



Metropolitan Transportation Commission

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

Meeting Agenda

Programming and Allocations Committee

Committee Members:

David Rabbitt, Chair Gina Papan, Vice Chair

Margaret Abe-Koga, Cindy Chavez, Federal D. Glover, Nate

Miley, Hillary Ronen, Amy R. Worth

Non-Voting Member: Dina El-Tawansy

Wednesday, April 14, 2021

9:45 AM

Board Room - 1st Floor (REMOTE)

The Programming and Allocations Committee is scheduled to meet on Wednesday, April 14, 2021 at 9:45 a.m., in the Bay Area Metro Center (Remotely), or immediately following the 9:40 a.m. Administration Committee meeting. 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/83163883059>

Or iPhone one-tap: US: +16699006833,,83163883059# or +14086380968,,83163883059#

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

+1 408 638 0968 or +1 669 900 6833 or +1 253 215 8782 or +1 346 248 7799 or

+1 312 626 6799 or +1 646 876 9923 or +1 301 715 8592 or

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

Webinar ID: 831 6388 3059

International numbers available: <https://bayareametro.zoom.us/j/83163883059>

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 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

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

2. Consent Calendar

- 2a. [21-0430](#) Minutes of the March 10, 2021 meeting
Action: Committee Approval
Attachments: [2a - 21-0430 - March 10 Prog&Allocations Draft Minutes.pdf](#)
- 2b. [21-0112](#) 3rd Quarter Report of the Executive Director's Delegation of Authority Actions
Action: Information
Presenter: Cheryl Chi
Attachments: [2b - 21-0112 - Delegated Authority Quarterly Report.pdf](#)
- 2c. [21-0432](#) Concurrence Request for STIP Amendment. State Transportation Improvement Program (STIP) Amendment request for the US 101 Silicon Valley Express Lanes Phase 5, and I-280 Soundwall projects in Santa Clara County.
Action: Committee Approval
Presenter: Karl Anderson
Attachments: [2c - 21-0432 - STIP VTA Amendment.pdf](#)
- 2d. [21-0449](#) Concurrence Request for STIP Amendment. State Transportation Improvement Program (STIP) Amendment request for the State Route 37 & Fairgrounds Drive Interchange Improvements and the West Bound Truck Scales projects in Solano County.
Action: Committee Approval
Presenter: Karl Anderson
Attachments: [2d - 21-0449 - STIP STA Amendment.pdf](#)
- 2e. [21-0434](#) MTC Resolution No. 3685, Revised. Regional Measure 2 (RM2) Project 35: Rescission of \$1.6 million and allocation of \$2.1 million in RM2 funds to MTC to engage a consultant to implement recommendations of the Blue Ribbon Transit Recovery Task Force.
Action: Commission Approval
Presenter: Anne Spevack
Attachments: [2e - 21-0434 - Reso 3685 - RM2 BRTF.pdf](#)

- 2f. [21-0446](#) MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letters of No Prejudice to the Alameda County Transportation Commission for the SR-262 (Mission Blvd) Cross Connector Project, and to the Solano Transportation Authority for the I-80 Westbound Truck Scales Project.

Action: Commission Approval

Presenter: Kenneth Kao

Attachments: [2f - 21-0446 - Reso 4412 - RM3 LONP.pdf](#)

- 2g. [21-0453](#) MTC Resolution No. 4428, Revised. Regional Measure 2 (RM2). Revision to Regional Measure 2 (RM2) Operating and Marketing Program to adjust the ferry program and make minor changes to the marketing program.

Action: Commission Approval

Presenter: Terence Lee

Attachments: [2g - 21-0453 - Reso 4428 - Ferry Program and Mktg.pdf](#)

- 2h. [21-0431](#) MTC Resolution No. 4475, Revised. 2021 Transportation Improvement Program (TIP) Amendment 2021-03

Action: Commission Approval

Presenter: Adam Crenshaw

Attachments: [2h - 21-0431 - Reso 4475 - TIP Amendment 2021-03.pdf](#)

- 2i. [21-0527](#) MTC Resolution No. 4202, Revised. Revisions to the One Bay Area Grant 2 Program (OBAG 2) to change the federal fund source of \$13.9 million for the Golden Gate Bridge Suicide Deterrent System project.

