supplementary Appropriations Act of 2021

Proposed programming of approximately \$802 million of Coronavirus Response and Relief Appropriations Act of 2021 (CRRSAA) funding to Bay Area transit operators to provide funding relief for revenue lost as a result of the COVID-19 pandemic in 2021.

**Presenter:**

Theresa Romell

**Recommended Action:**

Commission Approval

## Metropolitan Transportation Commission Programming and Allocations Committee

March 10, 2021

Agenda Item 4a - 21-0266

### MTC Resolution No. 4453, Revised - Programming of Second Phase of Funds from the Coronavirus Response and Relief Supplementary Appropriations Act of 2021

---

**Subject:** Proposed programming of approximately \$802 million of Coronavirus Response and Relief Appropriations Act of 2021 (CRRSAA) funding to Bay Area transit operators to provide funding relief as a result of the COVID-19 pandemic in 2021.

**Background:** Through CRRSAA, the Bay Area received approximately \$983 million in supplemental FTA Urbanized Area Formula (Section 5307) to support transit agency operations impacted by COVID-19. MTC is responsible for programming the region's FTA Section 5307 program funds. The funding is provided through three federally designated Urbanized Areas. The specific amounts to those urbanized areas are as follows:

- San Francisco-Oakland: \$822,676,366
- San Jose: \$144,159,107
- Santa Rosa: \$15,435,820

The CRRSAA funding is being distributed to Bay Area operators in two phases. The first phase was distributed to provide immediate relief to operators facing significant budget shortfalls in the current fiscal year and to satisfy the Commission directive to compensate operators that received less than their share of prior federal Covid-19 relief funding through the Coronavirus Aid, Relief and Economic Security (CARES) Act, due to inaccurate forecasts of revenue losses. This "true-up" of CARES Act funding required an initial distribution of \$180 million of the CRRSAA funding to achieve, leaving \$803 million in remaining funds to be distributed through Phase 2.

#### Funding Distribution Considerations

The proposed allocation of CRRSAA Phase 2 funding reflects several considerations listed below for how best to distribute funds among the region's 27 transit operators.

1. Prioritize needs based on revenue losses through the current fiscal year.
2. Account for the fact that many operators received significantly more funding through the CARES Act than their actual revenue losses, while recognizing that uncertainty remains for revenue losses going forward.
3. Distribute funding in a way that prioritizes the needs of those most transit dependent, with special attention paid to the pattern of ridership that has returned to different transit agencies to date, and how relief funding affects agencies' ability to respond to those demands.
4. Work within the federal urbanized area framework to develop a "needs-based" distribution to the extent possible and consider alternatives including funding exchanges and supplemental funding from other

sources to meet the needs of operators that are ineligible for CRRSAA funds due to urbanized area constraints.

**Proposed Distribution Methodology**

The methodology used to determine the proposed operator allocations of CRRSAA Phase 2 funding is below:

1. To determine operators needs through the end of Fiscal Year 2020-21 the average monthly revenue losses from March to December of 2020 was used as a basis for the ongoing loss amount from January to June 2021 (six months).
2. To adjust for allocations of CARES Act funding that went beyond compensating operators for revenue losses (excluding amounts distributed on the basis of the “equity adjustment”), remaining funds from CARES Act + CRRSAA Phase 1 were deducted for operators that received a larger CARES + CRRSAA Phase 1 allocation compared to actual losses in 2020 and their anticipated January to June 2021 losses.
3. In recognition of ongoing revenue uncertainty operators were allocated either the resulting adjusted need amount described in #2 or 5% of an operator’s Fiscal Year 2018-19 budget, whichever is greater.
4. The “need” was then scaled down to equal 75% of the funding available, or \$602 million.
5. To prioritize the needs of the transit dependent, especially during the on-going pandemic, the remaining 25% of funds, or \$200.7 million are distributed based on each agency’s percentage share of November 2020 ridership.

*Operators Ineligible for CRRSAA Funding*

Under the proposed distribution, the amount of funding that should be directed to operators that are not eligible for funding within the CRRSAA eligible urbanized areas is approximately \$9 million. Staff intends to apply a combination of FTA Section 5311 (rural area) funding, as well as targeted funding exchanges with CRRSAA eligible operators, through the Fiscal Year 2020- 2021 Transit Capital Priorities program, to satisfy the funding needs of the non-eligible operators.

Detail on the proposed distribution of CRRSAA Phase 2 is presented in Attachment A.

**Future Federal Covid-19 Relief for Public Transit**

If efforts in Washington to secure a third round of Covid-19 emergency relief are successful, the Bay Area stands to receive up to \$1.9 billion in supplemental relief funding for public transit through a mix of FTA formula funding for operations and capital, and capital investment grants.

In discussion with transit operators preceding the finalization of staff's proposed distribution of CRRSAA Phase 2 funding, some operators were concerned that the difficulty in fully recognizing that some operators received more CARES + CRRSAA funding than actual revenue losses due to Urbanized Area constraints surrounding the CRRSAA legislation, meant that some operators were provided a firmer footing than others going into Fiscal Year 2021-22.

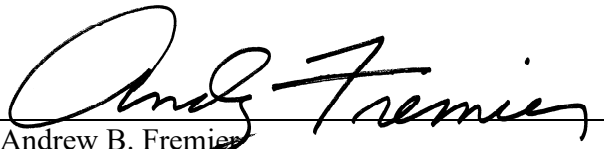
To alleviate this concern, staff intends to carry forward the need to account for balances of CARES + CRRSAA funding that exceed actual revenue losses (excluding amounts distributed based on ridership) to future rounds of federal Covid-19 relief funding. This forward looking "true-up" would be one of many factors to consider in the distribution of future federal Covid-19 relief funding. Other factors may include a continued acknowledgement of on-going revenue losses caused by the pandemic, funding needed to maintain labor forces as this is a clear intent of pandemic relief legislation, a continued focus on the transit dependent, and expenses related to adding back service for schools and on routes where demand already has, or will likely soon out-pace service provision. In addition, the distribution of future federal Covid-19 relief funding may be informed by recommendations arising from the Blue Ribbon Transit Recovery Task Force.

Resolution on near-term federal Covid-19 relief legislation is expected in the mid-March timeframe. Staff will return to this Committee or the Commission with next steps to be taken towards the distribution of funds once the legislation is firm.

**Issues:** None

**Recommendation:** Refer MTC Resolution No. 4453, Revised, to the Commission for approval

**Attachment:** Attachment A: CRRSAA Phase 2 Funding Distribution Summary  
MTC Resolution No. 4453, Revised

  
Andrew B. Fremier

## CRRSAA Phase 2 Funding Distribution Summary

Programming and Allocations Committee  
March 10, 2021

Item 4a  
Attachment A  
Page 1 of 1

Transit Operator	Actual/Anticipated Revenue Loss March - December 2020 <sup>1</sup>	Estimated Revenue Loss January - June 2021 Source: Monthly Average of Actual/Anticipated Revenue Loss March to December 2020	Estimated Total Revenue Loss March 2020 - June 2021	Proposed CRRSAA Phase 2 Allocation MTC Resolution 4453	Total Federal COVID-19 Relief CARES Act + CRRSAA (Phase 1 + 2)	
AC Transit	-\$68,796,657	-\$41,277,994	-\$110,074,651	\$55,542,954	\$169,703,158	7.5%
BART	-\$428,469,968	-\$257,081,981	-\$685,551,949	\$274,420,539	\$755,190,996	33.4%
Caltrain	-\$66,259,004	-\$39,755,402	-\$106,014,406	\$39,755,402	\$111,329,363	4.9%
GGBHTD	-\$65,715,791	-\$39,429,475	-\$105,145,266	\$39,429,475	\$111,329,896	4.9%
SFMTA	-\$351,621,326	-\$210,972,796	-\$562,594,122	\$297,168,390	\$714,701,296	31.6%
SamTrans	-\$20,593,670	-\$12,356,202	-\$32,949,871	\$16,037,830	\$61,917,930	2.7%
VTA	-\$65,667,896	-\$39,400,738	-\$105,068,634	\$39,355,158	\$180,930,864	8.0%
<b>Subtotal</b>	<b>-\$1,067,124,311</b>	<b>-\$640,274,587</b>	<b>-\$1,707,398,898</b>	<b>\$761,709,749</b>	<b>\$2,105,103,503</b>	<b>93.2%</b>
ACE <sup>2</sup>	-\$1,058,929	-\$635,358	-\$1,694,287	\$1,541,963	\$4,222,417	0.2%
CCCTA (fund swap) <sup>3</sup>	-\$5,121,912	-\$3,073,147	-\$8,195,058	\$3,688,131	\$15,500,811	0.7%
City of Dixon (5311) <sup>4</sup>	-\$55,970	-\$33,582	-\$89,552	\$69,918	\$460,191	0.0%
ECCTA (fund swap) <sup>3</sup>	-\$3,285,520	-\$1,971,312	-\$5,256,833	\$2,456,412	\$10,481,051	0.5%
City of Fairfield	-\$2,275,915	-\$1,365,549	-\$3,641,464	\$1,049,102	\$4,987,917	0.2%
LAVTA (fund swap) <sup>3</sup>	-\$3,793,431	-\$2,276,059	-\$6,069,490	\$1,636,697	\$8,455,819	0.4%
Marin Transit	-\$3,925,426	-\$2,355,255	-\$6,280,681	\$3,654,814	\$13,831,121	0.6%
NVTA	-\$2,662,554	-\$1,597,532	-\$4,260,086	\$1,539,743	\$5,917,014	0.3%
City of Petaluma (5311) <sup>4</sup>	-\$480,734	-\$288,440	-\$769,174	\$351,690	\$1,412,635	0.1%
City of Rio Vista (5311) <sup>4</sup>	-\$20,926	-\$12,555	-\$33,481	\$28,192	\$186,032	0.0%
SMART	-\$5,458,404	-\$3,275,043	-\$8,733,447	\$1,789,716	\$16,742,247	0.7%
City of Santa Rosa	-\$2,128,630	-\$1,277,178	-\$3,405,808	\$1,931,323	\$6,006,991	0.3%
Solano County Transit	-\$3,349,099	-\$2,009,459	-\$5,358,558	\$1,692,275	\$7,224,123	0.3%
Sonoma County Transit	-\$3,009,248	-\$1,805,549	-\$4,814,797	\$1,438,846	\$7,211,441	0.3%
Transbay Joint Powers Authority <sup>5</sup>	-\$577,500	-\$3,376,016	-\$3,953,516	\$3,287,474	\$3,870,761	0.2%
Union City Transit	-\$966,377	-\$579,826	-\$1,546,203	\$514,277	\$2,460,688	0.1%
City of Vacaville (5311) <sup>4</sup>	-\$752,472	-\$451,483	-\$1,203,955	\$462,867	\$2,252,754	0.1%
WCCTA	-\$2,718,920	-\$1,631,352	-\$4,350,272	\$1,263,299	\$5,281,146	0.2%
WETA	-\$22,459,657	-\$13,475,794	-\$35,935,451	\$13,475,795	\$37,110,595	1.6%
<b>Subtotal</b>	<b>-\$64,101,624</b>	<b>-\$41,490,490</b>	<b>-\$105,592,114</b>	<b>\$40,959,867</b>	<b>\$153,615,756</b>	<b>6.8%</b>
<b>GRAND TOTAL</b>	<b>-\$1,131,225,935</b>	<b>-\$681,765,077</b>	<b>-\$1,812,991,011</b>	<b>\$802,669,615</b>	<b>\$2,258,719,258</b>	<b>100%</b>

<sup>1</sup> Revenue loss information based on actual data submitted to MTC by transit operators as well as MTC's data on Transportation Development Act (TDA LTF), State Transit Assistance, and BATA bridge tolls.

<sup>2</sup> Actual loss data for ACE reflects a 13.37% MTC region share of ACE's total losses (\$7.9 million) from March to December 2020. The MTC region share is based on the percentage of ACE's total CARES Act allocations which came from the MTC region (\$2.7 million) vs. the Stockton Urbanized Area (\$17.5 million). ACE's total CARES Act allocation was \$20.2 million.

<sup>3</sup> CRRSAA Phase 2 allocations for CCCTA, ECCTA, and LAVTA are proposed to be funded through fund swap with AC Transit/BART per policy (MTC Resolution 4453, Attachment C, III.a.ii.3.a)

<sup>4</sup> CRRSAA Phase 2 allocations for City of Dixon, City of Petaluma, City of Rio Vista, and City of Vacaville are proposed to be funded via CRRSAA FTA Section 5311 funds/other; calculated amounts directed to other operators per policy (MTC Resolution 4453, Attachment C, III.a.ii.3.b-d). Dollar amounts shown above in italics/shaded cells under "Proposed CRRSAA Phase 2 Allocation MTC Resolution 4453" are not included in the total CRRSAA Phase 2 allocation of \$802,699,615 and are shown for illustrative purposes only.

<sup>5</sup> CRRSAA Phase 2 allocation for the Transbay Joint Powers Authority (TJPA) is based on remaining CRRSAA funds once all transit operators have received an allocation equal to or greater than their anticipated revenue losses over the period of January to June 2021.

Date: January 27, 2021  
W.I.: 1512  
Referred By: Commission  
Revised: 03/24/21-C

Resolution No. 4453, Revised

This resolution approves the process, establishes the criteria, and programs projects for Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula and 5311 Rural Area formula funds apportioned to the San Francisco Bay Area pursuant to the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) (H.R. 133) for FY2020-21 Emergency Transit Operations Assistance.

This resolution includes the following attachments:

- Attachment A – FY2020-21 Emergency Transit Operations Program of Projects
- Attachment B – Text of July 22, 2020 Amended Motion of Approval of MTC Resolution No. 4420, Revised (“True Up Directive”)
- Attachment C – FY2020-21 Emergency Transit Operations Programming Policy
- Attachment D – CRRSAA Phase 2 Funding Distribution Summary

This resolution was revised on March 24, 2021 via Commission action to program the second phase of CRRSAA funds in Attachment A; to revise the table of eligible operators, add Phase 2 methodology, and add an appendix with ridership count in Attachment C; and to add Attachment D, CRRSAA Phase 2 Funding Distribution Summary.

Further discussion is contained in the Metropolitan Transportation Commission Summary Sheet dated January 27, 2021, and the Programming and Allocations Committee Summary Sheet dated March 10, 2021.

Date: January 27, 2021  
W.I.: 1512  
Referred By: Commission

RE: San Francisco Bay Area FY2020-21 Emergency Transit Operations Programming and Policy

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4453

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

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

WHEREAS, the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) (H.R. 133) has been signed into law in response to the nationwide Coronavirus pandemic, which provides supplemental appropriations for Emergency Transit Operations Assistance through the Federal Transit Administration (FTA) Section 5307 Urbanized Area and Section 5311 Rural Area formula programs; and

WHEREAS, MTC is the designated recipient of the FTA Section 5307 Urbanized Area Formula Program funds for the large urbanized areas of San Francisco-Oakland, San Jose, Concord, Antioch, and Santa Rosa, and has been authorized by the California Department of Transportation (Caltrans) to select projects and recommend funding allocations subject to state approval for the FTA Section 5307 funds for the small urbanized areas of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma in MTC's Federal Transportation Improvement Program and for the Section 5311 funds in non-urbanized areas; and

WHEREAS, the projects to be funded are set forth in the detailed project listings in Attachment A, which are incorporated herein as though set forth at length; and

WHEREAS, this Commission approved MTC Resolution No. 4420, Revised with an amended motion of approval conditioned upon a "true up" of any negative differential between projected and actual sales tax and/or fare revenues with any future allocation of federal dollars for pandemic/economic relief as set forth in Attachment B, which is incorporated herein as though set forth at length; and

WHEREAS, the Policy to be used for the distribution of funds is set forth in Attachment C, which is incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY2020-21 Emergency Transit Operations Program of Projects to be funded as set forth in Attachment A; and, be it further


RESOLVED, that MTC approves FY2020-21 Emergency Transit Operations Programming Policy as set forth in Attachment C; and, be it further

RESOLVED, that MTC will use the Policy as set forth in Attachment C to program supplemental FTA Sections 5307 and 5311 formula funds appropriated in the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 for Emergency Transit Operations Assistance as provided under statute; and, be it further

RESOLVED, that the Executive Director of MTC, or their designee, is authorized and directed to modify the Program of Projects as listed in Attachment A to meet requirements of FTA; and, be it further

RESOLVED, that the Executive Director of MTC, or their designee, is authorized and directed to forward a copy of this resolution to FTA or other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Scott Haggerty, 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 27, 2021.



**FY2020-21 Emergency Transit Operations Program of Projects**

TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5311
<b>Apportionments</b>			<b>982,271,293</b>	<b>982,271,293</b>	<b>TBD</b>
<b>Phase 1 Programming</b>					
	BART	CRRSAA-eligible Projects	103,717,002	103,717,002	
	Caltrain	CRRSAA-eligible Projects	6,936,627	6,936,627	
	GGBHTD	CRRSAA-eligible Projects	20,319,959	20,319,959	
	SFMTA	CRRSAA-eligible Projects	43,750,147	43,750,147	
	WETA	CRRSAA-eligible Projects	4,877,943	4,877,943	
<b>Phase 1 Program Total</b>			<b>179,601,678</b>	<b>179,601,678</b>	<b>-</b>
<b>Fund Balance</b>			<b>802,669,615</b>	<b>802,669,615</b>	<b>TBD</b>
<b>Phase 2 Programming</b>					
	AC Transit	CRRSAA-eligible Projects	55,542,954	55,542,954	
NEW	AC Transit	Replacement Buses (fund swap)	1,027,003	1,027,003	
	ACE	CRRSAA-eligible Projects	1,541,963	1,541,963	
	BART	CRRSAA-eligible Projects	274,420,539	274,420,539	
REG090037	BART	Railcar Replacement Program (fund swap)	6,754,237	6,754,237	
	Caltrain	CRRSAA-eligible Projects	39,755,402	39,755,402	
	City of Fairfield	CRRSAA-eligible Projects	1,049,102	1,049,102	
	City of Santa Rosa	CRRSAA-eligible Projects	1,931,323	1,931,323	
	GGBHTD	CRRSAA-eligible Projects	39,429,475	39,429,475	
	Marin Transit	CRRSAA-eligible Projects	3,654,814	3,654,814	
	NVTA	CRRSAA-eligible Projects	1,539,743	1,539,743	
	SamTrans	CRRSAA-eligible Projects	16,037,830	16,037,830	
	SFMTA	CRRSAA-eligible Projects	297,168,390	297,168,390	
	SMART	CRRSAA-eligible Projects	1,789,716	1,789,716	
	Solano County Transit	CRRSAA-eligible Projects	1,692,275	1,692,275	
	Sonoma County Transit	CRRSAA-eligible Projects	1,438,846	1,438,846	
	TJPA	CRRSAA-eligible Projects	3,287,474	3,287,474	
	Union City Transit	CRRSAA-eligible Projects	514,277	514,277	
	VTA	CRRSAA-eligible Projects	39,355,158	39,355,158	
	WCCTA	CRRSAA-eligible Projects	1,263,299	1,263,299	
	WETA	CRRSAA-eligible Projects	13,475,795	13,475,795	
<b>Phase 2 Program Total</b>			<b>802,669,615</b>	<b>802,669,615</b>	<b>-</b>
<b>Total Programming (Phase 1 + Phase 2)</b>			<b>982,271,293</b>	<b>982,271,293</b>	<b>TBD</b>
<b>Fund Balance</b>			<b>-</b>	<b>-</b>	<b>TBD</b>

**NOTES:** The above table incorporates the following:

Operator	Calculated CRRSAA Amount	Note
CCCTA	3,688,131	To be funded through fund swap with AC Transit/BART per policy (Attachment C, III.a.ii.3.a)
ECCTA	2,456,412	
LAVTA	1,636,697	
<b>Subtotal</b>	<b>7,781,240</b>	
City of Petaluma	351,690	To be funded via CRRSAA Section 5311/other; calculated amounts directed to other operators per policy (Attachment C, III.a.ii.3.b-d)
City of Vacaville	462,867	
City of Dixon	69,918	
City of Rio Vista	28,192	
<b>Subtotal</b>	<b>912,667</b>	

Date: January 27, 2021  
W.I.: 1512  
Referred By: Commission

Attachment B  
Resolution No. 4453  
Page 1 of 1

**Text of July 22, 2020 Amended Motion of Approval of MTC Resolution No. 4420, Revised  
("True Up Directive")**

Upon the motion by Commissioner Josefowitz and the second by Commissioner Sperling, the Commission unanimously adopted MTC Resolution No. 4420, Revised with an amendment conditioned upon a "true up" of any negative differential between projected and actual sales tax and/or fare revenues with any future allocation of federal dollars for pandemic/economic relief. Such calculation shall be based upon the actual receipts for the periods March – August and September – December 2020, or appropriate time period for actual available data. In the event any transit operator received less than their adjusted share of CARES Act funding due to the inaccurate forecasts, such differentials shall be compensated with a future federal allocation of emergency funding. If Congress fails to appropriate any such additional dollars for transit operators, then MTC staff shall identify other new or augmented sources of flexible new federal funding which can appropriately compensate operators for those shortfalls. In addition, transit operators will be required to approve resolutions confirming commitment to safety as well as submit monthly reports to MTC on health and safety, including public health actions and COVID case data.