Action: Commission Approval

Presenter: Mallory Atkinson

Attachments: [2i - 21-0527 - Reso 4202 - GGB FHIP.pdf](#)

- 2j. [21-0541](#) MTC Resolution Nos. 4453, Revised and 4461. Programming of FTA Section 5311 Rural Area funds: \$4.7 million in Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Section 5311 funds and \$1.8 million in FY2020-21 Section 5311 formula funds.

Action: Commission Approval

Presenter: Craig Bosman

Attachments: [2j - 21-0541 - Reso-4453 and 4461 - FTA5311.pdf](#)

3. Regional

- 3a. [21-0445](#) MTC Resolution Nos. 4202, Revised and 4412, Revised. Adoption of Senate Bill 1 Alternate Funding Plan for RM3 funds and RM3 Letters of No Prejudice

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

Action: Commission Approval

Presenter: Kenneth Kao

Attachments: [3a - 21-0445 - Resos 4202 and 4412 - SB1 RM3.pdf](#)

- 3b. [21-0433](#) MTC Resolution No. 4403, Revised. 2021 Regional Active Transportation Program (ATP) Cycle 5 Program of Projects.

The 2021 Regional ATP Cycle 5 provides \$37 million in new programming covering FY2021-22 through FY2024-25. Staff recommendations are based on a competitive evaluation of project applications.

Action: Commission Approval

Presenter: Karl Anderson

Attachments: [3b - 21-0433 - Reso 4403 - ATP Cycle 5.pdf](#)

- 3c. [21-0454](#) MTC Resolution Nos. 4430, Revised and 4431, Revised. An allocation of \$124 million in FY 2020-21 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to various operators.

Initial allocation of \$48 million to Samtrans and additional allocation of funds to other operators based on revised FY 2020-21 revenue projections included in the FY 2021-22 Fund Estimate, MTC Resolution 4450 adopted in February 2021.

Action: Commission Approval

Presenter: Terence Lee

Attachments: [3c - 21-0454 - Resos 4430 and 4431 - Allocation to Operators.pdf](#)

4. Federal

- 4a. [21-0470](#) MTC Resolution Nos. 4456, 4457, 4169, Revised, and 4272, Revised
- Programming of \$506.3 million in FTA Formula Revenues, AB 664 Bridge Tolls, and BATA Project Savings for FY 2020-21, for transit operator state-of-good-repair consistent with the Transit Capital Priorities (TCP) Process and Criteria, including discussion of a proposed plan for financing against future FTA revenues. Updates to the FY2016-17-FY 2019-20 TCP Program totaling approximately \$41 million.
- Action:** Commission Approval
- Presenter:** Craig Bosman
- Attachments:** [4a - 21-0470 - Resos-4456-4457-4169-4272 - TCP Program FY21.pdf](#)

5. California Transportation Commission Update

- 5a. [21-0448](#) California Transportation Commission (CTC) and State Funding Programs Update
- Update on California Transportation Commission (CTC) and state funding programs under the CTC's purview.
- Action:** Information
- Presenter:** Kenneth Kao
- Attachments:** [5a - 21-0448 - PAC CTC Update.pdf](#)

6. Public Comment / Other Business

7. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee will be held on May 12, 2021 at 9:45 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 Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0430 **Version:** 1 **Name:**
Type: Minutes **Status:** Committee Approval
File created: 3/2/2021 **In control:** Programming and Allocations Committee
On agenda: 4/14/2021 **Final action:**
Title: Minutes of the March 10, 2021 meeting

Sponsors:

Indexes:

Code sections:

Attachments: [2a - 21-0430 - March 10 Prog&Allocations Draft Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Minutes of the March 10, 2021 meeting

Recommended Action:

Committee Approval



Metropolitan Transportation Commission Meeting Minutes

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

Programming and Allocations Committee

Committee Members:

Nick Josefowitz, Chair Carol Dutra-Vernaci, Vice Chair
Margaret Abe-Koga, Federal D. Glover, Gina Papan,
Hillary Ronen, Libby Schaaf, Amy R. Worth
Non-Voting Member: Dina El-Tawansy

Wednesday, March 10, 2021

9:45 AM

Board Room - 1st Floor (REMOTE)

Call Remote Meeting to Order

1. Roll Call / Confirm Quorum

Present: 8 - Commissioner Abe-Koga, Vice Chair Dutra-Vernaci, Commissioner Glover, Chair Josefowitz, Commissioner Papan, Commissioner Ronen, Commissioner Schaaf, and Commissioner Worth

Non-Voting Member Absent: Commissioner El-Tawansy

Ex Officio Voting Members Present: Commission Chair Pedroza and Commission Vice Chair Josefowitz

Ad Hoc Non-Voting Members Present: Commissioner Canepa, Commissioner Giacomini, and Commissioner Spering

2. Consent Calendar

Upon the motion by Commissioner Glover and the second by Vice Chair Dutra-Vernaci, the Consent Calendar was unanimously approved by the following vote:

Aye: 8 - Commissioner Abe-Koga, Vice Chair Dutra-Vernaci, Commissioner Glover, Chair Josefowitz, Commissioner Papan, Commissioner Ronen, Commissioner Schaaf and Commissioner Worth

2a. [21-0254](#) Minutes of the February 10, 2021 meeting

Action: Committee Approval

2b. [21-0261](#) Concurrence Request for State Transportation Improvement Program (STIP) Amendment for Alameda County.

Action: Committee Approval

Presenter: Karl Anderson

- 2c. [21-0065](#) MTC Resolution No. 4053, Revised. Revision to Lifeline Transportation Cycle 3 Program of Projects.

Action: Commission Approval

Presenter: Judis Santos

3. State

- 3a. [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

Presenter: Anne Spevack

Upon the motion by Commissioner Papan and the second by Commissioner Abe-Koga, the Committee unanimously approved the referral of MTC Resolution No. 4273, Revised to the Commission for approval. The motion carried by the following vote:

Aye: 8 - Commissioner Abe-Koga, Vice Chair Dutra-Vernaci, Commissioner Glover, Chair Josefowitz, Commissioner Papan, Commissioner Ronen, Commissioner Schaaf and Commissioner Worth

4. Federal

- 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

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

Presenter: Theresa Romell

Written correspondence was received from Roland Lebrun, John Minot; and a letter of support signed by Transit General Managers, and a letter of support signed by Santa Rosa City Bus, Sonoma County Transit, and SMART.

The following members of the public were called to speak: Derek Sagehorn, Cyrus Hall, Roland Lebrun, Monica Mallon, and Joy Dhaliwal.

Upon the motion by Commissioner Schaaf and the second by Commissioner Worth, the Committee unanimously approved the referral of MTC Resolution No. 4455, Revised to the Commission for approval. The motion carried by the following vote:

Aye: 8 - Commissioner Abe-Koga, Vice Chair Dutra-Vernaci, Commissioner Glover, Chair Josefowitz, Commissioner Papan, Commissioner Ronen, Commissioner Schaaf and Commissioner Worth

5. Information

- 5a. [21-0255](#) California Transportation Commission (CTC) and State Programs Update

Staff will provide an update on CTC activities and State Funding Programs.

Action: Information

Presenter: Kenneth Kao

6. Public Comment / Other Business

Roland Lebrun was called to speak.

7. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee is scheduled to be held on Wednesday, April 14, 2021 at 9:45 a.m. remotely and by webcast. Any changes to the schedule will be duly noticed to the public.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0112 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 12/14/2020 **In control:** Programming and Allocations Committee
On agenda: 4/14/2021 **Final action:**
Title: 3rd Quarter Report of the Executive Director's Delegation of Authority Actions
Sponsors:
Indexes:
Code sections:
Attachments: [2b - 21-0112 - Delegated Authority Quarterly Report.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
3rd Quarter Report of the Executive Director's Delegation of Authority Actions