Date: January 27, 2021  
W.I.: 1512  
Referred By: Commission  
Revised: 03/24/21-C

Attachment C  
Resolution No. 4453  
Page 1 of 8

**San Francisco Bay Area FY2020-21 Emergency Transit Operations  
Assistance Programming Policy**

Metropolitan Transportation Commission  
Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105

## I. About the Policy

- a. **Background:** The FY2020-21 Emergency Transit Operations Assistance Programming Policy applies to the programming of supplemental Federal Transit Administration Section 5307 Urbanized Area and 5311 Rural Area formula program funds apportioned to the San Francisco Bay Area in FY2020-21, pursuant to the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) (H.R. 133).

This policy contains the rules for establishing a program of projects for eligible transit operators in the San Francisco Bay Area Region.

On December 27, 2020, CRRSAA was signed into law, providing supplemental appropriations for emergency transit operations in response to the global Coronavirus pandemic. These supplemental appropriations were provided via existing FTA Section 5307 and 5311 formula programs, and follow many of the same statutory guidelines and requirements. However, the funds are explicitly eligible for use for operating assistance and capital expenses related to transit operator response to the Coronavirus pandemic.

- b. **Goals & Objectives:** The goal of this policy is to provide emergency operating assistance to transit operators to mitigate lost fare revenues, reduced sales tax revenues, and other lost revenues, and increased costs associated with the Coronavirus pandemic; recognizing distinctions between initial responses to the crisis, and recovery efforts emerging from it.

## II. The Policy

### a. FTA Funds

- i. Federal Eligibility: In addition to the typical eligibility for capital and operating projects for the FTA Section 5307 Urbanized Area and FTA Section 5311 Rural Area Formula Programs as described in detail in MTC Resolution Nos. 4036, Revised (5311 Program Policy), and 4444 (Transit Capital Priorities Policy), CRRSAA also makes these funds *“available for the operating expenses of transit agencies related to the response to a COVID-19 public health emergency including, beginning on January 20, 2020, reimbursement for operating costs to maintain service and lost revenue due to the COVID-19 public health emergency, including the purchase of personal protective equipment, and paying the administrative leave of operations or contractor personnel due to reductions in service.”* Further, CRRSAA provides this supplemental funding up to a 100% Federal share.
- ii. CRRSAA Funding to Limited Urbanized Areas: CRRSAA specified that its FTA Section 5307 funding for a given urbanized area (UZA), when combined with the amounts allocated to that UZA from Section 5307 funds appropriated under the CARES Act, could not exceed 75 percent of that UZA’s 2018 NTD operating cost. Therefore, due to the amounts that were allocated in the CARES Act, within the region only the San Francisco-Oakland, San Jose, and Santa Rosa UZAs received appropriations under CRRSAA.
- iii. Regional Eligibility: Transit operators are required to submit annual reports to the

National Transit Database (NTD). Service factors reported in large UZAs partially determine the amounts of FTA Section 5307 funds generated in the region. An operator is eligible to be programmed and apply to FTA for funds only in designated UZAs, as outlined in Table 1 below. Eligibility is based on geographical operations and 2018 self-reported NTD information and may be broader than the UZA eligibility for the Transit Capital Priorities (TCP) Program (MTC Resolution No. 4444) typically used for distribution of FTA formula funds, in which certain operator agreements are recognized. Additionally, MTC is an eligible recipient in each UZA in the region. As of March 2021, Table 1 presents the same information as the CARES Act programming policy for the three UZAs receiving funding, plus the additions of eligibility for Napa Valley Transportation Authority and Transbay Joint Powers Authority in San Francisco-Oakland UZA based on service provided. MTC may subsequently add operators, as justified, based on transit service provided.

**Table 1. Urbanized Area Eligibility**

Urbanized Area	Eligible Transit Operators <sup>†</sup>
San Francisco-Oakland	Alameda-Contra Costa Transit District (AC Transit), Altamont Corridor Express (ACE)*, San Francisco Bay Area Rapid Transit District (BART), Peninsula Corridor Joint Powers Board (Caltrain), Fairfield and Suisun Transit (FAST)*, Golden Gate Bridge, Highway & Transportation District (GGBHTD), Marin County Transit District (Marin Transit)*, MTC, Napa Valley Transportation Authority (NVTA), San Francisco Municipal Transportation Authority (SFMTA), San Mateo County Transit District (SamTrans), Santa Clara Valley Transportation Authority (VTA), Solano County Transit (SolTrans)*, Sonoma-Marín Area Rail Transit (SMART)*, Transbay Joint Powers Authority (TJPA), City of Union City (Union City Transit)*, Water Emergency Transportation Authority (WETA)*, Western Contra Costa Transit Authority (WestCAT)*
San Jose	AC Transit, ACE*, Caltrain, MTC, VTA
Santa Rosa	GGBHTD, MTC, Santa Rosa CityBus*, SMART*, Sonoma County Transit*

<sup>†</sup> Eligibility based on 2018 NTD Report Data

\*Small Operator

The FTA Section 5311 Rural Area formula program provides funds to transit operators for service in non-urbanized and rural areas. Operator eligibility is determined by non-urbanized service as provided in the 2012 Regional Transit Database, as explained in MTC Resolution No. 4036, and as self-reported in 2018 NTD reporting. Operators eligible to receive Rural Area formula program funds, based on their provision of rural and non-urbanized area service are as follows:

AC Transit	FAST	SamTrans
Caltrain	LAVTA	SolTrans
CCCTA	Marin Transit	Sonoma County Transit
City of Dixon	NVTA/Vine	Vacaville CityCoach
City of Rio Vista	Petaluma	VTA
ECCTA/Tri Delta Transit		

Per the State Management Plan for Federal Transit Funds, Caltrans makes final

determination of project eligibility for Section 5311 Rural Area Formula funds.

b. Funding Distribution Methodology

- i. Regional Programming Approach: The Regional Programming Approach, as described below, is designed to prioritize funds to operators based on needs. The approach assumes a regional programming perspective and constrains regional demands to the amount of funds available to the region, prior to programming funds to project. It then assigns funds from urbanized areas in the following order:
  1. Fund needs for operators that are restricted to receiving funds in one UZA (e.g., SFMTA, WestCAT, etc.).
  2. Fund balance of operator needs among multiple UZAs, as eligibility allows, with the objective of fully funding needs (as defined in III.a., below) due to the Coronavirus to the maximum extent possible.
  3. Reduce operator funding proportionately in UZAs where needs exceed available funding.
  4. If, after Future Phase(s) funds are programmed to address pandemic-related operator needs (further described in III.a.2. below), any remaining funds will be programmed for eligible recipients per the TCP Policy (MTC Resolution No. 4444), but using the UZA eligibility outlined in Table 1 to maintain maximum flexibility with these funds.
- ii. Phased Distribution of Funds: Funds will be distributed in two Phases:
  1. Phase 1: A first phase will be distributed according to the True Up Directive as detailed in Attachment A to this resolution using the methodology described in III.a.i., below.
  2. Phase 2: The remaining funding from the region's apportionment will be assigned to operators following a process to be determined in consultation with regional partners and adopted by the Commission. The methodology for future phases is described in III.a.ii., below.

### III. The Process

- a. The distribution of funds in Phases 1 and 2 will utilize separate methodologies in order to balance the impacts of the Coronavirus pandemic on the various operators in the region. This process recognizes the myriad revenue sources that go into different operator budgets, and seeks to provide equitable levels of funding to each across the region.

- i. Phase 1 Methodology: The following process describes the methodology used to determine the Phase 1 distribution of CRRSAA funds according to the True Up Directive:

1. The methodology used to distribute Phase 2 of CARES Act funding – described in MTC Resolution No. 4420, Revised, Attachment B – was adjusted to include actual and anticipated transit operator revenue losses from March 2020 through December 2020, in place of forecasted losses. The distribution was then recalculated and resulting deficits between the initial CARES Act distribution and the recalculation, represent the recommended programming amounts for Phase 1 of CRRSAA funding.

- ii. Phase 2 Methodology:

1. 75% of the remaining funds will be distributed as follows:

- a. Estimated revenue loss from January to June 2021, based on monthly average of actual/anticipated revenue loss from March to December of 2020, will be determined for each operator.
- b. An amount equal to five percent of agency FY2018-19 operating budget will be determined for each operator.
- c. The greater of (a) or (b) will be programmed to each operator, net of CARES funding programmed in excess of actual/anticipated revenue loss from March to December of 2020.
- d. The calculated amount per operator after (c) will be proportionally reduced so that the total distribution equals 75% of remaining funds.

2. 25% of the remaining funds will be distributed as follows:

- a. Proportional by operator to November 2020 percent share of regional transit ridership (detailed in Appendix 1 to this attachment).

3. Adjustments to the amounts distributed via (1) and (2) will be made as follows:

- a. Due to UZA limitations, amounts calculated for CCCTA, ECCTA, and LAVTA will be received as a fund swap via the Transit Capital Priorities program for FY2020-21, or other eligible federal fund source. CRRSAA funds equaling the sum of those three operators' calculated amounts will be programmed to CRRSAA-eligible

operators to facilitate this swap.

- b. Due to UZA and fund swap limitations, amounts calculated for Petaluma, Vacaville, Dixon, and Rio Vista will be met through CRRSAA Section 5311 funding programmed or apportioned to the region by Caltrans, and/or through other mechanisms to be recommended by staff at a later date.
- c. Operators whose distributed amounts do not meet or exceed the anticipated amount of funding needed to cover revenue losses through the end of FY2020-21 will receive an additional amount to bring their total up accordingly. Such amounts will be covered through the amounts calculated for Petaluma, Vacaville, Dixon, and Rio Vista.
- d. Funds remaining after (c) will be programmed to TJPA.

iii. Funding: Once operator funding targets are determined by the methodology outlined above, the Phase 1 and Phase 2 targets will be funded using the Regional Programming Model described in II.b.i, above.

- b. Annual Programming in the TIP: MTC, in cooperation with the state and eligible transit operators, is required to develop a Transportation Improvement Program (TIP) for the MTC Region. The TIP is a four-year programming document, listing federally-funded transportation projects, projects requiring a federal action, and projects deemed regionally significant. TCP programming in each year of the TIP will be financially constrained to the estimated apportionment level. Programming adjustments in the TIP will be done in consultation with eligible transit operators in the MTC region.

CRRSAA waives the typical requirement for TIP inclusion for the supplemental apportionments included in the Act used for operating assistance or to pay for capital expenses for emergency relief do not need to be included in the TIP/STIP unless the projects are for substantial functional, locational, or capacity changes. [23 CFR §§ 450.326(e)(5), 450.218(g)(5)]. Over time, MTC will work to incorporate all such funding from CRRSAA in to the TIP for fund monitoring purposes. However, inclusion in the TIP is not a precondition for receiving these funds.

- c. Process for Programming Revisions & Amendments: The attachments to this resolution will be revised at a later date to include Future Phase funding amounts for operators and to include more detail on the FTA Section 5311 process, as needed, once provided by Caltrans. MTC will consider revisions to an operator's programming as requested.
- d. Grant Applications:
  - i. FTA Section 5307 Programs: Each operator is expected to complete their own Federal grant application using FTA's Transit Award Management System (TrAMS). MTC staff will review grant applications and submit concurrence letters or other required materials to FTA on behalf of project sponsors as needed.
  - ii. FTA Section 5311 Program: Operators are responsible for working with Caltrans,



the designated recipient and grantee for the Section 5311 program, to respond to calls for projects and submit required materials to access these funds. MTC will assist with the Regional Agency/Transportation Planning Agency (TPA) Certifications and Assurances and any other documentation, as needed.

## Appendix 1

### November 2020 Ridership

Operator	November 2020 Ridership	% of Region Total
ACE	12,085	0.12%
AC Transit	1,622,533	16.56%
BART	1,424,620	14.54%
Caltrain	82,482	0.84%
CCCTA	89,084	0.91%
City of Dixon	1,555	0.02%
ECCTA	70,524	0.72%
City of Fairfield	23,743	0.24%
GGBHTD	61,698	0.63%
LAVTA	34,702	0.35%
Marin Transit	110,986	1.13%
NVTA	23,684	0.24%
City of Petaluma	10,375	0.11%
City of Rio Vista	261	0.00%
SFMTA	4,683,371	47.79%
SamTrans	378,567	3.86%
SMART	8,145	0.08%
City of Santa Rosa	62,773	0.64%
Solano County Transit	32,754	0.33%
Sonoma County Transit	30,267	0.31%
Transbay Joint Powers Authority	-	0.00%
Union City Transit	13,383	0.14%
City of Vacaville	16,436	0.17%
VTA	956,493	9.76%
WCCTA	25,589	0.26%
WETA	22,830	0.23%
<b>Total</b>	<b>9,798,940</b>	<b>100%</b>

Source: National Transit Database (NTD), SFMTA, MTC estimates for NTD Limited Reporters

## CRRSAA Phase 2 Funding Distribution Summary

Programming and Allocations Committee  
March 10, 2021MTC Res. 4453, Revised  
Attachment D  
Page 1 of 1

Transit Operator	75% of CRRSAA Phase 2: Based on Remaining Federal Covid-19 Relief Need or 5% of FY 2018- 19 Budget <sup>4</sup>	25% of CRRSAA Phase 2: November 2020 % Share of Regional Ridership x 25% of CRRSAA Phase 2	Proposed CRRSAA Phase 2 Allocation MTC Resolution 4453
AC Transit	\$22,315,943	\$33,227,011	\$55,542,954
BART	\$245,246,486	\$29,174,053	\$274,420,539
Caltrain	\$37,925,150	\$1,689,106	\$39,755,402
GGBHTD	\$37,614,227	\$1,263,481	\$39,429,475
SFMTA	\$201,260,067	\$95,908,323	\$297,168,390
SamTrans	\$8,285,353	\$7,752,477	\$16,037,830
VTA	\$19,767,635	\$19,587,523	\$39,355,158
<b>Subtotal</b>	<b>\$572,414,862</b>	<b>\$188,601,974</b>	<b>\$761,709,749</b>
ACE	\$1,294,481	\$247,482	\$1,541,963
CCCTA (fund swap) <sup>1</sup>	\$1,863,826	\$1,824,305	\$3,688,131
City of Dixon (5311) <sup>2</sup>	\$38,074	\$31,844	\$69,918
ECCTA (fund swap) <sup>1</sup>	\$1,012,188	\$1,444,224	\$2,456,412
City of Fairfield	\$562,881	\$486,221	\$1,049,102
LAVTA (fund swap) <sup>1</sup>	\$926,053	\$710,644	\$1,636,697
Marin Transit	\$1,381,989	\$2,272,825	\$3,654,814
NVTA	\$1,054,730	\$485,012	\$1,539,743
City of Petaluma (5311) <sup>2</sup>	\$139,226	\$212,464	\$351,690
City of Rio Vista (5311) <sup>2</sup>	\$22,848	\$5,345	\$28,192
SMART	\$1,622,918	\$166,797	\$1,789,716
City of Santa Rosa	\$645,827	\$1,285,496	\$1,931,323
Solano County Transit	\$1,021,523	\$670,752	\$1,692,275
Sonoma County Transit	\$819,024	\$619,822	\$1,438,846
Transbay Joint Powers Authority <sup>3</sup>	\$3,220,592	\$0	\$3,287,474
Union City Transit	\$240,214	\$274,064	\$514,277
City of Vacaville (5311) <sup>2</sup>	\$126,282	\$336,584	\$462,867
WCCTA	\$739,276	\$524,024	\$1,263,299
WETA	\$12,855,398	\$467,524	\$13,475,795
<b>Subtotal</b>	<b>\$29,587,349</b>	<b>\$12,065,429</b>	<b>\$40,959,867</b>
<b>GRAND TOTAL</b>	<b>\$602,002,211</b>	<b>\$200,667,404</b>	<b>\$802,669,615</b>

<sup>1</sup> CRRSAA Phase 2 allocations for CCCTA, ECCTA, and LAVTA are proposed to be funded through fund swap with AC Transit/BART per policy (MTC Resolution 4453, Attachment C, III.a.ii.3.a)

<sup>2</sup> CRRSAA Phase 2 allocations for City of Dixon, City of Petaluma, City of Rio Vista, and City of Vacaville are proposed to be funded via CRRSAA FTA Section 5311 funds/other; calculated amounts directed to other operators per policy (MTC Resolution 4453, Attachment C, III.a.ii.3.b-d). Dollar amounts shown above in italics/shaded cells under "Proposed CRRSAA Phase 2 Allocation MTC Resolution 4453" are not included in the total CRRSAA Phase 2 allocation of \$802,699,615 and are shown for illustrative purposes only.

<sup>3</sup> CRRSAA Phase 2 allocation for the Transbay Joint Powers Authority (TJPA) is based on remaining CRRSAA funds once all transit operators have received an allocation equal to or greater than their anticipated revenue losses over the period of January to June 2021.

<sup>4</sup> Whichever is greater of (a) Remaining Federal COVID-19 Relief Need After Accounting for Revenue Losses from January to June 2021 and Remaining Funds from the CARES Act + CRRSAA Phase 1 or (b) 5% of FY 2018-19 Budget.



March 5, 2021

Commissioner Nick Josefowitz, Chair  
Programming & Allocations Committee  
Metropolitan Transportation Commission  
Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105-2066

Dear Chair Josefowitz:

As agencies representing transit riders throughout the Bay Area, we support the proposed distribution of transit emergency relief funds from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) prepared by MTC Staff, and encourage you to refer the proposal to the Commission for adoption at your meeting on March 10, 2021.

These funds are urgently needed to continue providing transit service to our region's frontline workers and people making essential trips. As you well know, through December 2020, revenues to the region's transit agencies have fallen by more than a billion dollars. The scale of losses to the region's transit agencies has consistently exceeded even the most conservative estimates: when the Commission adopted the Proposed Principles for Redirecting Funding to Transit Operations for Emergency Response in December 2020, it was anticipated that additional revenue losses would be in the \$400-600 million range between January and June 2021. We are now anticipating losses near \$700 million over that period.

The financial outlook beyond fiscal year 2021 will largely depend on the rate and uptake of vaccination, the pace of the economic recovery, and when and how many employees return to working from their offices. This is a time of unprecedented challenges for all of us as we struggle to support those riding the system today and preserve our employment base.

Despite these losses, we remain committed to allocating our limited resources to essential, safe, and reliable transit service for those who need it most, and we appreciate MTC staff's recommendation to distribute 25% of the remaining CRRSAA funds on the basis of current ridership as an equity adjustment. This methodology ensures that the people riding today, who are overwhelmingly low-income and/or people of color, continue to have reliable transit service when they may lack access to other mobility options.