Presenter:
Cheryl Chi

Recommended Action:
Information

Metropolitan Transportation Commission Programming and Allocations Committee

April 14, 2021

Agenda Item 2b - 21-0112

Subject: 3rd Quarterly Report of the Executive Director's Delegation of Authority Actions

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

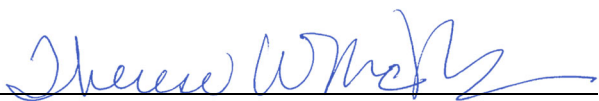
This is the third quarter report for FY2020-21 and covers the period of January 2021 through March 2021. The Executive Director approved the following allocation actions as summarized below and detailed in Attachment A:

FY 2020-21 Delegated Authority Actions	3rd Quarter	Year-to-Date
Allocations		
Transportation Development Act	\$ 3,235,317	\$ 24,749,134
State Transit Assistance	\$ 3,173,806	\$ 20,596,155
Regional Measure 2	\$ 594,490	\$ 6,912,237
2% Bridge Tolls	\$ 50,000	\$ 82,538
Total Allocations	\$ 7,053,613	\$ 52,340,064
Rescissions		
Transportation Development Act	\$ (489,692)	\$ (1,148,974)
State Transit Assistance	\$ 0	\$ (100,000)
Regional Measure 2	\$ (925,442)	\$ (2,012,090)
Total Rescissions	\$ (1,415,134)	\$ (3,261,064)

Issues: None

Recommendation: Information

Attachments: FY2020-21 Delegated Authority Attachment A


Therese W. McMillan

FY 2020-21 Delegated Authority

Allocation and Rescission of Transportation Development Act, State Transit Assistance, Regional Measure 2,
Bridge Toll and Feeder Bus Funds pursuant to MTC Resolution 3620
Allocation of Low Carbon Transit Operations Program Allocation pursuant to MTC Resolution 4170

Quarterly Report

Transportation Development Act - Allocation (001)				Approval	Apportionment/
Claimant	Description	Amount	Code	Date	Notes
5800 - 99233.3 Pedestrian & Bicycle Facilities - Capital					
Hayward	Patrick Ave and Gadin Rd. Complete Streets	75,922	046	01/27/21	Alameda County
SFMTA	Vision Zero Bicycle and Pedestrian Improvements	483,923	079	03/24/21	San Francisco County
SFDPW	Design and Construct Curb Ramps	241,961	080	03/24/21	San Francisco County
SFDPW	Sidewalk Repair	241,961	081	03/24/21	San Francisco County
Benicia	Panorama Drive Safety Project	23,801	082	03/24/21	Solano County
Solano TA	Bicycling and Walking Education	24,214	083	03/24/21	Solano County
Solano TA	Capital Microgrant	192,189	084	03/24/21	Solano County
Solano TA	Wayfinding Sign Pilot Program	25,000	085	03/24/21	Solano County
Suisun City	Main St. Bicycle Improvements	50,000	086	03/24/21	Solano County
Suisun City	Railroad Bicycle Lanes	124,675	087	03/24/21	Solano County
Subtotal		1,483,646			
5801 - 99233.7, 99275 Community Transit Service - Operations					
Union City	Transit Operations	164,963	077	02/24/21	Alameda County
5802 - 99260A Transit - Operations					
AC Transit	Transit Operations	452,708	006	01/27/21	Contra Costa County*
5803 - 99260A Transit - Capital					
Petaluma	Transit Capital	50,000	076	01/27/21	Petaluma
Union City	Transit Capital	84,000	078	02/24/21	Union City
Subtotal		134,000			
5812 - 99400D Planning and Administration - Operations					
NVTA	Planning and Administration	1,000,000	088	03/24/21	NVTA
Total		3,235,317			

* MTC finds that these Article 4.5 funds can be used to better advantage for Article 4 purposes.