We support the distribution of 75% of the remaining CRRSAA funds on the basis of expected revenue losses from January to June 2021. We remain concerned that there are imbalances in the level of relief some operators are receiving in relation to their total revenue losses since the start of the pandemic, largely due to revenue forecasts that guided the CARES Act distribution that later proved to be imprecise. The purposes of these relief funds, as laid out in the CARES Act and CRRSAA, are to support transit operations and prevent lay-offs and furloughs. And while these

March 5, 2021

Page 2

purposes have generally been met thus far, there are operators in the region who are perilously close to needing to issue lay-off notices if further financial assistance is not made available.

We eagerly anticipate Congress approving the proposed American Rescue Plan Act, which would provide yet more critically needed transit relief funding to the region. In the distribution of relief funds, the needs of the riding public are paramount, and every tool in MTC's toolbox should be wielded to ensure that essential transit service is maintained, that our employment base is prepared to return to work when the pandemic is over, and that transit is here to support the region's recovery long-term. Other considerations, political or otherwise, should be secondary.

With that in mind, we encourage the Commission and its staff to continue work toward:

- Retaining transit employees, paying particular attention to those agencies with the largest and longest lasting drops in revenue
- Addressing crowding on high ridership services
- Retaining essential transit services to minimize the permanent loss of ridership
- Defining and addressing equity
- Resolving the remaining inequities among individual transit agencies in the distribution of relief funds since the beginning of the pandemic

Finally, around the region agencies have implemented significant expense reduction strategies already—hiring freezes, retirement incentives, service span and frequency reduction, and more—but we will not be able to cut our way to fiscal solvency. It is our hope that these cost reduction efforts will also be considered in future distributions.

No one knows what the long-term effects of the pandemic will be on revenues, transit ridership, or driving behaviors. MTC staff has done a commendable job balancing the need to get these funds out to us quickly while striving to ensure the distribution methodology is fair and rational. The proposal before you, while not perfect, strikes a good balance, and it is critically important for all of us that these funds be distributed as quickly as possible. We look forward to continuing to work together to ensure the viability of transit in the Bay Area.

Sincerely,



Michael Hursh,  
General Manager  
Alameda-Contra Costa  
Transit District (AC Transit)



Robert Powers,  
General Manager  
San Francisco Bay Area  
Rapid Transit District  
(BART)



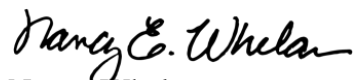
Jim Hartnett, General  
Manager/Executive Director  
San Mateo County Transit  
District (SamTrans)/Caltrain



Rick Ramacier,  
General Manager  
County Connection



Denis Mulligan,  
General Manager  
Golden Gate Bridge,  
Highway and Transportation  
District



Nancy Whelan,  
General Manager  
Marin Transit



Kate Miller,  
Executive Director  
Napa Valley Transportation  
Authority (NVTa)



Jared Hall,  
Transit Manager  
Petaluma Transit



Seamus Murphy,  
Executive Director  
Water Emergency  
Transportation Authority (SF  
Bay Ferry)



Jeffrey Tumlin,  
General Manager  
San Francisco Municipal  
Transportation Agency  
(SFMTA)



Beth Kranda,  
Executive Director  
Solano County Transit  
(SolTrans)



Jeanne Krieg,  
Chief Executive Officer  
Tri Delta Transit



Michael S. Tree,  
General Manager  
Livermore Amador Valley  
Transport Authority



Joan Malloy,  
City Manager  
Union City Transit



Evelynn Tran,  
General Counsel & Interim  
General Manager/CEO  
Santa Clara Valley  
Transportation Authority  
(VTA)



Charles Anderson,  
General Manager  
Western Contra Costa Transit  
Authority (WestCAT)



March 5, 2021

Commissioner Nick Josefowitz, Chair  
Programming & Allocations Committee  
Metropolitan Transportation Commission  
Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105-2066

RE: Agenda Item 4a, Programming and Allocations Committee, March 10, 2021

Dear Chair Josefowitz,

As the three transit agencies reporting service data to the Santa Rosa Urbanized Area, we support the proposed distribution of transit emergency relief funds from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) prepared by MTC Staff, and encourage you to refer the proposal to the Commission for adoption at your meeting on March 10, 2021. However, future rounds of emergency funding should be used to begin transitioning our transit services to the new post-pandemic normal and not be shifted away from our service area.

These CRRSSA funds are urgently needed to continue providing transit service to our region's frontline workers and people making essential trips and we agree taking a regional approach is critical to ensuring the recovery of the transit network overall. We understand that the proposal before you will result in \$10.3 million of these CRRSSA funds, or 67% of the Santa Rosa Urbanized Area appropriation, being allocated to Golden Gate Transit to provide relief for their Fiscal Year 2021 budget. We believe Golden Gate Transit is an important provider in Sonoma County's transit network, as evidenced by Sonoma County supporting Golden Gate Transit by allocating 25% of its Transportation Development Act funds off-the-top for the past 25 years, per MTC Resolution 2858. We look forward to working with Golden Gate Transit going forward to ensure that these funds will be used to maintain or restore service to the Santa Rosa Urbanized Area, which encompasses Santa Rosa, Rohnert Park, Cotati, Sebastopol, Windsor, Healdsburg and other communities in Sonoma County.

While we support the distribution of 75% of the remaining CRRSAA funds on the basis of expected revenue losses from January to June 2021, we believe that beginning with Fiscal Year 2022, all transit operators will need to begin adapting to the 'new normal' the pandemic conditions have created, even if all the outcomes are not fully known yet.

For us that has meant tackling budget concerns, reducing staff and service through the most critical phases of the pandemic and preparing for service expansion that may look dramatically different going forward. Unfortunately, these strategies are familiar to us as we have navigated them through many community-altering fire disasters over the past three years.

In the coming year, Santa Rosa Urbanized Area transit providers will be asked to

- provide additional service hours to cover our higher demand corridors and times of day, including a return of our school-related service demands, all while maintaining COVID-related capacity constraints,
- expand services in support of our riders, of which our systems' pre-pandemic ridership composed of between 26% and 86% low income,
- hire new operators to compensate for pandemic-related attrition, and
- serve the Sonoma County and the North Bay's transit needs to restart the economy and provide all people in our communities with equitable access to economic opportunity.

Like all transit operators in the region, we eagerly anticipate Congress approving the proposed American Rescue Plan Act, which would provide yet more critically needed transit relief funding to the region. We look forward to these new funds providing us the resources we desperately need to begin pivoting our systems and services into a 'new normal', post-pandemic transportation network for Sonoma County and the greater North Bay. For Sonoma County, this includes continuing the work of the Sonoma County Transportation Authority's Future of Transit Ad Hoc Committee, which has set forth the goal of increasing transit ridership in Sonoma County by integrating our local transit systems to enhance the customer experience and improve service quality.

We agree with our fellow transit operators in the Bay Area that the CRRSSA proposal before you is an important component of solving current budget year challenges for all the region's transit operators. We look forward to continuing to work together to ensure the viability of transit in the region, and in particular on behalf of our communities and riders in the North Bay.

Sincerely,



Sean McGlynn  
City Manager  
City of Santa Rosa



Bryan Albee  
Transit Systems Manager  
Sonoma County Transit



Farhad Mansourian  
General Manager  
Sonoma-Marin Area Rail Transit  
District (SMART)



**From:** Roland Lebrun

**Sent:** Monday, March 8, 2021 2:01 AM

**To:** MTC-ABAG Info <info@bayareametro.gov>

**Cc:** VTA Board Secretary <board.secretary@vta.org>; SFMTA Municipal Transportation Agency <sfmta@public.govdelivery.com>; BART Board <boardofdirectors@bart.gov>; contact@alamedactc.org

**Subject:** Programming & Allocations Item 4a CRRSAA Programming Phase 2

**\*External Email\***

Dear Chair Josefowitz,

The intent of this email is to alert the Programming and Allocations Committee to the fact that, due to higher than expected sales tax revenues in Santa Clara County, **FY21 revenue projections provided by VTA to MTC do not bear any resemblance to FY21 revenue forecasts presented at the March 4<sup>th</sup> VTA Board of directors**

(<http://santaclaravta.igmm2.com/Citizens/FileOpen.aspx?Type=6&ID=1634>) specifically, that VTA revenue losses for FY21 are forecasted to be \$39.3M (not \$105,638,034) leaving VTA with a residual Cares Act **SURPLUS** of \$96.8M after Tranche 1 (slide 2 in the presentation).

It is therefore unclear why MTC should be allocating an additional \$39,355,158 to VTA resulting in a **total SURPLUS in excess of \$135M** after Tranche 2.

I hope that you will take this information into consideration and reallocate VTA surplus CRRSAA funds to other agencies such as BART, MUNI and ACTC.

Sincerely,

Roland Lebrun

## FY2021 Operating Balance Preliminary Projections – (as of March 2021)

	FY21 Current Budget	FY21 Projections	
		Optimistic (Dec 2020)	(Mar 2021)
Subtotal - Sales Tax Related	\$439.6M	\$385.2M	\$402.6M
Subtotal - Fares	\$38.6M	\$15.5M	\$9.4M <sup>2</sup>
Subtotal - Other Revenues	\$35.7M	\$34.7M	\$29.4M
<b>TOTAL REVENUES</b>	<b>\$513.9M</b>	<b>\$435.3M</b>	<b>\$441.4M</b>
<b>TOTAL EXPENSES</b>	<b>\$525.5M</b>	<b>\$481.6M</b>	<b>\$480.7M</b>
<b>OPERATING BALANCE (before applying CARES Act Funding)</b>	<b>(\$11.6M)</b>	<b>(\$46.2M)</b>	<b>(\$39.3M)</b>
<b>CARES ACT FUNDS REMAINING (after budget gap is bridged)<sup>1</sup></b>	<b>N/A</b>	<b>\$89.9M</b>	<b>\$96.8M</b>

Notes:

1. CARES Act Funding available as of July 2020 was approx. \$136.1M that will be used to bridge the negative operating balance at the end of FY2021 and subsequent FYs. The current budget was developed before the existence of CARES Act Funding.
2. This represents fares collected in FY2021 through February 7, 2021. Monthly fare revenues between August 2020 and January 2021 were approx. \$1.4M.



2

## FY2021 Sales Tax Related Revenues Preliminary Projections (as of March 2021)

	FY21 Current Budget	FY21 Projections	
		Optimistic (Dec 2020)	(Mar 2021)
1976 Half-Cent Sales Tax	\$229.3M	\$203.0M	\$207.8M
2000 Measure A Sales Tax-Oper. Asst.	\$47.6M	\$42.1M	\$43.1M
2016 Measure B-Transit Operations	\$14.5M	\$14.5M	\$14.5M
Transportation Development Act (TDA)	\$107.7M	\$101.5M	\$113.2M
State Transit Assistance (STA)	\$40.5M	\$24.0M	\$24.0M
<b>Subtotal - Sales Tax Related</b>	<b>\$439.6M</b>	<b>\$385.2M</b>	<b>\$402.6M</b>



3

CC

VTA Board of Directors  
SFMTA Board of Directors  
BART Board of Directors  
ACTC Board of Directors  
VTA CAC

**From:** John Minot  
**Sent:** Wednesday, March 10, 2021, 7:28 AM  
**To:** MTC-ABAG Info  
**Subject:** CRRSSA relief allocation

**\*External Email\***

Dear MTC Programming & Allocation committee members,

As a member of East Bay Transit Riders Union, I'm urging you to consider recommending a CRRSSA allocation that gives significantly greater weight to ridership than the proposed 25%. It was meant to consider the extent to which different agencies across the Bay are still serving essential workers, but many agencies like AC Transit and VTA are having such difficulties serving that ridership (having to pass up riders at bus stops due to capacity limits and service levels) that this metric is clearly undercounting the need their riders face, compared to agencies like BART that do not have the same problems.

A simple and workable adjustment that would better enable these agencies to match services to need, and restore services to these hard-hit populations - who otherwise might be forced to get cars when the pandemic ends and service does not come back - would be to increase the percentage of CRRSSA funds allocated via ridership to 40% or 50%.

Thanks,  
John Minot

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

<b>File #:</b>	21-0318	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Commission Approval	
<b>File created:</b>	2/2/2021	<b>In control:</b>		Joint MTC ABAG Legislation Committee	
<b>On agenda:</b>	3/12/2021	<b>Final action:</b>			
<b>Title:</b>	Advocacy Principles to Guide Legislation Aimed at Improving the Bay Area's Transit System				
	Advocacy principles to guide MTC's legislative advocacy regarding Assemblymember Chiu's anticipated 2021 legislation aimed at improving the performance and connectivity of the Bay Area's public transit system.				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">8a - 21-0318 - Principles for Transit Transformation Legislation.pdf</a>				
	<a href="#">8a Correspondence Principles for Transit Transformation Legislation.pdf</a>				

Date	Ver.	Action By	Action	Result
3/12/2021	1	Joint MTC ABAG Legislation Committee		

**Subject:**  
Advocacy Principles to Guide Legislation Aimed at Improving the Bay Area's Transit System

Advocacy principles to guide MTC's legislative advocacy regarding Assemblymember Chiu's anticipated 2021 legislation aimed at improving the performance and connectivity of the Bay Area's public transit system.

**Presenter:**  
Rebecca Long

**Recommended Action:**  
Support / Commission Approval

**Attachments:**

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

March 12, 2021

Agenda Item 3a

**Advocacy Principles to Guide Legislation Aimed at Improving the Bay Area's Transit System**

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- Subject:** Advocacy principles to guide MTC's legislative advocacy regarding Assemblymember Chiu's anticipated 2021 legislation aimed at improving the performance and connectivity of the Bay Area's public transit system.
- Overview:** The Blue Ribbon Transit Recovery Task Force (Task Force), which was convened last May as part of the Commission's first allocation of CARES Act funds, adopted a bold transit transformation vision:
- Design, adequately invest in and effectively manage a public transit network that is equitable, inclusive, frequent, affordable, accessible, reliable; is integrated with unified service, fares, schedules, customer information and identity; and serves all Bay Area populations, resulting in increased transit ridership and reduced growth in vehicle miles traveled.
- This ambitious vision is particularly challenged by the prolonged ridership declines resulting from the COVID-19 pandemic and the resultant uncertainty and financial hardship facing operators. Nonetheless, over the last two months, the task force has been working to reach consensus on a problem statement to help guide any discussion of longer-term transit topics that should be addressed in a more coordinated manner. Whereas earlier discussions were focused on establishing a new "network manager" entity, the conversation is now focused on identifying the *functions* that require better management, with subsequent conversation anticipated to cover how decisions would be made and by whom. While transit operators are coordinating like never before, without a more formal structure that requires ongoing collaboration on the topics of greatest relevance to transit riders, there is a high risk this current enhanced voluntary coordination will not be sustained over time.
- Recommendation:** Support
- Discussion:** Assemblymember Chiu plans to reintroduce the concept of "seamless transit" in a new bill this year, which is not yet in print. Last year's bill—AB 2057—was an expansive bill focused on supporting the creation of a high ridership, reliable, accessible, seamless public transit system. The bill was supported by SPUR and Seamless Bay Area. It stalled due to COVID and did not receive a hearing.
- Nonetheless, it drew significant interest and was a major impetus for the formation of the Blue Ribbon Transit Recovery Task Force. The bill itself called for the formation of a Bay Area Seamless Transit Task Force tasked with assessing and/or making recommendations about 20 different topics, ranging from identifying the goals of the region's public transit system to the appropriate entity to serve as a Network Manager to managed lanes and institutional mergers. Given the formation of the Task Force, we do not expect the bill to call for the formation of a separate one.

AB 2057 also included a number of requirements aimed at accelerating various rider-focused efforts, including:

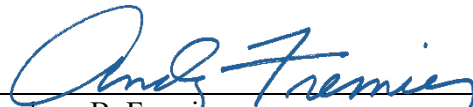
- a. Standardized discount and eligibility discounts for fares and a pilot program for a multi-agency accumulator pass pilot project to cap total daily, weekly or monthly amounts
- b. Clipper integration with Capitol Corridor and ACE
- c. Development & adoption of a regional transit mapping and wayfinding system
- d. Common data formats for route, schedule and fare information to ensure reliable real-time transit information and requirements for operators to report to MTC
- e. Targets for reducing vehicle miles traveled and targets for increased public transit and active transportation mode share

The attached principles propose a framework for this year's legislation that focuses on near-term benefits to riders, as well as a decision-making structure to institutionalize greater interagency coordination and a focus on improvements to the customer experience designed to attract former and new riders to transit.

It is critical that the Commission provide direction to Assemblymember Chiu and the Bay Area legislative delegation regarding our priorities for a transit reform bill this year. Staff will present these principles to the Task Force at its March 22 meeting, two days before they will be presented to the Commission for final approval.

**Attachments:**

Attachment A: MTC Principles and Proposed Concepts for Seamless Transit Legislation

  
\_\_\_\_\_  
Andrew B. Fremier,

**Draft: 3/2/21**

## **MTC Principles and Proposed Concepts for Seamless Transit Legislation**

### **Background**

The Blue-Ribbon Transit Recovery Task Force (Task Force) has a goal of creating a more connected, efficient, equitable, and affordable network that better serves Bay Area residents and our economy. COVID-19 has caused ridership to plummet, but transit ridership was falling even before the pandemic for a variety of reasons. Assemblymember David Chiu plans to introduce legislation in 2021 to transform the region's fragmented transit system into a more integrated one that will help achieve Plan Bay Area 2050's ambitious climate and equity goals, including at least 20 percent of workers commuting via public transit by 2050.

MTC, as the metropolitan planning organization, has a strong interest in this legislation. As a member and convener of the Task Force, we are committed to engaging in that process in good faith. However, we also believe it is critical to engage early in the legislative process. MTC's primary goal in this effort is to secure near-term, customer-facing improvements for Bay Area transit riders as they navigate across the nine counties and between over two dozen operators, while creating a framework for decision-making that will sustain enhanced, ongoing regional transit coordination and accountability for performance over time. Importantly, we believe this can be done by building on existing institutions, expertise, and authority but will require additional, stable resources to be fully implemented.

### **Proposed Principles**

#### **1. Provide Tangible, Near-Term Benefits for Riders**

MTC is engaged in two major regional transit planning efforts with the potential to greatly simplify the experience of riding transit in the Bay Area, the Fare Coordination/Integration Study + Business Case (Fare Study) and the Regional Transit Mapping and Wayfinding Study. Given both of these projects are anticipated to be completed this summer, legislation should include provisions to help ensure these studies deliver tangible results. This could be done by requiring that recommendations from the studies are implemented by specific dates, with reasonable flexibility provided, and incorporating a process to facilitate implementation over the long-term. Two priority ideas for inclusion are below.

- a. ***Simplified and More Affordable Transit Fares.*** There appears to be growing consensus in support of fare policies that reward frequent transit riders. One example is a multi-operator pass that gives riders the option to pay per trip, but with the assurance that they won't pay above a certain limit per day, month, or another timeframe, depending on the pass. MTC would seek to include provisions in the legislation requiring that recommendations emerging from the study be implemented on or before a date that is ambitious but also feasible, with details of the fare policies to be determined outside the legislative process in consultation with transit operators.

- b. ***Regional Transit Mapping & Wayfinding.*** For the last two years, MTC has been engaged in an extensive study and business case with extensive consultation with transit operators regarding development of a comprehensive, regional transit mapping and wayfinding system. The legislation should require that MTC develop, in consultation with operators, a transit mapping and wayfinding system and an implementation and maintenance strategy for such system. The legislation should also specify a date certain for when it shall be adhered to by operators, with reasonable flexibility provided for any implementation schedule, conditioned upon the availability of technical and financial resources to effectively deliver the new system.
- c. ***Real-Time Transit Information.*** Support provisions to provide all Bay Area transit riders with consistent and reliable real-time travel information, including arrival and departure predictions, by requiring that every transit operator implements real-time transit information using consistent, open data standards, including routes, schedules, and fares, and makes real-time transit vehicle data available in the industry-standard format.