State Transit Assistance - Allocation (002)			Approval		Apportionment/
Claimant	Description	Amount	Code	Date	Notes
5820 - 6730A Operations - County Block Grant					
Petaluma	Transit Operations	407,274	054	01/27/21	Sonoma County
SMART	Transit Operations	298,966	055	01/27/21	Sonoma County
SMART	Transit Operations	57,116	056	01/27/21	Marin County
BART	Transit Operations	392,327	058	02/24/21	Alameda County
BART	Transit Operations	46,955	059	02/24/21	Contra Costa County
Union City	Transit Operations	537,848	060	02/24/21	Alameda County
Subtotal		1,740,486			
5820 - 6730A Operations - Revenue-based					
Petaluma	Transit Operations	93,598	057	01/27/21	Petaluma
BART	Transit Operations	801,824	061	02/24/21	Samtrans
Union City	Transit Operations	67,898	062	02/24/21	Union City
Subtotal		963,320			
6730B Capital - Population-based Lifeline					
Soltrans	Cycle 5: Bus Stop Improvements and System Maps	230,000	063	02/24/21	Participatory Budget
Solano TA	Cycle 5: Redwood St. Mid-Block Crosswalk	50,000	064	02/24/21	Participatory Budget
Solano TA	Cycle5 : Porter St. New Sidewalk and Street Crossing	120,000	065	02/24/21	Participatory Budget
Subtotal		400,000			

5820 - 6730A Operations - Population-based MTC Coordination

MTC Transit Planning Tools 70,000 041 02/24/21 MTC

Total 3,173,806

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

Operating Allocations

Performance standards identified in MTC Res. 3636. Revised are currently suspended due to the COVID-19 pandemic.

SolTrans Project № 3: Red Line 150,000 010 01/27/21

Capital Allocations

Solano TA Proj. 6.5: I-80 Westbound at West Texas Bus Stop (PS&E) 29,677 01/27/21 21371612

Solano TA Proj. 17.11: I-80 Westbound at West Texas Bus Stop (PS&E) 27,625 01/27/21 21388916

MTC Proj. 19.16: Regional Real-Time Transit Data Management System (PS&E) 387,188 01/27/21 21405008

Subtotal 444,490

Total 594,490

2% Bridge Toll Revenues - Allocation (009)		Amount	Code	Approval	
Claimant	Description			Date	Apportionment

Operating Allocations

MTC Blue Ribbon Project 50,000 002 03/24/21 Studies

Total 50,000

Allocations Grand Total 7,053,613

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

AC Transit Transit Operations (452,708) 01/27/21 21001006

Windsor Crosswalk at Brooks Rd South & US101 NB On-Ramp (7,815.89) 02/24/21 19001002

Alameda County Bicycle/Pedestrian Safety Education (29,168) 02/24/21 20001112

Total (489,691.89)

Rescission - Regional Measure 2 Funds		Amount	Approval Date	Allocation Instruction
Claimant	Description			

Benicia Proj. 6.2 Express Bus Solano: Benicia Intermodal Facilities (545) 01/27/21 09371604

Benicia Proj. 6.2 Express Bus Solano: Benicia Intermodal Facilities (12,850.06) 01/27/21 11371606

Benicia Proj. 6.2 Express Bus Solano: Benicia Intermodal Facilities (16,282.72) 01/27/21 12371608

SolTrans Proj. 17.01 Express Bus North: Curtola Transportation Center (1,801.10) 01/27/21 14388910

Benicia Proj. 17.4 Express Bus North: Benicia Park/Industrial PNR (141.22) 01/27/21 14388908

Benicia Proj. 17.4 Express Bus North: Benicia Park/Industrial PNR (5,265.44) 01/27/21 14388913

Benicia Proj. 17.4 Express Bus North: Benicia Park/Industrial PNR (20,417.50) 01/27/21 15388914

Emeryville Proj. 19.1 Emery Go Round/MacArthur BART Real-Time Information (105,000) 01/27/21 06372201

MTC Proj. 19.15 Upgrade of Public Interface for Real-Time (49,180.23) 01/27/21 15405006

MTC Proj. 19.15 Upgrade of Public Interface for Real-Time (233,008.24) 01/27/21 16405007

ACTC Proj. 4.3: Dumbarton Rail Commuter Service - ROW Acquisition Strategy (33,583.43) 02/24/21 12364704