## **2. Increase the Priority of Service Coordination**

For many transit trips, it is not efficient or effective to provide a one-seat ride and many multiple-seat rides include more than one transit operator. Since the beginning of the COVID-19 pandemic, transit operators have been engaging in enhanced schedule coordination to minimize disruption to riders from service changes when a trip involves multiple operators. Going forward, the region would benefit from clear guidance from the state to ensure that coordination among operators remains a top priority and is incorporated into long-term business practices. Accordingly, support provisions that emerge from the Task Force's network management analyses designed to help reduce trip length and wait times for Bay Area riders taking trips on multiple operators; examples may include:

- a. Require the elimination of transfers created solely by the inability of one operator to operate within the geographic service boundaries of another operator, whenever possible, and remove provisions in state law that may force these unnecessary transfers.
- b. Elevate the importance of service coordination by *requiring* that MTC make operator's compliance with coordination goals a condition for the receipt of STA and TDA funding.
- c. Require timed transfers for all connections between fixed route rail operators, wherever possible.
- d. For multi-operator trips, elevate the priority of timed transfers between major bus routes run by different operators, and between major bus routes and fixed route rail and ferry service run by different operators, with "major" definitions emerging from the network management analyses.
- e. Elevate the priority of routing transfers through regionally designated transit hubs.



### **3. Give Transit Greater Priority on Local Roads and Highways**

Incorporate ideas to enhance transit priority such as those listed below and others that may emerge

from future Task Force discussions, such as:

- a. Include provisions ensuring that local jurisdictions take impact on bus speeds into account, consider transit priority improvements, and consult with relevant transit agencies when making changes to their right of way.
- b. Authorize MTC to designate regionally significant transit corridors on Caltrans right of way, in consultation with Caltrans, transit operators, county transportation authorities, stakeholders and the public. Authorize MTC to implement transit priority improvements, including, but not limited to transit bus priority lanes, part-time bus-only lanes, and general-purpose lane or shoulder conversions to bus priority lanes on such corridors.

### **4. Transit Network Management: Formalize Transit Coordination & Collaboration**

- a. Approach the concept of transit network management as a *process* to be made by existing organizations (i.e., transit operators and MTC); oppose the establishment of a new transit network management agency, at this time.
- b. Instead, support establishment of a network management decision-making process that involves existing organizations and facilitates enhanced focus on improving the customer experience from the rider's perspective, with a focus on multi-operator trips.
- c. Structure a new network management decision-making process in a manner that includes transit operators, key stakeholders, and the public in the development of policy recommendations that are forwarded to MTC for action.
- d. Preserve and strengthen MTC's existing authority and responsibility for transit coordination while also avoiding unfunded mandates. While transit coordination is a core MTC function, our current resources cannot support a substantially greater role at this time. Ensure that any new requirements or responsibilities are either: 1) feasible within existing resources; 2) accompanied by additional funding; or 3) conditioned upon when new resources are available.

### **5. Improve Access to Transit Hubs**

There are multiple examples in the region where connectivity between systems, particularly between bus and fixed-guideway (rail or ferry) systems has been designed in a way that forces riders to walk greater distances than necessary, had access between systems been prioritized in the original stations designs. Support provisions in the legislation that require operators to consult and collaborate with each other at transit hubs to minimize transfer distances between systems and prioritize rider access. Require that operators consult with the applicable local jurisdiction in the development of station access plans, particularly for end of line stations. Require that MTC monitor and hold operators accountable for such provisions.

**6. Avoid Rushing Complex Items that Require More Evaluation**

The Task Force has identified many transit-related items that may benefit from a more coordinated approach, but for which there is not sufficient time between now and June to fully analyze the details in order to develop sound recommendations. This includes items such as mega-project delivery, regional rail governance, joint procurement, and new mobility. For now, support limiting the scope of the legislation to the items mentioned in #1-4, while remaining open to others recommended by the Task Force in the Transformation Action Plan. Advocate that complex items that warrant further examination be deferred altogether or incorporated into the bill for further analysis, but only if sufficient funds are available to conduct such work.



Date: March 12, 2020  
Attention: Joint MTC Legislation Committee and ABAG Legislation Committee  
Re: Agenda Item 3a., March 12 Meeting - Advocacy Principles to Guide Legislation  
Aimed at Improving the Bay Area's Transit System

Dear Committee Members,

We are pleased that MTC and ABAG are considering support for legislation that can bring about a more seamless and integrated transit system. We largely support the advocacy principles developed by staff and wish to suggest a few key changes to ensure the principles are consistent with the spirit of the work of the Blue Ribbon Task Force and a potential upcoming business case that would study network management options.

The MTC advocacy principles are broadly consistent with the Seamless Transit Principles which are supported by thousands of transit riders from across the Bay Area, have also been formally endorsed at nine public agencies (including BART, WETA, Alameda County, SFCTA and the Cities of Millbrae, Berkeley, San Mateo, and Albany) and 32 organizations and businesses. The principles are:



**Run all Bay Area transit as one  
easy-to-use system**



**Connect effortlessly with other  
sustainable transportation**



**Put riders first**



**Plan communities and transportation  
together**



**Make public transit equitable  
and accessible to all**



**Prioritize reforms to create a  
seamless network**



**Align transit prices and passes  
to be simple, fair, and affordable**

Taking guidance from the principle of "Put Riders First", we request that MTC's advocacy principles support legislation that advance network management concepts that provide the best outcome for riders without a preference of what agency should assume network management responsibilities. Specifically, we request two points within Principle 4 be removed:

- *Remove the phrase in 4A* "Oppose the establishment of a new transit network management agency, at this time"
- *Remove the phrase in 4D:* "Preserve and strengthen MTC's existing authority and responsibility for transit coordination."

Both of these phrases seem to articulate a preference that MTC take on network management responsibilities, either in the short or long term. This is at odds with the spirit of collaboration and trust-building that has been expressed as important at the Blue Ribbon Task Force among transit agencies and advocates.

[Research presented to the Blue Ribbon Task Force](#) has indicated there are several effective models for network management in other high-ridership regions with excellent integrated transit. They include network coordination being led by an entity similar to MTC - but also coordination being led effectively by entities that are structured very differently from MTC, including models led by a dominant or unified transit agency. The Task Force has endorsed the goal to develop a business case; we believe it's in the public's best interest to study all network management options over the course of the next several months, including options that may explore an entity other than MTC overseeing network management. The business case analysis may inform upcoming 2021 legislation, or legislation in future years.

While we understand that these MTC principles are directed toward 2021 legislation, they could be easily interpreted as expressing MTC's preference of longer-term network management options. Given that these advocacy principles will be brought before the Blue Ribbon Task Force for review on March 22, we advise that MTC refrain from advocacy that expresses any preference for a specific long-term network management option. The business case process that is getting underway is the appropriate place to undertake that analysis. MTC should commit to doing what's in the best interest of riders, even if that may involve placing some authorities that currently reside with MTC elsewhere into a different organization, if study and deliberation finds that better poised to succeed with transit integration.

With the removal of the two aforementioned parts of the principles, we believe these principles offer a very good direction for the future of Bay Area transit.

Thank you,

A handwritten signature in black ink, appearing to read "Ian Griffiths", with a stylized, cursive script.

Ian Griffiths  
Policy Director, Seamless Bay Area

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-0346      **Version:** 1      **Name:**  
**Type:** Assembly Bill      **Status:** Commission Approval  
**File created:** 2/8/2021      **In control:** Joint MTC ABAG Legislation Committee  
**On agenda:** 3/12/2021      **Final action:**  
**Title:** Assembly Bill 455 (Bonta): Bay Bridge Fast Forward Program

Requires the Bay Area Toll Authority (BATA) to identify, plan and deliver a set of projects and plans to speed up bus and very high occupancy vehicle (HOV) travel in the San Francisco-Oakland Bay Bridge corridor.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [8b - 21-0346 - AB 455 Bonta Support and Seek Amends.pdf](#)  
[8b Corrospodence Part 1 MTC ABAG Legislative Committee - Agenda #3b AB455-Support Bay](#)  
[8b Corrospodence-Part 2 MTC ABAG Legislative Committee - Agenda #3b AB455-Support Bay](#)

Date	Ver.	Action By	Action	Result
3/12/2021	1	Joint MTC ABAG Legislation Committee		

**Subject:**

Assembly Bill 455 (Bonta): Bay Bridge Fast Forward Program

Requires the Bay Area Toll Authority (BATA) to identify, plan and deliver a set of projects and plans to speed up bus and very high occupancy vehicle (HOV) travel in the San Francisco-Oakland Bay Bridge corridor.

**Presenter:**

Rebecca Long

**Recommended Action:**

Support and Seek Amendments / MTC Commission Approval

**Attachments:**

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

March 12, 2021

Agenda Item 3b

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**Assembly Bill 455 (Bonta): Bay Bridge Fast Forward Program**

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**Subject:** Requires the Bay Area Toll Authority (BATA) to identify, plan and deliver a set of projects and plans to speed up bus and very high occupancy vehicle (HOV) travel in the San Francisco-Oakland Bay Bridge corridor.

**Overview:** AB 455 would require that BATA, in consultation with the Department of Transportation (Caltrans), several local agencies and public transit operators, “identify, plan, and deliver” various projects to improve travel speeds and reliability for buses and very HOVs (defined as carpools of 5 or more passengers) that would be known as the “Bay Bridge Fast Forward Program” (BBFF). The bill lists the following agencies to be involved in the plan: Alameda County Transportation Commission, City of Oakland, San Francisco County Transportation Authority, and bus operators who provide service from the East Bay into S.F., specifically: AC Transit, WestCat, Solano Express and Amtrak.

**Phase 1 Plan Components**

The bill specifies two phases for the plan. Phase 1 requires:

1. A detailed set of transit, operational and infrastructure projects to speed up bus and very HOV reliability and speeds in the corridor, including a timeline and funding strategy for each investment.
2. Evaluation and implementation plan for a westbound bus/HOV lane under three scenarios for when the lane would be implemented– a) concurrent with new investments designed to improve bus and HOV travel time reliability and speeds; b) after the investments are made and assuming those investments yield ridership and service growth for buses and very HOVs; c) same as (b) *plus* assumes a toll schedule designed to incentivize bus and very HOV use is implemented.
3. Metering light strategy for morning westbound peak
4. Fare and toll pricing strategy
5. Evaluation and implementation plan for an eastbound dedicated bus/HOV lane
6. An HOV lane enforcement strategy
7. A statement of how the strategies above can maximize the number of people traveling across the Bay Bridge during congested periods.

**Travel Speed Reliability Performance Target**

The bill sets a “travel speed reliability performance target” for buses and very HOVs to travel at an average of 45 miles per hour during the morning and evening weekday peak commute time except for two days per month.

**Phase 2 Plan Components**

Phase 2 of the BBFF Program requires a conceptual design for delivering a lane on the Bay Bridge designed exclusively for buses and very HOVs.

### **Authorization for Bus + HOV Lane Pilot**

Most importantly, the bill authorizes BATA, in consultation with Caltrans, to designate during congested periods a lane on the Bay Bridge exclusively for use by buses and very HOVs. The bill does not specify the duration of the pilot program, nor the direction of the lane, suggesting a bus-only/very HOV lane could be designated in both directions.

### **Annual Report**

The bill requires BATA, in consultation with Caltrans and transit operators, submit an annual report to the Legislature on the travel time reliability performance target attainment and strategies deployed in furtherance of the target.

**Recommendation:** Support and Seek Amendments

**Discussion:** In June 2019, staff was directed to perform an assessment of implementing a bus-only lane on the bridge deck. Staff performed an initial design and traffic assessment, which was reported to the BATA Oversight Committee in February 2020, the memo for which is attached. Key findings of the analysis are that bus travel was primarily delayed on the approaches to the bridge, rather than the bridge itself and identified \$65 million in various operational and capital projects aimed at speeding up bus and HOV travel and generating increased transit usage in the corridor.

AB 455 is very similar to AB 2824 (Bonta), introduced last year. AB 2824 would have jointly authorized the Commission and Caltrans to implement a bus and very HOV lane on the Bay Bridge for up to one year. AB 455 is more flexible in terms of the timeframe of the pilot program and authorizes BATA to implement the project, in consultation with Caltrans.

***Bill Includes Bold Directives That May Not Be Feasible*** Some of the language in the bill directs BATA, in consultation with partners, to not just plan and evaluate items, but to actually “deliver” them by specified dates despite there being no additional funding, nor BATA having complete control over the speed by which projects are delivered. The bill should be clarified to avoid setting unrealistic expectations but still direct BATA to prioritize and plan for projects that could feasibly be delivered in the near-term.

***Implementation Planning Should Follow Evaluation*** The bill requires evaluation and implementation planning on the same timeline, for all three scenarios examining a westbound dedicated bus/HOV lane. This could require implementation planning for an option that an evaluation indicates would perform poorly on the core goals of improving travel time and reliability. A better approach would be to require an implementation plan only for options that the evaluation identifies as effective.

***Travel Speed Reliability Target Unrealistic*** We support the 45 miles/hour target speed but are concerned that it is not realistic for it to be met on all but two days per month even after improvements are made given the role that incidents play in congestion. We would suggest exceptions be permitted up to six days per month, which would provide some flexibility in recognition that roadway incidents often impact all lanes of travel, especially if HOV lanes aren’t physically separated.

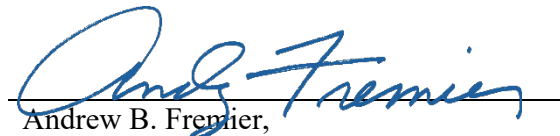
***Conceptual Design Requirement is Premature*** The bill requires a conceptual design for delivering a lane on the Bay Bridge that is used exclusively for bus and very HOVs. Staff has concerns about mandating this work in the bill before the evaluation work or any of the transit, operational, or infrastructure investments identified in Phase 1 are completed. At a cost of approximately \$500,000, such conceptual design work should not be initiated unless clearly warranted based on further study and conditions on the ground. Instead, this provision should be made optional, similar to the option for BATA to conduct a pilot program to designate a lane for exclusive use by buses and very HOVs.

***Enforcement Study Outside BATA Authority and Scope of Bill*** HOV lane occupancy enforcement is a critical issue that must be addressed to ensure travel time savings for bus riders and carpools. However, this is a matter that requires a statewide approach and close engagement and participation from Caltrans, CHP, transit operators and other stakeholders. Secondly, we are concerned that BATA lacks the resources to effectively develop the enforcement strategy described in the bill. Finally, while we would certainly want to participate in any effort on this subject, since Caltrans is ultimately responsible under federal law for maintaining minimum speeds in HOV lanes and CHP is the state's traffic enforcement agency, they are the appropriate lead agencies for the study. We believe the simplest approach would be to remove this component of the study from the bill and instead initiate further conversations on this matter with the California State Transportation Agency.

***Summary*** Staff is supportive of further exploring improvements to bus and HOV speeds in the Bay Bridge corridor as proposed by AB 455 and recommends a position of "support and seek amendment" on the bill. We understand there may be substantial amendments coming that will simplify the bill to focus primarily on authorizing the pilot dedicated lane, but based on what is in print today, we recommend the following friendly amendments which have been shared with Assemblymember Bonta: (1) Authorize project streamlining for projects identified in Phase 1; (2) clarify the Phase 1 provisions so the bill doesn't require BATA to "deliver" items beyond its control; (3) limit the implementation planning to options that perform well in the evaluation; (4) remove the HOV lane enforcement strategy from the study; and (5) make the conceptual design optional rather than required, similar to the authorization to convert the lane, and for consistency with Phase 1, assign the task to BATA.

**Bill Positions:** See Attachment A

**Attachments:** Attachment A: Bill Positions  
Attachment B: Agenda Item 6a from the February 12, 2020 BATA Oversight Committee Meeting

  
Andrew B. Fremier,



**Bill Positions on AB 455 (Bonta)**

**Support:**

SPUR (sponsor)  
Eastbay for Everyone  
East Bay Transit Riders Union  
Greenbelt Alliance  
San Francisco Transit Riders  
Seamless Bay Area  
The Transbay Coalition  
TransForm  
Urban Environmentalists  
Walk Bike Berkeley

Local Elected Officials:

Oakland Mayor Libby Schaaf  
Oakland Councilmember Rebecca Kaplan  
Oakland Councilmember Dan Kalb  
San Francisco Supervisor Myrna Melgar  
Berkeley Councilmember Rigel Robinson  
Berkeley Councilmember Rashi Kesarwani  
Berkeley Councilmember Terry Taplin  
Berkeley Councilmember Lori Droste  
Berkeley Councilmember Kate Harrison  
El Cerrito Councilmember Tessa Rudnick  
El Cerrito Councilmember Lisa Motoyama  
Albany Vice Mayor Preston Jordan  
Albany Councilmember Peggy McQuaid  
San Pablo Councilmember Rita Xavier  
Richmond Councilmember Gayle  
McLaughlin  
Emeryville Mayor Dianne Martinez  
Emeryville Vice Mayor Scott Donahue  
Emeryville Councilmember John Bauters  
AC Transit Director Elsa Ortiz  
AC Transit Director Jean Walsh  
AC Transit Director Jovanka Beckles  
BART Director Janice Li  
SF Supervisor Hillary Ronen

**Oppose:** None on file

## Bay Area Toll Authority Oversight Committee

February 12, 2020

Agenda Item 6a

### San Francisco-Oakland Bay Bridge: Bus Lane Assessment and Bay Bridge Forward

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**Subject:** Staff to report on: 1) the initial design and traffic assessment of a bus lane on the San Francisco-Oakland Bay Bridge (SFOBB); 2) an update of results from the delivery of Bay Bridge Forward (2016); and 3) a new draft set of recommended Bay Bridge Forward near-term operational, transit, and shared mobility investments to provide additional travel time savings and smoother flows for bus transit and carpool vehicles.

**Background:** The SFOBB corridor is consistently ranked as one of the most congested corridors in the region. In particular, during the morning commute hours, severe traffic congestion exists at each of the major approaches from I-80, I-580, I-880, and West Grand Avenue, which, in turn, causes delays to buses and carpool vehicles accessing the high-occupancy vehicle (HOV) by-pass lanes at the toll plaza.

Per the direction of Chair Haggerty at the June 14, 2019 Metropolitan Transportation Commission (MTC) Operations Committee meeting, staff was requested to perform an assessment of implementing a bus lane on the bridge deck and report back to this Committee at a later date.

In recent headlines, State Assembly member Rob Bonta expressed interest in a legislative solution in support of a bus-only lane on this bridge. In addition, in January 2020, both AC Transit's and BART's Board of Directors have approved resolutions to support a bus-only lane.

MTC staff has led an initial design and traffic assessment on this subject, which has subsequently been vetted with partner agencies, including Caltrans, Alameda and San Francisco County Transportation Authorities, AC Transit, and Cities of Oakland and Emeryville. In short, here are our key take-aways:

- Buses and carpools/vanpools headed to the SFOBB are stuck in traffic. More must be done to move more people in fewer cars and offer travel times savings and reliability to bus riders.
- MTC's traffic analysis finds that there is more congestion during the AM peak at the westbound approaches to the SFOBB, compared to the bridge itself. Similarly, in the PM peak, there is more congestion in the East Bay corridors than on the bridge.
- Fixing these congested hotspots most affecting bus movement at the West Grand Ave, I-580 and I-80 approaches to SFOBB first is the highest priority, in order to have the most immediate impact for riders. Relieving congestion at hotspots will smooth traffic, reduce delays and result in time savings for bus riders.
- We believe implementing and analyzing the effects of these first order fixes is essential to developing an overall gameplay around bus priority opportunities in the Bay Bridge Corridor, including consideration of a bus only lane on the bridge span itself.

**Bay Area Toll Authority Oversight Committee**  
**February 12, 2020**  
**Page 2 of 2**

**Agenda Item 6a**

- Our roadmap to prioritize Transbay buses and shared rides calls for a \$65 million investment in Bay Bridge Forward (2020): near-term operational fixes at bridge approaches, expanded bus fleets and robust Transbay bus services, commuter parking, and demand management to encourage a shift to transit and pooling. These building blocks help us make progress towards a mode shift goal of 20% and enable transit supportive strategies within the next 5+ years such as a dedicated bus lane, higher vehicle occupancy requirements greater than 3 persons per vehicle, and managed lanes.

MTC, Caltrans and partner agencies are committed to expedite the delivery of operational fixes to support buses and carpools/vanpools. Staff asks that the Commission issue a \$20 million challenge to MTC/Bay Area Toll Authority, Caltrans, Alameda County Transportation Authority, and Contra Costa Transportation Authority to pool resources, jump-start the proposed near-term operational improvements identified in Bay Bridge Forward (2020) and advance them through the environmental review and design phase.

**Issues:** None identified.

**Recommendation:** None

**Attachments:** Attachment A: Presentation on SFOBB Bus Lane and Bay Bridge Forward

  
Therese W. McMillian



# **Bay Bridge Bus Lane Assessment and Bay Bridge Forward**

BATA Oversight Committee

February 12, 2020

## Why Consider a Bus Lane on the Bay Bridge?

**Persistent congestion within the Bay Bridge corridor has renewed interest in a dedicated bus lane to:**

- Move more people in fewer cars
- Offer travel time savings and reliability for bus riders
- Accommodate growing travel demand due to strong economy and long-distance commutes



In January 1962, an order was issued restricting the eastbound shoulder for the uses of buses only.



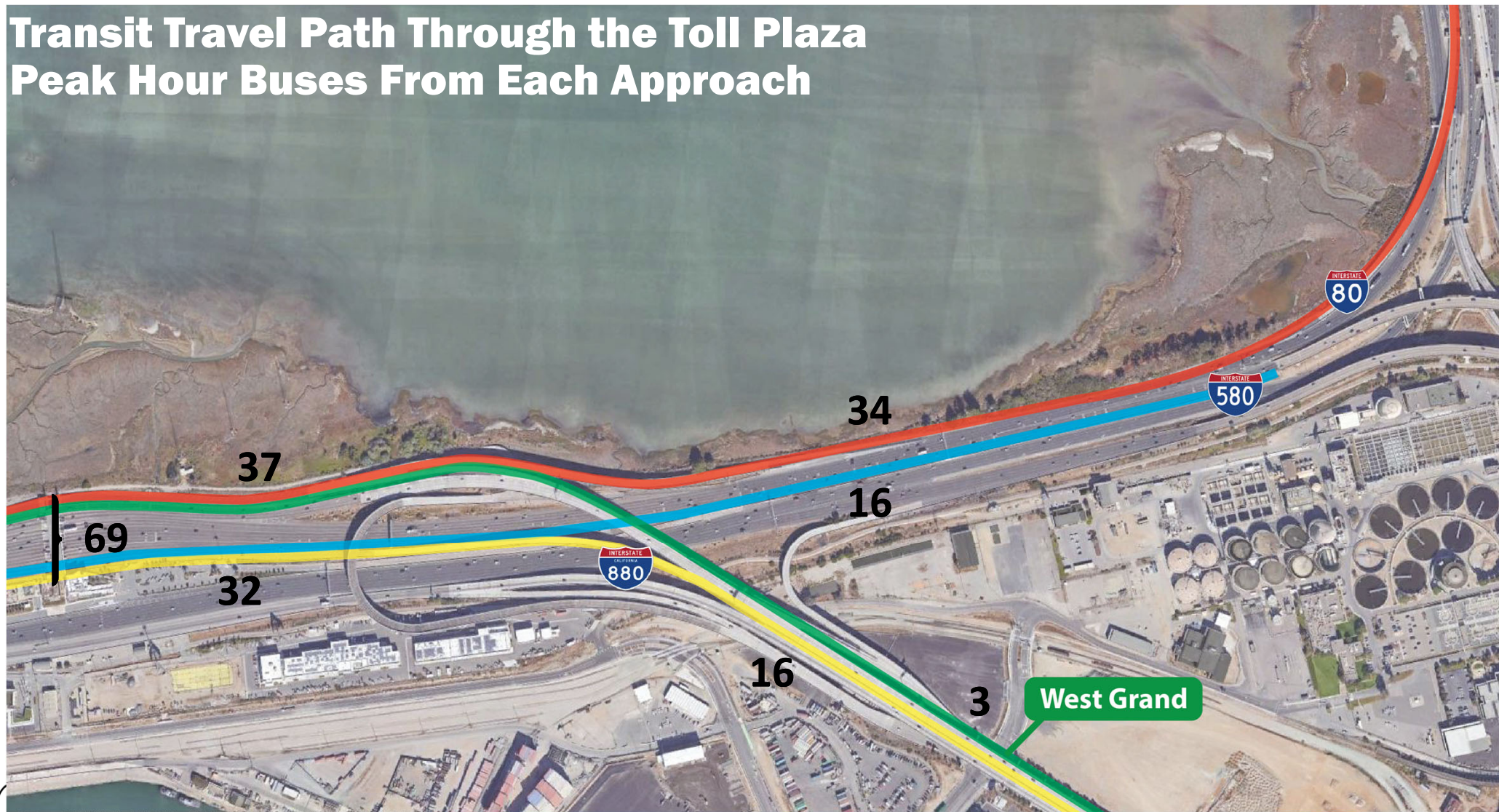
## Buses in HOV Lane Has Clear Access through the Toll Plaza and SFOBB

(video footage from Thursday, 1/23/2020, ~ 8 AM)



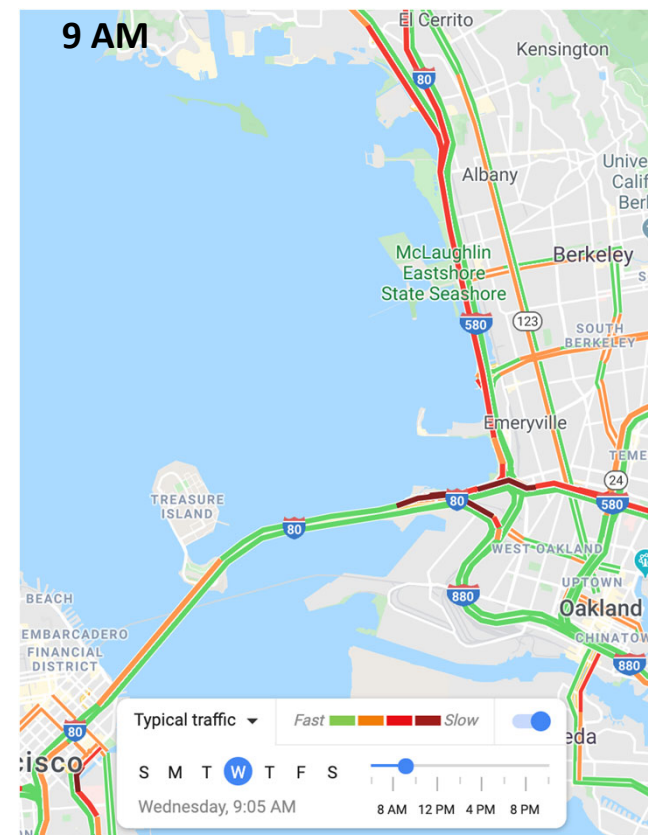
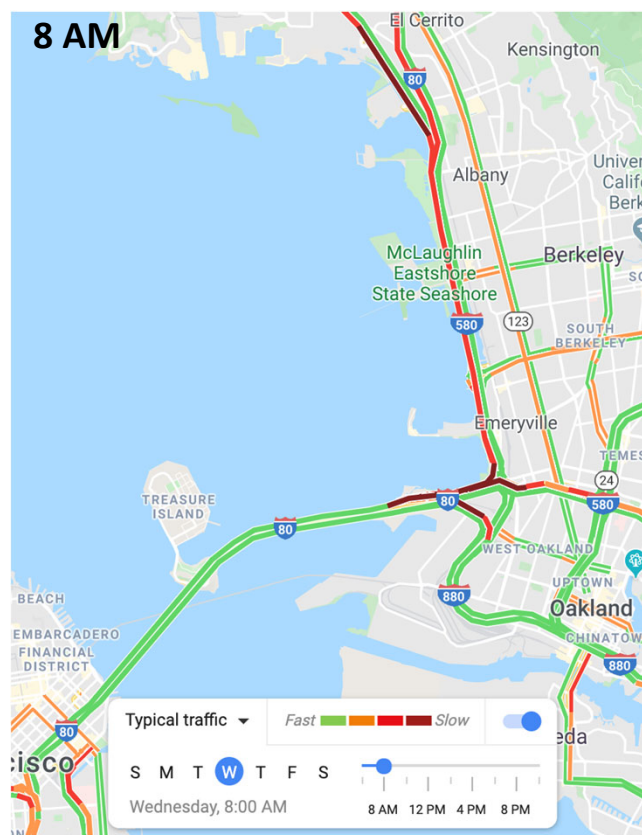
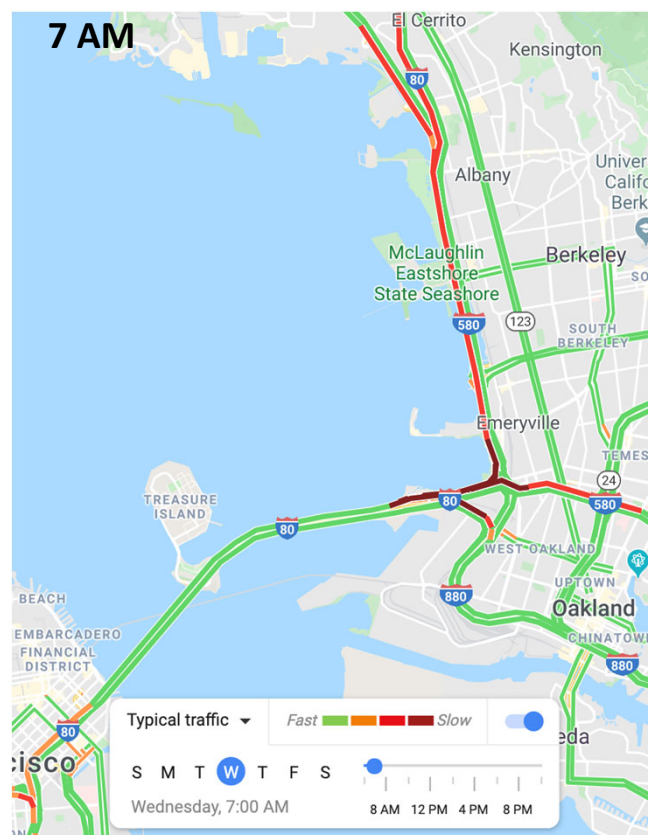


## Transit Travel Path Through the Toll Plaza Peak Hour Buses From Each Approach





## Existing AM Commute to SF: More Congestion on Approaches Than on Bridge

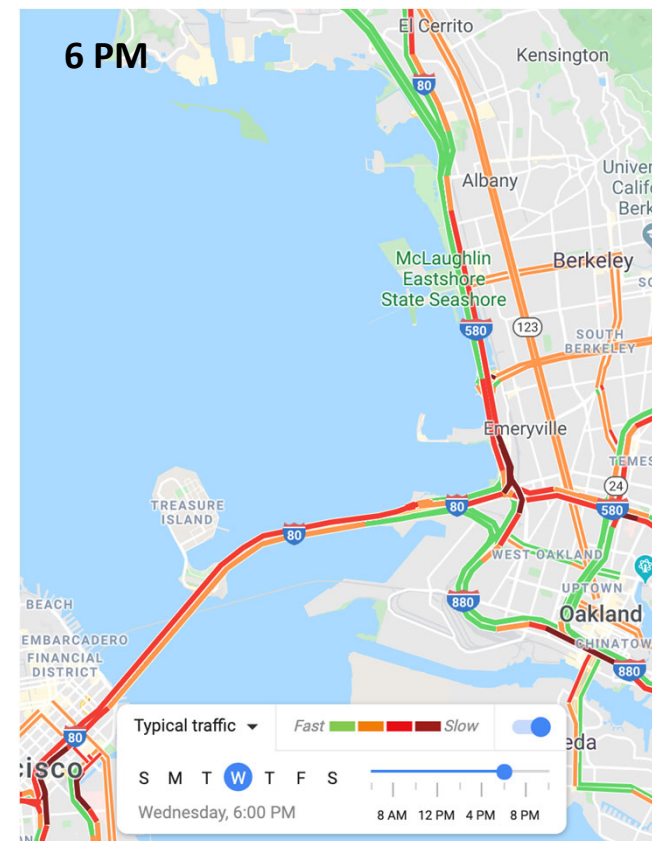
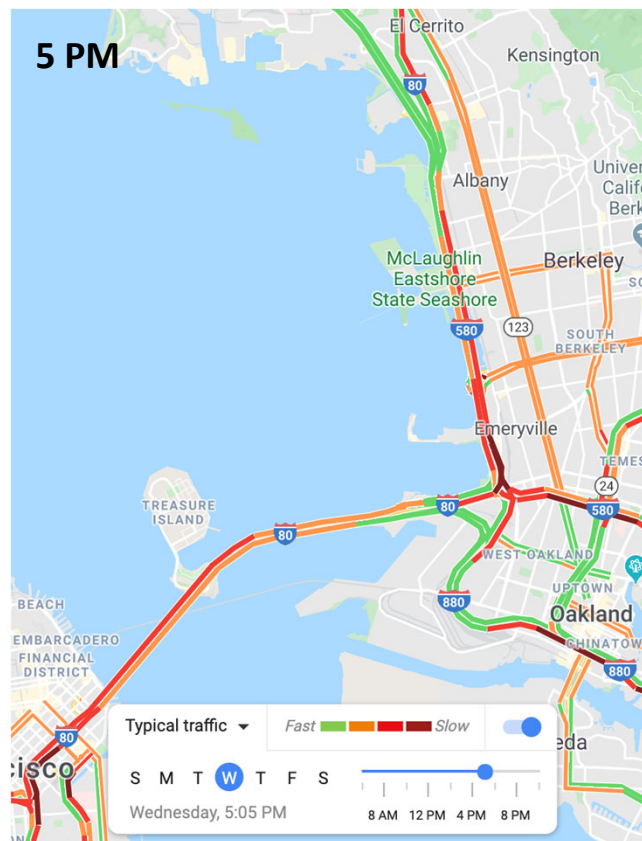
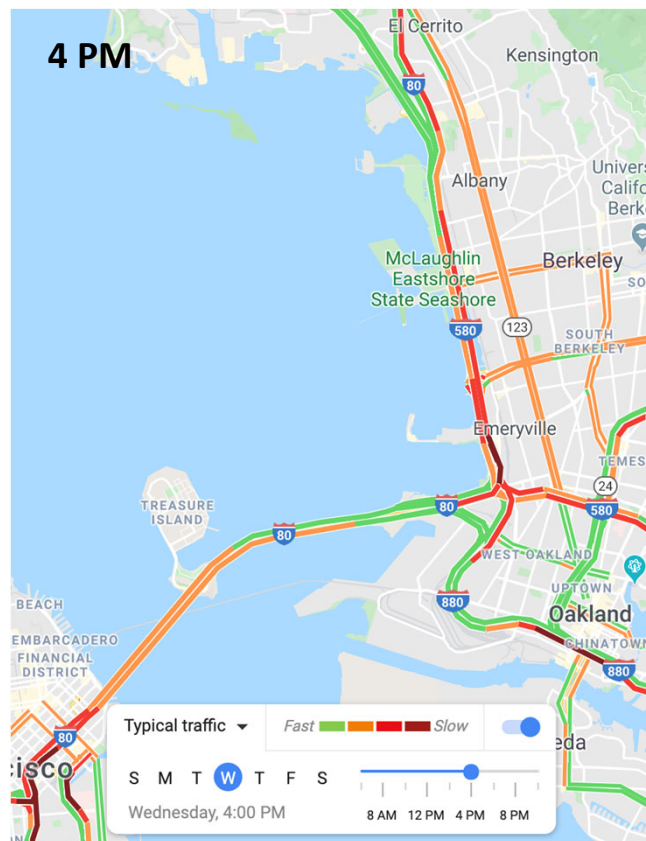


AM Peak Hour	Bay Bridge	I-80 Approach	I-580 Approach	I-880 Approach
Delay (minutes)	6	31	13	11
Speed (mph)	36	23	28	14

Source: Google maps 2020, INRIX average data in April, 2019



## Existing PM Commute from SF: More Congestion in East Bay than Bridge



Bay Bridge (Eastbound PM)	3 PM	4 PM	5 PM	6 PM
Delay (minutes)	2	2	2	1
Speed (mph)	44	43	43	45

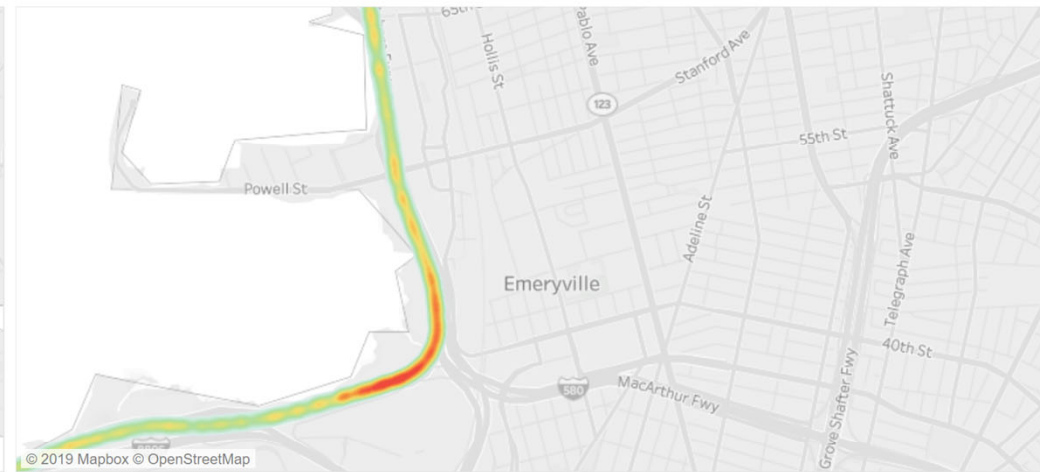
Source: Google maps 2020, INRIX average data in April, 2019

# AM Peak: Buses Experience Congestion at the Approaches, not on SFOBB

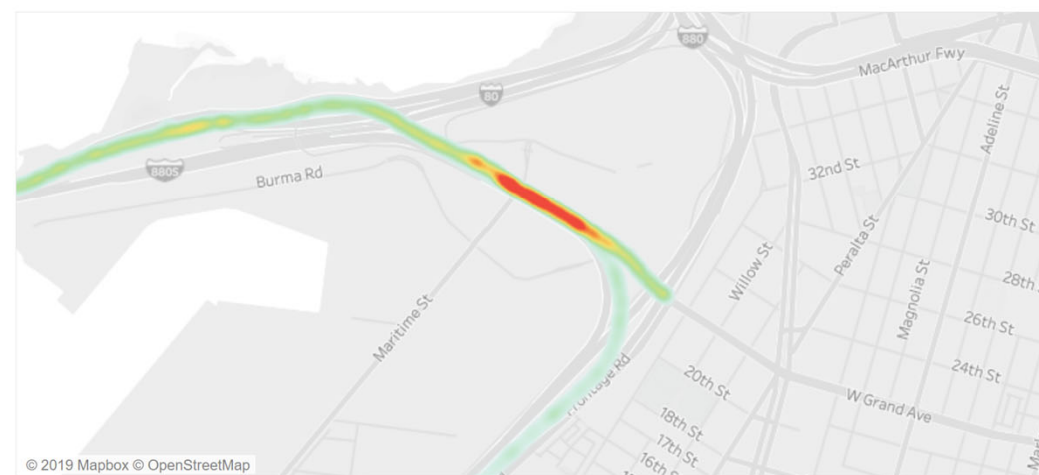
Bay Bridge, West of Toll Plaza



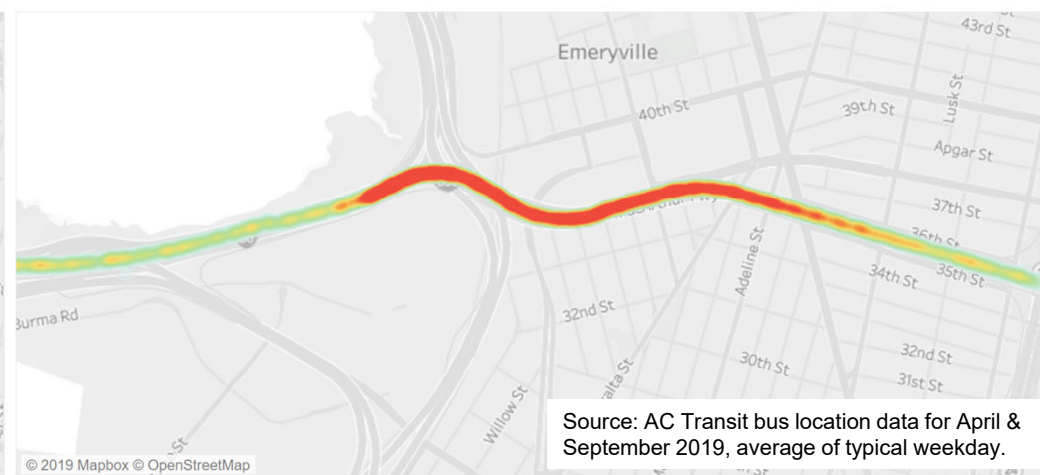
Via I-80



Via I-880 and West Grand



Via I-580



Source: AC Transit bus location data for April & September 2019, average of typical weekday.