MTC Proj. 33.1: High Speed Rail Ridership Forecast Study (5,500.00) 02/24/21 07366503

MTC Proj. 33.1: High Speed Rail Ridership Forecast Study (97,090.54) 02/24/21 07366504

MTC Proj. 33.2: Transit Connectivity Study (50,198.00) 02/24/21 06366802

BART Proj. 33.3: Regional Rail Plan (128,437.00) 02/24/21 06370701

MTC Proj. 33.3: Regional Rail Plan (530.15) 02/24/21 07370703

Caltrain Proj. 33.3: Regional Rail Plan (99,611.62) 02/24/21 08370705

MTC 511 Program (66,000) 03/24/21 21006003

Total (925,442.25)

Recissions Grand Total (1,415,134.14)



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0432 **Version:** 1 **Name:**
Type: Contract **Status:** Committee Approval
File created: 3/2/2021 **In control:** Programming and Allocations Committee
On agenda: 4/14/2021 **Final action:**
Title: Concurrence Request for STIP Amendment. State Transportation Improvement Program (STIP) Amendment request for the US 101 Silicon Valley Express Lanes Phase 5, and I-280 Soundwall projects in Santa Clara County.

Sponsors:

Indexes:

Code sections:

Attachments: [2c - 21-0432 - STIP VTA Amendment.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Concurrence Request for STIP Amendment. State Transportation Improvement Program (STIP) Amendment request for the US 101 Silicon Valley Express Lanes Phase 5, and I-280 Soundwall projects in Santa Clara County.

Presenter:

Karl Anderson

Recommended Action:

Committee Approval

Metropolitan Transportation Commission Programming and Allocations Committee

April 14, 2021

Agenda Item 2c - 21-0432

Concurrence Request for STIP Amendment

Subject: State Transportation Improvement Program (STIP) Amendment request for the US 101 Silicon Valley Express Lanes Phase 5, and I-280 Soundwall projects in Santa Clara County

Background: The Santa Clara Valley Transportation Authority (VTA) requests MTC's concurrence for STIP amendments for two Santa Clara projects: the US 101 Silicon Valley Express Lanes Phase 5 and the I-280 Soundwall projects. MTC's 2020 Regional Transportation Improvement Program (RTIP), approved in December 2019, programmed \$3.2 million for the construction phase of the 101 Silicon Valley Express Lanes Phase 5 project in FY 2022-23. The California Transportation Commission (CTC) approved this project in the 2020 STIP at its March 2020 meeting.

In the 2020 STIP, VTA identified approximately \$98 million in future construction funding needed for Phase 5 of the 101 Silicon Valley Express Lanes project. In July 2020 VTA applied for competitive Senate Bill 1 Solutions for Congested Corridor Program funding, however the CTC did not select the project for award. Since VTA was unsuccessful in securing the remaining funding and has not identified another funding source for the construction phase, VTA is required to reprogram the STIP construction funds. Therefore, to best utilize available funding, VTA requests MTC concur with the reprogramming of \$3.2 million in STIP funds to the right of way and construction phases for the I-280 Soundwall project. Specifically, VTA requests to program an additional \$0.6 million to the right of way phase and defer to FY 2022-23 and program an additional \$2.6 million to the construction phase in FY 23-24. Over the last year the I-280 Soundwall project encountered two environmental study delays, postponing the engineering phase by nine months, and subsequently increasing the project cost. The STIP reprogramming to the I-280 project will fully fund the right of way and construction phases.

Despite being underfunded, the 101 Silicon Valley Express Lanes Phase 5 project remains a high priority project to VTA as it is a major corridor in the county. VTA will continue to work with the state and MTC to develop a full funding plan for the Express Lanes Phase 5 project.

Since this action proposes to amend the STIP to reprogram funds, Committee action is required to concur with the proposed amendment consistent with the 2020 RTIP Policies and Procedures (MTC Resolution No. 4398).

The current and proposed 2020 STIP programming is shown below.