# Bay Bridge Forward Delivers Results

## West Grand Ave On-Ramp HOV/Bus Only Lane



- 21 Minutes Saved



- 109% HOV Volume Increase

## Vehicle Occupancy Detection – Pilot Phase 1



- 78% – 88% Overall System Accuracy Rate

## Commute Management Platform with Kaiser



- 4900 registered employees

## AC Transit Double Deckers + Increased Service



- 50% reduction in overcrowded trips (2017)
- 40% reduction in overcrowded trips (2018)
- 7% increase in ridership (2018)

## WestCat Double Decker Transbay Express



- 24% increase in daily passengers in June 2019
- 19% increase in average weekday passengers over 2018

## WETA Ferry Service Enhancement



- 28% increase in Alameda/Oakland weekday ridership

## Flexible On-Demand Transit Pilot with UCSF



- 10,000+ trips served during pilot
- 780+ unique users



## Getting to a 20% Mode Shift

**20%**

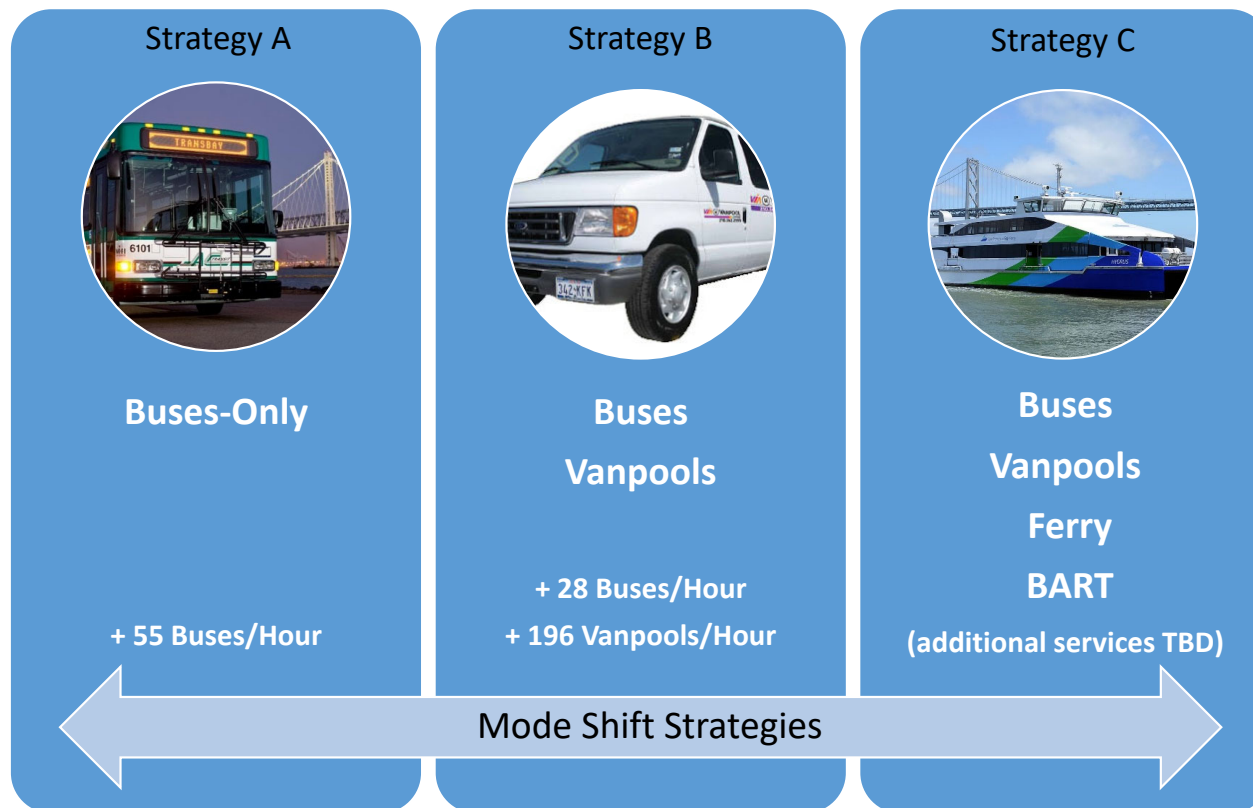
Mode Shift During AM Peak  
Period (5 AM – 10 AM)

**1,600**

Vehicles Per Hour

**2,000**

Person Trips Per Hour



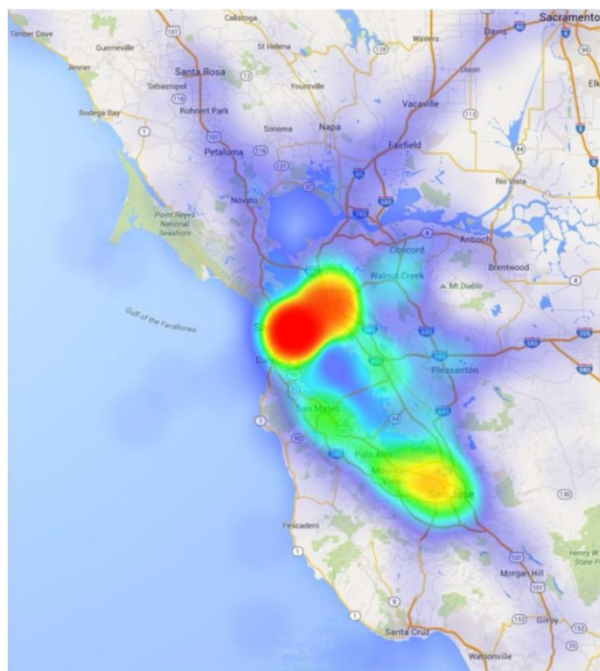
**Note:** these are example strategies, alternate modes of travel may also include ferry, BART, or other means. In addition, the Salesforce Transit Center has a capacity to operate up to 300 buses per hour, and would be able to accommodate these additional buses.





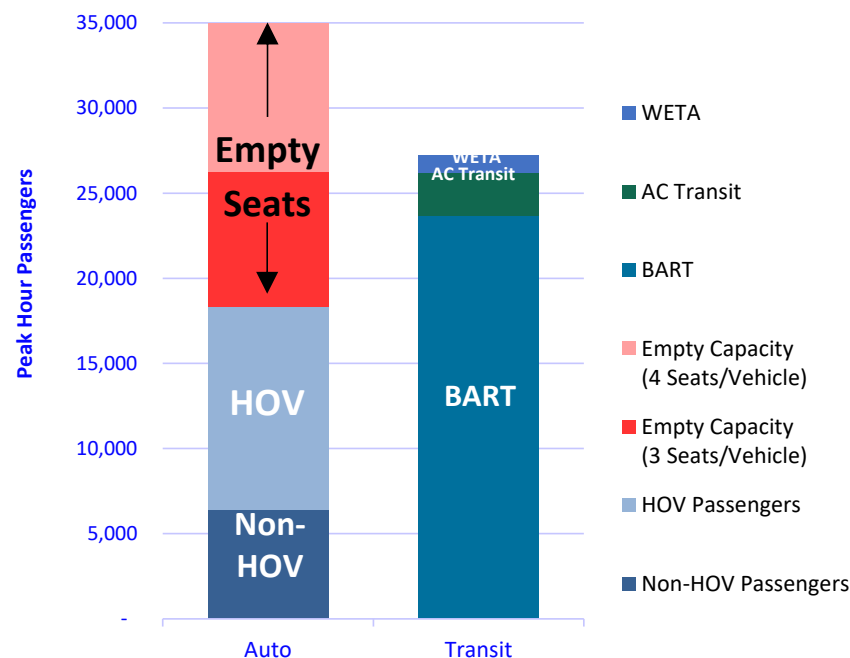
## Opportunity: Utilize Empty Seats

Where do Bay Area residents experience the most traffic frustration?



Source: Bay Area Council 2016 Poll

## Transbay WB Peak Hour



4 seats/vehicle → 48% seats are empty

16,000+ empty seats/hour = 70% of BART Tube Capacity

Source: BATA 2015, Caltrans 2014, MTC 2015



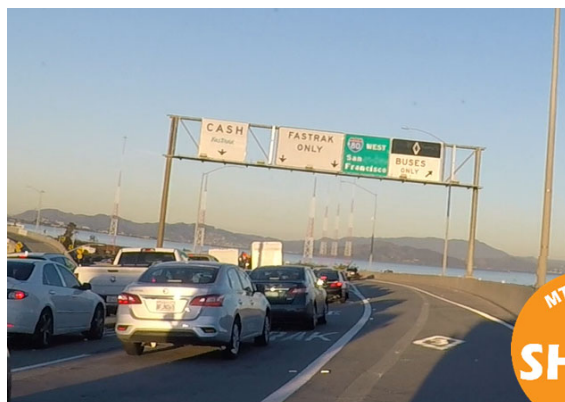


# Roadmap to Prioritizing Transit + Shared Mobility in SFOBB Corridor



- Relieve congestion at the West Grand approach
- Commuter Parking
- Grow fleet, Add more Transbay transit services
- Manage travel demand

2016



- Fix bridge approaches (580, 80, etc.)
- Grow fleet, Add more Transbay transit services
- Commuter Parking
- Manage travel demand

2020

20%  
Mode  
Shift

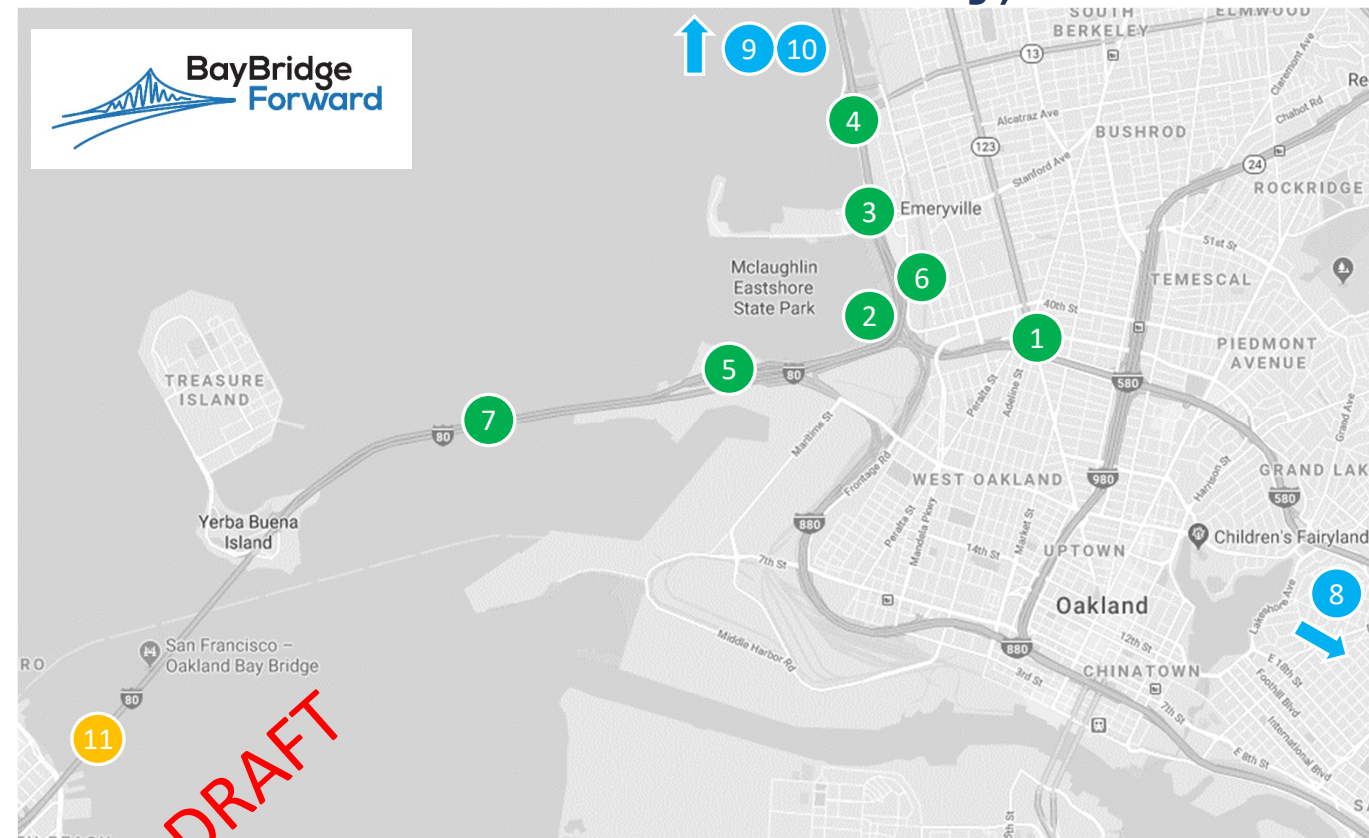


- Advance a bus lane, HOV occupancy policies and managed lanes

Future

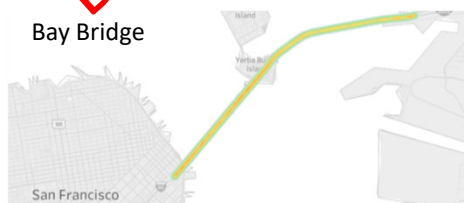


# Bay Bridge Forward (2020) \$65M Investment to Reduce Delay, Move More People and Buses

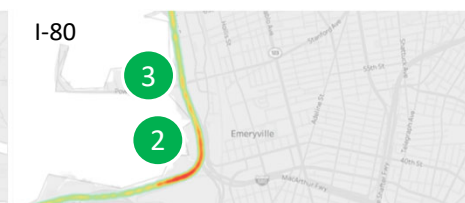


Operational Improvements	Cost (2019\$, M)	
1 ALA 580 WB HOV Extension	40	
2 I-80 WB BOS/HOV/Bus Lane		
3 I-80 Powell Interchange Mod/Roundabout ALA/CC I-80 Design Alternative		
4 Assessment/Operational Improvements Bridge Approach Bus/HOV Lane Hours of Operations		
6 I-80 EB HOV Lane Buffer Separation (TBD) Dynamic Bridge Operations: Dynamic transit routing, advanced traveler's information on 7 alternate modes, and others		
Express Bus Service/Transit Core		
8 Pilot Express Bus Routes on ALA 580 from Oak. (AC Transit)		16
9 Pilot Express Bus Routes on I-80 from Hercules (WCCTAC)		
10 Commuter Parking on I-580/I-80		
Shared Mobility		
11 MTC SHIFT Employer Focused	9	
Total	65	

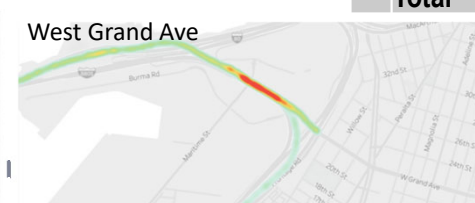
Bay Bridge



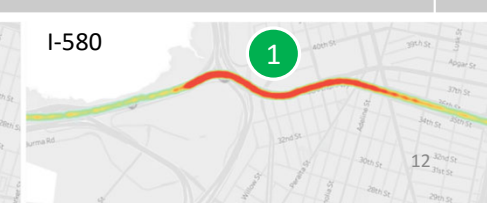
I-80



West Grand Ave



I-580



**From:** [Dan Allison](#)  
**To:** [MTC-ABAG Info](#)  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward  
**Date:** Thursday, March 11, 2021 11:06:49 AM

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**\*External Email\***

I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

I routinely take the Amtrak bus from [REDACTED] to Transbay (Sales Force) and return. Though the bus bypass of the westbound fare gates help, I have spent many a trip with the bus stuck in private vehicle traffic on the bridge. Amtrak schedules the bus trip for more time than it can take, but that still is not enough in some circumstances. I have both missed the outbound connection to the train in [REDACTED] which is bad for me, and had the train held for the connection, which is bad for everyone on the train.

--  
*Dan Allison*

[REDACTED]



**From:** [Allison Arieff](#)  
**To:** [MTC-ABAG Info](#)  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward  
**Date:** Thursday, March 11, 2021 10:43:18 AM

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**\*External Email\***

Hello- I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED], I support this bill because it will ease commutes, reduce carbon emissions, help combat climate change, and improve the quality of life for Bay Area residents.

Thank you for your consideration.

Sincerely,

Allison Arieff

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**From:** [Alan Billingsley](#)  
**To:** [MTC-ABAG Info](#)  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward  
**Date:** Thursday, March 11, 2021 10:34:50 AM

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**\*External Email\***

I strongly support the Bay Bridge Corridor Bus Bill. Following this pandemic, it is essential that we provide the best possible access across the Bay. Thank you.

Alan Billingsley  


**From:** [Kyle Borland](#)  
**To:** [MTC-ABAG Info](#)  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward  
**Date:** Thursday, March 11, 2021 11:53:47 AM

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**\*External Email\***

Hello MTC/ABAG Legislative Committee,

I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED], I support this bill because it will speed up commutes for all by enticing new riders to choose public transit over a personal vehicle as improvements start to be felt. My partner commuted from [REDACTED] to [REDACTED] for more than a year and ended up quitting his job ultimately because of how slow and expensive the public transit commute was.

Thank you for your consideration.

Sincerely,

Kyle Borland, [REDACTED]

--

[REDACTED]

**From:** [Scott Burger](#)  
**To:** [MTC-ABAG Info](#)  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward  
**Date:** Thursday, March 11, 2021 11:24:22 AM

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**\*External Email\***

Hello- I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED] in [REDACTED], I support this bill because it will reduce carbon emissions and make it easier to commute to my office in the East Bay when work from home ends.

Thank you for your consideration.

Sincerely,

Scott Burger

Scott Burger, PhD  
[REDACTED]

**From:** [Scot Conner](#)  
**To:** [MTC-ABAG Info](#)  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward  
**Date:** Thursday, March 11, 2021 10:41:00 AM

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**\*External Email\***

Dear MTC/ABAG Legislative Committee,

I'm writing to urge you to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED]. I support this bill because it will reduce carbon emissions, mitigate climate change, encourage public transit use on both sides of the Bay, reduce traffic congestion, and bolster ridership at our struggling but vital public transit agencies.

Thank you for your consideration.

Sincerely,

Scot Conner

**From:** [Andrea Davis](#)  
**To:** [MTC-ABAG Info](#)  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward  
**Date:** Thursday, March 11, 2021 10:38:35 AM

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**\*External Email\***

Hello,

I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED], I support this bill because it will reduce traffic, reduce greenhouse gas emissions, increase mobility for people without cars or who cannot drive or who prefer not to. On a personal level, even prior to the coronavirus pandemic, I have experienced a lot of loneliness, and have suffered on and off from depression much of my life. Seeing my friends really helps, many of whom live in the east bay. However, I do not have regular access to a car. Improving the transbay bus would allow me to see my friends more, and would make a big difference to me.

Thank you for your consideration,  
Andréa Davis

**From:** [Pablo Diaz Gutierrez](#)  
**To:** [MTC-ABAG Info](#)  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward  
**Date:** Thursday, March 11, 2021 10:23:15 AM

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**\*External Email\***

As a resident and homeowner in [REDACTED] I support this bill because it will make it easier and faster for me and my family to commute and go visit friends in San Francisco. Further, I generally move by bike, and taking cars off the road would make it safer for me and others to move around town.

Thank you for your consideration.

Sincerely,  
Regards,  
Pablo Diaz-Gutierrez

**From:** [Joshua Ehrlich](#)  
**To:** [MTC-ABAG Info](#)  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward  
**Date:** Thursday, March 11, 2021 11:27:17 AM

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**\*External Email\***

Hello- I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a [REDACTED] resident I support this bill because it will increase integration between San Francisco and the East Bay. It will improve commutes and offer an alternative to BART for people who can't or don't drive. By reducing the number of drivers crossing the bay this will reduce carbon emissions and reduce congestion in both San Francisco and Oakland/Alameda County.

Thank you for your consideration.

Sincerely,

Joshua Ehrlich



**From:** [George F](#)  
**To:** [MTC-ABAG Info](#)  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward  
**Date:** Thursday, March 11, 2021 10:58:28 AM

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**\*External Email\***

Hello,

I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to improve Transbay bus service.

As a resident of [REDACTED] I support this bill because it will improve the equity of access to transbay transportation. Property adjacent to BART is increasingly unaffordable, and the limited stops don't serve many of the cities of the East Bay and Peninsula. Improving bus structures open up transportation options to more car-less individuals, often poor, black, multigenerational residents. If we imagine streets reclaimed for people, that means that buses packed with our people riding cannot be stuck in traffic behind single-occupancy vehicles (SOVs). This is an issue of equity, environmentalism, and reducing the number of SOVs tearing through our communities. Fix the issues your forebears thrust upon us and pass this legislation!

Thank you for your consideration.

Sincerely,  
George Foster

**From:** [Rosana Francescato](#)  
**To:** [MTC-ABAG Info](#)  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward  
**Date:** Thursday, March 11, 2021 10:22:38 AM

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**\*External Email\***

Hello,

I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED] I support this bill because it will allow more people to cross the bridge more quickly, speeding up commutes — and it will encourage public transportation use, which will reduce carbon emissions and improve the quality of life for Bay Area residents.

Thank you for your consideration.

Sincerely,

Rosana

--

Rosana Francescato  
Oakland, CA

**From:** [Patrick Gaarder](#)  
**To:** [MTC-ABAG Info](#)  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward  
**Date:** Thursday, March 11, 2021 11:51:55 AM

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**\*External Email\***

Hello,

I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a carless resident of [REDACTED], I support this bill because it will make crossing the bay bridge by bus much more convenient. I have had to take AC Transit buses to parts of the East Bay that are not served by Bart and the amount of time bus riders have to wait in traffic behind cars with one or two people in them is very inefficient.

It would also reflect our dedication to the environment to prioritize greener forms of transit than personal vehicles. Dedicated lanes would also encourage a lot more people to consider using the buses.

As the toll to cross the Bay Bridge increases, public transit alternatives for transbay crossings should be prioritized. Price sensitive individuals may now find that the cost of toll + parking in SF or East Bay may be high enough to get them to consider transit instead.

Thank you for your consideration.

Sincerely,

Patrick Gaarder

**From:** [REDACTED] [Petals](#)  
**To:** [MTC-ABAG Info](#)  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward  
**Date:** Thursday, March 11, 2021 10:57:52 AM

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\*External Email\*

Hello- I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED] I support this bill because it will make the buses I take to get to San Francisco so much faster, and when I do drive, and for all the thousands of people that continue to drive, it will make traffic faster. If we can get all the people commuting from places where they can take a bus, or even off commute times, to take a bus it will free up so much space for people who can't, and will make everyone's trip faster.

Thank you for your consideration.

Sincerely,

Jane Gk, she/her

**From:** [Tony Hawke](#)  
**To:** [MTC-ABAG Info](#)  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward  
**Date:** Thursday, March 11, 2021 11:39:54 AM

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**\*External Email\***

Hi,

I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED] I support this bill because it will speed up busses and make it a more reliable choice, enabling me (and other parents) to better be able to get back across the bay in time to pick up children from school/day care. I have sat on a bus in traffic on the bridge stressfully waiting to get across in time for pick up too many times.

Thank you for your consideration.

Sincerely,  
Tony Hawke

**From:** [Brendan Irvine-Broque](#)  
**To:** [MTC-ABAG Info](#)  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward  
**Date:** Thursday, March 11, 2021 10:18:29 AM

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**\*External Email\***

Hi, I'm writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED] I support this bill because it will finally make the transbay bus fast enough for me to drive fewer miles. For years I've carpooled with just 2 people to [REDACTED] or driven to [REDACTED] BART. If we're to stop road congestion, we need bus lanes. With AB 455, I would take the Transbay bus from [REDACTED] straight to SF. I might even rent an office space in [REDACTED] and change my gym membership to be there. It's an essential to the recovery of San Francisco.

Thank you for your consideration.

Sincerely,

Brendan

**From:** [Nishant Kheterpal](#)  
**To:** [MTC-ABAG Info](#)  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward  
**Date:** Thursday, March 11, 2021 10:34:51 AM

---

**\*External Email\***

Hello- I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED] and former [REDACTED] student + resident, I support this bill because it will speed commutes for essential workers, reduce carbon emissions, and eliminate crowding on BART.

Thank you for your consideration.

Thanks,

Nishant Kheterpal

**From:** [Shawn Lee](#)  
**To:** [MTC-ABAG Info](#)  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward  
**Date:** Thursday, March 11, 2021 10:26:14 AM

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**\*External Email\***

Mr. Chair, Members of the Committee:

I am writing to encourage the MTC/ABAG Legislative Committee to support AB 445 to improve Transbay bus service.

Outside of Covid, I regularly commute to [REDACTED] from [REDACTED] and I cannot drive. AC Transit is a critical option, and people should be encouraged to ride the bus instead of a car with faster, more reliable commutes.

Thank you very much for your consideration.

Sincerely,  
Shawn Lee

Joint Metropolitan Transportation Commission-Association of Bay Area Governments  
Legislative Committee  
Bay Area Metro Center  
San Francisco, California 94105



**From:** [Hunter Oatman-Stanford](#)  
**To:** [MTC-ABAG Info](#)  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward  
**Date:** Thursday, March 11, 2021 10:19:48 AM

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**\*External Email\***

Hi there,

I'm writing to ask the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus service between San Francisco and the East Bay better.

As a longtime resident of [REDACTED], I support this bill because it will ensure I can take the bus in a timely manner when commuting to Berkeley, where I am a grad student. AC Transit service is the only affordable way for me to get between SF and the East Bay without a car, and too often, the bus is stuck in traffic waiting to get to or on the bridge in Emeryville. Please do everything you can to push for bus-only lanes and access so we can get more people out of cars and lower the region's emissions.

Thank you.

Sincerely,

Hunter Oatman-Stanford

**From:** [Kerby Olsen](#)  
**To:** [MTC-ABAG Info](#)  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward  
**Date:** Thursday, March 11, 2021 11:35:07 AM

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**\*External Email\***

Hello- I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED] I support this bill because it will ***SPEED UP COMMUTES for Bus Riders, REDUCE CARBON EMISSIONS, and provide better reliability for bus riders. A bus-only lane with increased bus throughput will attract and serve more commuters than a single car lane.***

***If there are concerns about congestion, then a contra-flow bus lane could be installed using a zipper barrier, like on the Golden Gate Bridge.***

Thank you for your consideration.

Sincerely,

Kerby Olsen

[REDACTED]

**From:** [Connor Regan](#)  
**To:** [MTC-ABAG Info](#)  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward  
**Date:** Thursday, March 11, 2021 12:09:35 PM

---

**\*External Email\***

Hi there,

My name is Connor and I'm writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED] I support this bill because it will improve the parking situation here in [REDACTED] and maybe more critically because of the environmental impact of reduced carbon emissions. These are critical needs that I hope you'll consider.

Thank you very much,

Connor Regan

**From:** [Ariele Scharff](#)  
**To:** [MTC-ABAG Info](#)  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward  
**Date:** Thursday, March 11, 2021 10:25:57 AM

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**\*External Email\***

Hello Legislative Committee Members,

I am writing to encourage you to support AB 455 to make the Transbay bus better.

I'm a resident of [REDACTED] and I support this bill because it speeds up commute times and makes it easier for residents who don't live by BART to get to their workplace. Prior to the pandemic I was a regular P rider, and before that, an O and W rider. It's so much better than BART because I have to worry about parking at BART which is insanely expensive.

Thank you for your consideration.

Best regards,  
Ariele Scharff

**From:** [Elliott Schwimmer](#)  
**To:** [MTC-ABAG Info](#)  
**Subject:** AB 455  
**Date:** Thursday, March 11, 2021 10:20:55 AM

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**\*External Email\***

Hello- I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED] I support this bill because it will mean I make it to work at a consistent time every day, don't have to sit in a full double decker bus in traffic behind a single person in a car taking up nearly the same amount of space as 50 people on the bus, and because it will reduce GHG emissions and create more demand for public transit.

Thank you for your consideration.

Sincerely,

***Elliott Schwimmer***

**From:** [David Shere](#)  
**To:** [MTC-ABAG Info](#)  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward  
**Date:** Thursday, March 11, 2021 11:02:07 AM

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**\*External Email\***

Hello,

I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED] I support this bill because it will have a meaningful impact on my personal life, my community, and my planet. Before the pandemic I was a daily rider of the H line. It was a generally good experience, and I know that if commuting by bus were faster and more reliable, more people would choose that over driving - especially those without easy access to BART. With the coming changes to North Berkeley BART and Ashby BART stations it is vital to provide easy and reliable transportation to commuters if we're going to meet our climate goals - the literal future of our communities and our families depends on it.

Thank you for your consideration.

Sincerely,

David Shere

**From:** [Peter Swearengen](#)  
**To:** [MTC-ABAG Info](#)  
**Subject:** Trans bay bus  
**Date:** Thursday, March 11, 2021 10:42:29 AM

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\*External Email\*

As an ■ resident I strongly support investing in an efficient corridor for busses on the all the bridges, including the critical Bay Bridge.

We need to show commuters that transit is a benefit and improved quality of life by investing in quality and efficiency.

-Pete Swearengen

**From:** [Alfred Twu](#)  
**To:** [MTC-ABAG Info](#)  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward  
**Date:** Thursday, March 11, 2021 11:04:56 AM

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**\*External Email\***

Hello-

I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED] I support this bill because it will save me a significant amount of time in getting to work.

Thank you for your consideration.

Sincerely,

Alfred Twu

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**From:** [Neil Williams](#)  
**To:** [MTC-ABAG Info](#)  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward  
**Date:** Thursday, March 11, 2021 11:11:55 AM

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**\*External Email\***

Hello,

I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED], I support this bill because my coworkers that commute across the bridge are often caught up in large traffic jams that make them miserable and can't be good for emissions. Please pass this bill to get more people moving around the bay quicker.

Thank you for your consideration.

Sincerely,  
Neil Williams

From: [Arly Cassidy](#)  
To: [MTC-ABAG Info](#)  
Subject: MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward  
Date: Thursday, March 11, 2021 12:28:01 PM

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**\*External Email\***

I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED] I support this bill because it will make bus travel faster and therefore more useful and desirable, thus encouraging travelers from the east bay to choose bus over car for their daily commute.

**We should always prioritize transportation options which are more equitable, environmentally friendly, and efficient -- buses are all of these things.**

Sincerely,

Arly Cassidy

--

Arly A. Cassidy  
[REDACTED]

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**From:** Mary Thomasmeyer [REDACTED]  
**Sent:** Thursday, March 11, 2021 12:42 PM  
**To:** MTC-ABAG Info  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward

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**\*External Email\***

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Hi there!

I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED], I support AB 455 because it will make transit a faster, more reliable option to cross the Bay Bridge. Improving transit service is important for transit-dependent riders, and making it faster and more reliable makes it more attractive to choice riders. More people using transit to cross the bridge means decreased traffic congestion, reduced carbon emissions, and better/healthier air quality.

Thank you for your consideration.

Sincerely,

Mary Thomasmeyer

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**From:** Jeffrey Lu [REDACTED]  
**Sent:** Thursday, March 11, 2021 12:50 PM  
**To:** MTC-ABAG Info  
**Subject:** comment: MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward

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**\*External Email\***

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Hi,

I encourage the MTC/ABAG Legislative Committee to support AB 455 to make Transbay bus connections better.

I support AB455 because it will provide more transportation options, be an alternative to BART, and will be key to decreasing our dependence on single occupancy vehicles -- the single largest source of climate warming greenhouse gases in California.

Thank you for your consideration.

Jeffrey Lu

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**From:** Remi Tan [REDACTED]  
**Sent:** Thursday, March 11, 2021 12:57 PM  
**To:** MTC-ABAG Info  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward

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**\*External Email\***

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Hello- I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED], I support this bill because it will ***speed up the commutes for bus passengers and carpoolers, encouraging use of buses and carpooling and reducing carbon emissions and congestion in San Francisco and North Peninsula.***

***Additionally, the system should be designed to activate the bus/carpool lane whenever the bridge is congested, including off hours and weekends, using traffic cameras and latest traffic management software.***

Thank you for your consideration.

Sincerely,

Remi Tan, AIA, LEED AP BD+C  
*Architecture, Green/Sustainability Consulting, and Real Estate Investment*

[REDACTED]

[REDACTED]

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**From:** Jennifer Anderson [REDACTED]  
**Sent:** Thursday, March 11, 2021 1:09 PM  
**To:** MTC-ABAG Info  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward

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**\*External Email\***

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Please support increasing the availability of expedited bus service across the San Francisco Bay bridge. This reliable transit option will help decrease automobiles on the streets, pollution in the air and congestion that cripples commerce. I would visit and do business in San Francisco more often if I could make transit schedules work to get me to all my favorite destinations. Having frequent rapid bus service across the bridge is key to car free travel. Please pass #3b AB455 Bay Bridge Fast Forward. Thank you for supporting needed transportation options!

Sincerely  
Jennifer Anderson

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**From:** Aaron VanDevender [REDACTED]  
**Sent:** Thursday, March 11, 2021 1:12 PM  
**To:** MTC-ABAG Info  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward

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**\*External Email\***

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Hello- I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED], I support this bill because it will reduce congestion on the bridge and allow more people to get across the bay. This will also calm traffic in my neighborhood, since many people opt to use the Golden Gate Bridge to avoid congestion on the Bay bridge, even though it's further to go around that way. Traffic patterns have regional impacts and AB455 will help transportation across the region.

Thank you for your consideration.

Sincerely,

Aaron VanDevender

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**From:** Donovan Lacy [REDACTED]  
**Sent:** Thursday, March 11, 2021 1:20 PM  
**To:** MTC-ABAG Info  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward

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**\*External Email\***

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I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED], I support this bill because it will speed up commutes, reduce downtown congestion and pollution, and provide a time and cost effective way for lower income commuters to get to work. As a city and region we must become a leader in providing affordable and efficient public transportation.

Thank you for your consideration and stay safe, healthy and sane,

Donovan Lacy



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**From:** Aaron Webber [REDACTED]  
**Sent:** Thursday, March 11, 2021 1:34 PM  
**To:** MTC-ABAG Info  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward

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**\*External Email\***

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Hello- I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED] I support this bill because it will improve mass transit and increase ridership. Reducing dependency on single-occupancy cars is critical in reducing our climate impact and hitting our state and regional climate impact goals. It will also speed up commutes, both for bus riders and also any car commuters by reducing congestion on the bridge. Thank you for your consideration.

Sincerely,

Aaron Webber

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**From:** Jon Korn [REDACTED]  
**Sent:** Thursday, March 11, 2021 1:39 PM  
**To:** MTC-ABAG Info  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward

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**\*External Email\***

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Hello- I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED] I support this bill because it will make commuting by bus across the bridge easier and quicker, lessening traffic and pollution. It's vital for both quality of life and the future of our climate that we prioritize public transportation—especially since it serves everyone in our community regardless of their income.

Thank you for your consideration.

Sincerely,

Jonathan Korn

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**From:** Nathan H. Leung [REDACTED]  
**Sent:** Thursday, March 11, 2021 2:07 PM  
**To:** MTC-ABAG Info  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward

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**\*External Email\***

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Hello,

I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED], I support this bill because it will free up parking in the city, reduce carbon emissions, and give me better options than driving to get to the East Bay.

Thank you for your consideration.

Sincerely,

**Nathan H. Leung**

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**From:** Helen Pellegrin [REDACTED]  
**Sent:** Thursday, March 11, 2021 2:22 PM  
**To:** MTC-ABAG Info  
**Subject:** MTC/ABAG Legislative Committee - Agenda 3b AB455 Bay Bridge Fast Forward

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**\*External Email\***

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Hello -

I'm writing to encourage the MTC/ABAG Legislative Committee to support AB455 in order to make the Transbay bus better. We need your ability to think creatively of ways to improve bus infrastructure on the Bay Bridge Corridor.

I'm a [REDACTED] resident who would like to see prompt improvement in the public transit available in our city. The fact that it has worsened since the start of the pandemic is no reason not to put as much intelligence and energy behind it as possible, so that as we emerge from the current unusual circumstances we will find ourselves at the forefront of this country's attempts to reduce carbon emission.

We have an opportunity now to plan ahead so as to be prepared to turn over a new leaf as soon as the opportunity presents itself. Currently, when I listen to the radio very early on weekdays, local travel reports are filled with accidents, crashes, and slowdowns. Why are so many people still commuting by car? why must they undergo long, dangerous rides to cross the bridges and get to work? Surely we have the research, the know-how, the funding, and the will to improve our old-fashioned methods in ways that will benefit peoples' lives and safety as well as vastly improve the air we breathe.

I look forward to an outcome that will reflect both your Committee's thoughtful attention and your ability to "think out of the box."

Thank you for your consideration.

Sincerely yours,  
Helen Pellegrin

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**From:** Simon Tan [REDACTED]  
**Sent:** Thursday, March 11, 2021 2:35 PM  
**To:** MTC-ABAG Info  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward

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**\*External Email\***

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To Whom It May Concern,

I'm a resident of [REDACTED] and I'm writing in support of AB 455. A sustainable transportation strategy means prioritizing high-occupancy vehicles over single-occupancy vehicles. Personally, I'd be much more inclined to take public transportation over the Bay Bridge if I knew it would reliably bypass all the other car traffic.

Please do everything in your power to support this bill. Thank you for your consideration.

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~Simon Tan  
[REDACTED]

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**From:** Shanan Delp [REDACTED]  
**Sent:** Thursday, March 11, 2021 2:45 PM  
**To:** MTC-ABAG Info  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward

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**\*External Email\***

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Hi MTC,

As a lifelong Bay Area Resident, I strongly support the creation of dedicated high occupancy bus lanes in the approach to and on the bay bridge. This is such a pleasant way to commute, and offers such a nice drop off point in the transbay terminal.

This terminal is woefully underutilized and under capacity. Let's make taking a transbay bus one of the fastest ways to get to SF.

I live in [REDACTED] and take the bus and bart regularly to Berkeley to visit my Mom and do business.

Best,

Shanan

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**From:** Sarah Boudreau [REDACTED]  
**Sent:** Thursday, March 11, 2021 3:02 PM  
**To:** MTC-ABAG Info  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward

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**\*External Email\***

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Hello- I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED], I support this bill because it will free up congestion on the bridge and parking in the city while reducing carbon emissions that contribute to climate change and fossil fuel air pollution that contributes to respiratory disease.

Thank you for your consideration.

Sincerely,

Sarah

--  
Sarah Boudreau  
she/her

[REDACTED]

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**From:** Jordan Schalich [REDACTED]  
**Sent:** Thursday, March 11, 2021 3:11 PM  
**To:** MTC-ABAG Info  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward

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**\*External Email\***

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Hello- I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED] I support this bill because it will give people better options than to drive, which helps reduce carbon emissions!

Thank you for your consideration.