Existing Programming:

<u>PPNO</u>	<u>Sponsor</u>	<u>Phase</u>	<u>Amount</u>	<u>FY</u>	<u>Title</u>
2015H	SCVTA	CON	\$3,207,000	22/23	101 Silicon Valley Exp. Lanes Ph. 5
0503J	SCVTA	ROW	\$456,000	21/22	I-280 Soundwall
0503J	SCVTA	CON	\$4,782,000	23/24	I-280 Soundwall

Proposed Programming:


<u>PPNO</u>	<u>Sponsor</u>	<u>Phase</u>	<u>Amount</u>	<u>FY</u>	<u>Title</u>
2015H	SCVTA	CON	<u>\$0</u>	22/23	101 Silicon Valley Exp. Lanes Ph. 5
0503J	SCVTA	ROW	<u>\$1,100,000</u>	<u>22/23</u>	I-280 Soundwall
0503J	SCVTA	CON	<u>\$7,345,000</u>	23/24	I-280 Soundwall

The CTC is scheduled to notice the proposed STIP amendment at its May meeting and is expected to act on the amendment at the June 23-24, 2021 meeting.

Issues: None.

Recommendation: Approve the requested STIP amendment concurrence from VTA and direct staff to send a letter of concurrence to Caltrans and CTC.

Attachments: Attachment 1: VTA STIP Amendment Request Letter


Therese W. McMillan



March 12, 2021

Doanh Nguyen
Deputy District Director – District 4
Program/Project Management
California Department of Transportation
111 Grand Avenue
Oakland, CA 94612

RE: Request for a STIP Amendment to I-280 Soundwall Project (EA 04-44840K) and US 101 Express Lanes Phase 5 Project (04-1K553)

Dear Mr. Nguyen

It is requested that the California Transportation Commission (CTC) approve an amendment to the I-280 Soundwall (280 SW) and US 101 Express Lanes Phase 5 (Phase 5) Projects.

The 280 SW Project proposes to construct soundwalls along both sides of I-280 from Los Gatos Creek to State Route 87 in the city of San Jose in Santa Clara County.

EA: 04-44840K **PPNo:** 0503J **Co-Rte-PM:** SCL-280-2.5/3.2

The Phase 5 Project will convert existing HOV lanes to Express Lanes and add a second Express Lane in each direction on US 101 from near State Route 237 in Sunnyvale to I-880 in San Jose in Santa Clara County.

EA: 04-1K553 **PPNo:** 2015H **Co-Rte-PM:** SCL-101-38.3/45.9

As part of the 2020 STIP funds programmed for Phase 5, \$3.207 million was to be used for the construction of the project. Currently, Phase 5 is in early final design with a total project cost of approximately \$150 million, of which \$101.3 million is anticipated for construction. VTA staff submitted an SB1 grant in July 2020 for construction, however the project was not awarded funding. Since other construction funding has not materialized, VTA is required to reprogram these funds.

To ensure these funds are used in this cycle, VTA identified the 280 SW Project that is eligible to use STIP funding and currently has a funding shortfall. Transferring \$3.207 million from the Phase 5 Project would fully fund both the ROW and Construction phases of the 280 SW Project.

Mr. Doanh Nguyen, Deputy District Director – District 4
Request for a STIP Amendment to I-280 Soundwall Project (EA 04-44840K) and US 101 Express Lanes Phase 5
Project (04-1K553)
Page 2 of 2

Attached are Project Programming Requests for both projects to explain the specifics of the proposed STIP funds transfer. If you have any questions or need additional information, please contact Gene Gonzalo at (408) 952-4236 or email at Gene.Gonzalo@vta.org.

Sincerely,



Gene Gonzalo
Highway Capital Program Manager
Santa Clara Valley Transportation Authority

Regional Transportation Planning Agency/County Transportation Commission Concurrence:

Concurred

Signature _____ Title: _____ Date: _____

Agency/CTC _____

cc: John Peterson, Regional Project Manager, Caltrans
Fariba Zohoury, Regional Project Manager, Caltrans
Casey Emoto, Chief Engineering & Program Delivery Officer, VTA
Bruce Abanathie, Principal Transportation Planner, VTA
Kenneth Kao, Principal Planner, MTC
Karl Anderson, Planner/Analyst, MTC



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0449 **Version:** 1 **Name:**
Type: Resolution **Status:** Committee Approval
File created: 3/3/2021 **In control:** Programming and Allocations Committee
On agenda: 4/14/2021 **Final action:**
Title: Concurrence Request for STIP Amendment. State Transportation Improvement Program (STIP) Amendment request for the State Route 37 & Fairgrounds Drive Interchange Improvements and the West Bound Truck Scales projects in Solano County.