Sincerely,

Jordan



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**From:** kathryn hedges [REDACTED]  
**Sent:** Thursday, March 11, 2021 3:21 PM  
**To:** MTC-ABAG Info  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward

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**\*External Email\***

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Dear MTC Board,

Public transit is the foundation of reducing transportation-related greenhouse gas emissions, and providing bus service to replace crowded commute bottlenecks is an obvious choice. Commuters are showing that BART doesn't meet all their needs. We also need a backup plan for when BART is backed up and transit users are stuck until the security or mechanical issue is resolved.

Kind regards,

Kathryn Hedges  
Clipper card user

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**From:** Stephanie Beechem [REDACTED]  
**Sent:** Thursday, March 11, 2021 4:16 PM  
**To:** MTC-ABAG Info  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward

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**\*External Email\***

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Hi Committee members,

I'm reaching out to encourage you to support AB 455!

I'm a car-free [REDACTED] resident so I use transit, biking, and walking to get around the Bay Area. I work at the [REDACTED], which is located in downtown [REDACTED] but I frequently need to travel across the Bay to UCSF's campuses at Mission Bay and Parnassus Heights. A **faster** Transbay bus would make my work travel much easier. It would also have the dual benefit of reducing the number of cars on the bridge, cutting down on traffic and emissions. These are only a couple of the many reasons that prioritizing transit on the Bay Bridge is a great way to make traveling across the Bay easier for riders (and drivers).

Thanks so much for your consideration!

Stephanie

Stephanie Beechem

[REDACTED], CA resident

[REDACTED]

**From:** [Kristal C](#)  
**To:** [MTC-ABAG Info](#)  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward  
**Date:** Thursday, March 11, 2021 7:47:24 PM

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**\*External Email\***

Hi,

I support AB 455 and I hope the MTC/ABAG Legislative Committee does their part and support it. Transbay bus service needs to be better.

As a resident of [REDACTED] County, I support this bill because it will make the commute faster for everyone. I see the commute from San Jose on 101 or 880 and people need other options to get to work and home. Climate Change is here and we need to do our part and reduce carbon emissions. Less people on the freeway is better for the environment. Air quality is great because of the pandemic, but pre-covid air quality was the worst in the nation.

Thank you for listening.

Sincerely,

Kristal Caidoy

**From:** [Staly Chin](#)  
**To:** [MTC-ABAG Info](#)  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward  
**Date:** Thursday, March 11, 2021 8:54:15 PM

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**\*External Email\***

Hello- I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED] I support this bill because it will provide resilience and make it easier for those who are choosing the more environmentally friendly and cheaper option and reduce carbon emissions while also increasing the maximum capacity of the highway.

Thank you for your consideration.

Sincerely,

Staly Chin  
[REDACTED]

**From:** [martin.kazinski](#)  
**To:** [MTC-ABAG Info](#)  
**Subject:** BUS line on Bay Bridge  
**Date:** Thursday, March 11, 2021 10:46:56 PM

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**\*External Email\***

Hello

I would like to see BUS only lane on all of Bay Bridge. May be motorcycles and taxis would be allowed to use such a lane. I am very surprised that it still dose not exist. All the talk about "support for public transit" seems to be just nonsense.

Martin Kazinski

**From:** [Pavel Kovalev](#)  
**To:** [MTC-ABAG Info](#)  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward  
**Date:** Thursday, March 11, 2021 7:32:53 PM

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**\*External Email\***

Hello- I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED] I support this bill because it will reduce carbon emissions, clear up traffic, and make it easier to chose public transport.

Best regards,

Pavel Kovalev

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-0391      **Version:** 1      **Name:**  
**Type:** Senate Bill      **Status:** Commission Approval  
**File created:** 2/19/2021      **In control:** Joint MTC ABAG Legislation Committee  
**On agenda:** 3/12/2021      **Final action:**  
**Title:** Senate Bill 623 (Newman): Electronic Toll and Transit Fare Collection Systems

Clarifies provisions in state law to affirm the ability of transportation agencies to use and share information necessary for the operation of toll facilities and electronic transit fare collection systems in California.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [8c - 21-0391 - SB 623 Toll Collection Support.pdf](#)

| Date      | Ver. | Action By                            | Action | Result |
|-----------|------|--------------------------------------|--------|--------|
| 3/12/2021 | 1    | Joint MTC ABAG Legislation Committee |        |        |

**Subject:**

Senate Bill 623 (Newman): Electronic Toll and Transit Fare Collection Systems

Clarifies provisions in state law to affirm the ability of transportation agencies to use and share information necessary for the operation of toll facilities and electronic transit fare collection systems in California.

**Presenter:**

Rebecca Long

**Recommended Action:**

Support / MTC Commission Approval

**Attachments:**

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

March 12, 2021

Agenda Item 3c

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**Senate Bill 623 (Newman): Electronic Toll and Transit Fare Collection Systems**

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- Subject:** Clarifies provisions in state law to affirm the ability of transportation agencies to use and share information necessary for the operation of toll facilities and electronic transit fare collection systems in California.
- Overview:** For several years, toll agencies across California, including the Bay Area Toll Authority (BATA), have been involved in litigation challenging the legality of providing an individual's personally identifiable information (PII) in connection with performing fundamental activities relevant to operating and managing toll collection systems, including billing, collections, and account maintenance. For example, plaintiffs have claimed that transmitting toll transaction-related information, such as license plate numbers, to the Department of Motor Vehicles (DMV) is unlawful, despite the fact that such transmittal is necessary for toll collection purposes. Specifically, toll agencies must provide transaction-related data, such as license plate information, to the DMV in order to identify the address of registered vehicle owners for purposes of mailing notices to customers who do not have FasTrak® accounts. Such disclosures are authorized by state law. However, plaintiffs contend that Streets and Highways Code Section 31490, which limits the sharing of personally identifiable information to protect toll road user's privacy, actually *prohibits* the sharing of this transaction information with the DMV for purposes of toll collection.
- To address these challenges, SB 623 clarifies current law to be consistent with the Legislature's intent to protect toll road users' privacy while ensuring that toll agencies statewide are able to operate and enforce toll policies. Without these clarifications, toll agencies are hampered in their ability to operate and communicate with customers without the threat of costly litigation. The bill strengthens the privacy provisions by requiring that privacy policies include very clear instructions for opting in to receive certain communications, as well as how to revoke such consent. At the same time, the bill improves customer service by allowing agencies to provide safety and travel alerts to customers and preserves the prohibition against the sale or disclosure of personal information not connected with the operation of toll facilities and transit fare payment systems.
- SB 623 also paves the way for California to participate in tolling interoperability with other states, similar to what occurs among toll agencies within the state where a driver with a BATA FasTrak® account can use a southern California toll road and be billed directly through their FasTrak® account. While current law supports the concept of interstate interoperability, and federal law has long encouraged it, restrictive provisions in current state law have effectively prohibited it. Passage of SB 623 would enable the state, with the oversight of the California Department of Transportation, to participate in a multi-state consortium of western state toll operators, that includes Alaska, Oregon, Washington and Utah.



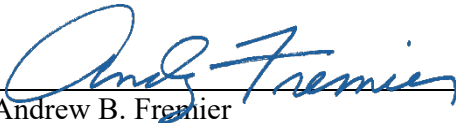
**Recommendation:** Support

**Discussion:** As various class action lawsuits against toll agencies are winding their way through the courts, the potential exposure and legal costs to BATA continue to mount. While agencies have had favorable rulings to date, given that a single disclosure of PII in violation of Streets and Highways Code Section 31490 is subject to a penalty of \$2,500 and a third or subsequent violation associated with a given individual is subject to a penalty of \$4,000 each, toll agencies are likely to face continued claims until any remaining ambiguity in the law is removed. Already, California toll agencies have spent \$10 million defending against such claims, funds that would have otherwise been reinvested in improvements to the transportation system.

SB 623 is similar to SB 664 (Allen, 2019) which originated as an election-related bill in the Senate and was amended in the Assembly to address many of the same concerns. While the bill passed the Assembly Transportation Committee and Assembly Privacy Committee without any “no” votes, it stalled in the Appropriations Committee due to opposition. SB 623 does not include changes to noticing requirements for toll violation notices that had resulted in much of the opposition, so we are hopeful that SB 623 will advance more easily.

In summary, SB 623 maintains and strengthens the protection of PII gathered in the operation of toll facilities across California, while ensuring local and regional toll agencies can continue to provide reliable commutes across the state’s approximately 200 miles of toll roads and bridges. Consistent with Item 6A of our 2021 Joint Advocacy Program, staff recommends a support position on the bill.

**Attachments:** None

  
\_\_\_\_\_  
Andrew B. Fremier

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-0393      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Commission Approval  
**File created:** 2/22/2021      **In control:** Joint MTC ABAG Legislation Committee  
**On agenda:** 3/12/2021      **Final action:**  
**Title:** Resiliency/Climate Adaptation Advocacy Principles

Adopt advocacy principles to guide legislative engagement on climate adaptation legislation, including but not limited to: Assembly Bill 11 (Ward), Assembly Bill 50 (Boerner-Horvath), and Assembly Bill 51 (Quirk) and Assembly Bill 897 (Mullin) as well as resilience-related bond proposals, Assembly Bill 1500 (Garcia) and Senate Bill 45 (Portantino). And update on actions taken by the ABAG Executive Board since the Committees' action and referral on March 12, 2021 will be presented by staff.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [8d - 21-0393 - Adaptation Principles.pdf](#)

| Date      | Ver. | Action By                            | Action | Result |
|-----------|------|--------------------------------------|--------|--------|
| 3/12/2021 | 1    | Joint MTC ABAG Legislation Committee |        |        |

**Subject:**

Resiliency/Climate Adaptation Advocacy Principles

Adopt advocacy principles to guide legislative engagement on climate adaptation legislation, including but not limited to: Assembly Bill 11 (Ward), Assembly Bill 50 (Boerner-Horvath), and Assembly Bill 51 (Quirk) and Assembly Bill 897 (Mullin) as well as resilience-related bond proposals, Assembly Bill 1500 (Garcia) and Senate Bill 45 (Portantino). And update on actions taken by the ABAG Executive Board since the Committees' action and referral on March 12, 2021 will be presented by staff.

**Presenter:**

Rebecca Long

**Recommended Action:**

Support / ABAG Executive Board Approval  
Support / MTC Commission Approval

**Attachments:**

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

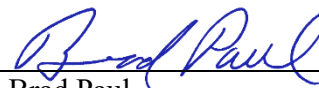
March 12, 2021

Agenda Item 3d

**Resiliency/Climate Adaptation Advocacy Principles**

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- Subject:** Adopt advocacy principles to guide legislative engagement on climate adaptation legislation, including but not limited to: Assembly Bill 11 (Ward), Assembly Bill 50 (Boerner-Horvath), and Assembly Bill 51 (Quirk) and Assembly Bill 897 (Mullin) as well as resilience-related bond proposals, Assembly Bill 1500 (Garcia) and Senate Bill 45 (Portantino).
- Overview:** Over the last year, staff has been engaged in conversations regionally and statewide about the role of MTC/ABAG—and metropolitan planning organizations and councils of government in general—regarding climate adaptation. The Legislature has shown growing interest in regional climate adaptation work, recognizing that this is an issue that requires *regional* coordination.
- The Bay Area Regional Collaborative (BARC), a consortium of MTC, ABAG, the Bay Area Air Quality Management District, the San Francisco Bay Conservation and Development Commission has also been involved in discussions on this topic and has proven to be an important forum for climate adaptation discussions.
- Recommendation:** Support forwarding the attached advocacy principles to the Commission and ABAG Executive Board for adoption to inform staff's advocacy. Specific bills would be brought forward for action at a later date.
- Discussion:** To date, almost 40 bills have been introduced that relate to climate change, particularly adaptation. The Alliance of Regional Collaboratives for Climate Adaptation (ARCCA) has a [legislative tracker](#) that serves as a critical resource to stay up to date on the topic.
- Staff is concerned that the bills introduced in 2021 that relate to regional climate adaptation planning propose establishing new regional entities to perform this work, including potentially bypassing public agencies altogether. Our proposed legislative principles recommend that this work be assigned to councils of government and metropolitan planning organizations, who are already involved in complex long-range planning for housing and transportation and have the expertise, technical capacity, experience and relationships with local governments and key stakeholders to be effective. Additionally, the geographic definition of “region” in some bills is too loose and risks creating a proliferation of “regional” entities within the nine Bay Area counties that will make coordination unnecessarily difficult. To guide our early advocacy in advance of recommending specific bill recommendations, we recommend adoption of the attached legislative principles.
- Attachments:** Attachment A: Resiliency/Climate Adaptation Advocacy Principles  
Attachment B: Regional Climate Adaptation and Funding Legislation

  
Brad Paul

### **MTC/ABAG Proposed Regional Resilience/Adaptation Advocacy Principles**

1. **Build on Existing Regional Planning Processes and Authorities:** State law should assign regional climate adaptation planning responsibility to public agencies that are accustomed to tackling complex regional planning processes, namely councils of government (COGs) and metropolitan planning organizations (MPOs). COGs and MPOs are governed by local policy makers who are accountable to the public and required to conduct their work in an open and inclusive manner. We are responsible for planning to address regional housing and transportation needs, both of which face significant climate resilience challenges. Specifically, state law requires that COGs and MPOs develop an eight-year regional housing needs allocation (RHNA) and a four-year sustainable communities strategy (SCS), respectively. To be effective, these plans must account for a wide array of impacts anticipated from our changing climate, which is why many of us have already begun integrating climate adaptation into our work.  
  
With decades of regional planning work under our belts, COG/MPO have the technical capacity and experience to effectively engage with the public and key stakeholders to develop regional plans that enjoy broad support and include specific strategies and funding plans to achieve challenging, long-term goals set forth by the state. With boards comprised of local elected officials, we have deep connections to the cities and counties that need to be key partners in making our communities more resilient to climate change. In addition, it is important to recognize that impacts from a changing climate will be predominately borne by low income and traditionally underrepresented communities – specifically, Black, Indigenous, and People of Color (BIPOC). As a public entity receiving state and federal funding, COG/MPOs are subject to environmental justice and equity mandates – including Title VI of the Civil Rights Act of 1964 as well as Executive Order 12898.
2. **Define Appropriate Roles:** Effective planning and implementation requires clarity about who is responsible for what to avoid conflicts as well as duplication of effort with taxpayer funds. The Legislature should provide clear direction regarding local, regional, and state roles in adaptation planning, and build on areas where each level of government already has some level of authority and responsibility.
3. **Climate Adaptation Responsibilities Should be Assigned to Public Agencies:** Nongovernmental entities, such as regional climate collaboratives, have important contributions to make to climate adaptation but should not be assigned specific planning responsibilities in state law. They are best suited to assist with education, research and technological innovation, as well as convening stakeholders. Accordingly, nonprofit entities should be eligible to receive funding from new state or federal grant programs for these purposes and their work that should be coordinated with that of local and regional agencies.
4. **Support a Local/Regional/State Partnership Approach to Climate Adaptation:** Successful climate adaptation planning and implementation will depend on action at both the local and regional levels with guidance – and where possible, funding – provided by the state. This is analogous to housing planning, where the state requires regions to develop an overarching methodology for growth that achieves specific goals but leaves it up to regions to work out the details of a regional strategy and to local jurisdictions to identify specific sites and make the zoning changes needed.

5. **Secure New, Ongoing Funding:** Funding is needed as soon as possible to begin the necessary local and regional planning work to identify, prioritize, and design a pipeline of climate adaptation projects that are ready to receive capital funding. Funding should be identified to support the entire lifecycle of a project: planning, design, engineering, permitting, construction, and monitoring. One-time funds can help jump start this effort in FY 2021-22, such as through a state climate resilience bond or federal stimulus funding, but to institutionalize resilience and fully integrate it into long-range local and regional planning, additional resources will be needed. To ensure that *all* regions and local jurisdictions statewide have adequate funding to conduct this work, the state should augment regional planning funding and give COGs and MPOs a direct role in distributing some of the funds to local agencies, so they are incentivized to implement projects and strategies developed in regional climate adaptation plans. This approach is modeled on the structure of the housing technical assistance established in AB 101 (2018), which formed the Regional Early Action Plan (REAP) and Local Early Action Plan (LEAP).

| <b>MTC/ABAG 2021 Climate Adaptation Bill Tracker</b><br><i>(not intended to be a comprehensive list of all climate adaptation-related bills)</i> |                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| <b>Bill Number</b>                                                                                                                               | <b>Topic</b>                                                           | <b>Summary</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| AB 11 (Ward)                                                                                                                                     | Regional Climate Change Authorities                                    | Requires the Strategic Growth Council establish up to 12 regional climate change authorities to coordinate climate adaptation and mitigation activities in their regions and coordinate with other regional climate adaptation authorities, state agencies, and other relevant stakeholders. In establishing regional climate change authorities, requires that the SGC give priority to existing regional adaptation collaboratives, networks, and programs, where possible. |
| AB 50 (Boener-Horvath)                                                                                                                           | Climate Adaptation Center and Regional Support Network: Sea level rise | Establishes the Climate Adaptation Center and Regional Support Network in the Ocean Protection Council to provide local governments facing sea level rise challenges with information and scientific expertise necessary to proceed with sea level rise mitigation.                                                                                                                                                                                                           |
| AB 51 (Quirk)                                                                                                                                    | Regional Climate Adaptation Planning Groups: Adaptation Plans          | Require the Strategic Growth Council, by July 1, 2022, to establish guidelines for the formation of regional climate adaptation planning groups. Requires the SGC, by July 1, 2023, and in consultation with certain state entities, to develop criteria for the development of regional climate adaptation plans.                                                                                                                                                            |
| AB 67 (Petrie-Norris)                                                                                                                            | Sea Level Rise Economic analysis                                       | Requires the Ocean Protection Council in consultation with OPR to establish a multiagency working group on sea level rise and require the Council to work with the working group to develop a methodology for economic analysis of the risks and adaptation strategies associated with sea level rise.                                                                                                                                                                        |
| AB 72 (Petrie-Norris)                                                                                                                            | Coastal Adaptation Permitting Act                                      | Requires the Natural Resources Agency to explore and authorizes it to implement options to establish a more coordinated and efficient permitting process for coastal adaptation projects.                                                                                                                                                                                                                                                                                     |

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| AB 897 (Mullin)    | Office of Planning and Research: regional climate networks: climate adaptation action plans       | Requires the Office of Planning and Research to encourage the inclusion of agencies with land use planning authority into regional climate networks.                                                                                                                                                                                                                                                                                                                                                                     |
| AB 1445 (Levine)   | Regional housing need allocation: climate change impacts                                          | Requires that a council of governments, a delegate subregion, or the department, as applicable, additionally consider among these factors emergency evacuation route capacity, wildfire risk, sea level rise, and other impacts caused by climate change.                                                                                                                                                                                                                                                                |
| AB 1500 (Garcia)   | \$6.7 billion General Obligation bond                                                             | Enacts the Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act in November 2022, which if approved by voters, would authorize the issuance of bonds in the amount of \$6.7 billion to finance projects for safe drinking water, wildfire prevention, drought preparation, flood protection, extreme heat mitigation, and workforce development programs.                                                                        |
| SB 1 (Atkins)      | Sea Level Rise                                                                                    | Requires the Coastal Commission to adopt recommendations and guidelines for the identification, assessment, minimization, and mitigation of sea level rise within each local coastal program.                                                                                                                                                                                                                                                                                                                            |
| SB 12 (McGuire)    | Safety Element: General Plan – retrofit strategy to reduce risk of property loss due to wildfires | Requires the safety element, upon the next revision of the housing element or the hazard mitigation plan, on or after July 1, 2024, whichever occurs first, to be reviewed and updated as necessary to include a comprehensive retrofit strategy to reduce the risk of property loss and damage during wildfires, as specified, and would require the planning agency to submit the adopted strategy to the Office of Planning and Research for inclusion in the state clearinghouse for climate adaptation information. |
| SB 45 (Portantino) | \$5.5 billion General Obligation Bond                                                             | Enacts the Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2022, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$5.5 billion to finance projects for a wildfire prevention, safe drinking water, drought preparation, and flood protection programs.                                                                                                                                                                          |