Sponsors:

Indexes:

Code sections:

Attachments: [2d - 21-0449 - STIP STA Amendment.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Concurrence Request for STIP Amendment. State Transportation Improvement Program (STIP) Amendment request for the State Route 37 & Fairgrounds Drive Interchange Improvements and the West Bound Truck Scales projects in Solano County.

Presenter:

Karl Anderson

Recommended Action:

Committee Approval

Metropolitan Transportation Commission Programming and Allocations Committee

April 14, 2021

Agenda Item 2d - 21-0449

Concurrence Request for STIP Amendment

Subject: State Transportation Improvement Program (STIP) Amendment request for the State Route 37 & Fairgrounds Drive Interchange Improvements and the West Bound Truck Scales projects in Solano County.

Background: The Solano Transportation Authority (STA) requests MTC's concurrence for STIP amendments for two Solano projects: the State Route 37 & Fairgrounds Drive Interchange Improvements and the I-80 Westbound Truck Scales project. MTC's 2020 Regional Transportation Improvement Program (RTIP), approved in December 2019, programmed \$5 million for the construction phase of the Route 37 & Fairgrounds Drive Interchange Improvements project in FY 2021-22. The California Transportation Commission (CTC) approved this project in the 2020 STIP at its March 2020 meeting.

In late 2020 the CTC awarded \$24 million to the I-80 Westbound Truck Scales project from the competitive Senate Bill 1 (SB1) Trade Corridor Enhancement Program (TCEP). The original funding plan identified \$5.3 million in Regional Measure 3 (RM3) funds as the project's local match. As RM3 is still under litigation and not available to match SB1 funds, STA requests to re-program \$5 million in STIP funds from the State Route 37 & Fairgrounds Drive Interchange Improvements to the I-80 Westbound Truck Scales project, for the planning, specifications, and engineering phase in FY 2020-21. In addition, the STA is seeking to advance \$0.3 million of future county STIP shares to the I-80 Westbound Truck Scales project for a total of \$5.3 million in STIP programming. The reprogramming and advancing STIP funds will allow the Westbound Truck Scales to move forward and avoid cost increases due to schedule delays.

The SR 37 & Fairgrounds Drive Interchange Improvements funding plan also includes \$15 million in RM3 funds for construction; therefore, this project cannot proceed as scheduled without the RM3 funds.

Since this action proposes to amend the STIP to reprogram funds, Committee action is required to concur with the proposed amendment consistent with the 2020 RTIP Policies and Procedures (MTC Resolution No. 4398).

The current and proposed 2020 STIP programming is shown below.

Existing Programming:

<u>PPNO</u>	<u>Sponsor</u>	<u>Phase</u>	<u>Amount</u>	<u>FY</u>	<u>Title</u>
5201G	Caltrans	CON	\$5,000,000	21/22	Route 37 & Fairgrounds Drive Interchange Imps.

Proposed Programming:

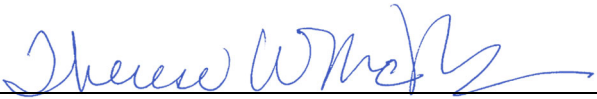
<u>PPNO</u>	<u>Sponsor</u>	<u>Phase</u>	<u>Amount</u>	<u>FY</u>	<u>Title</u>
5201G	Caltrans	CON	<u>\$0</u>	21/22	Route 37 & Fairgrounds Drive Interchange Imps.
<u>8273C</u>	<u>Caltrans</u>	<u>PS&E</u>	<u>5,268,000</u>	<u>20/21</u>	<u>I-80 Westbound Truck Scales</u>

The CTC is scheduled to notice the proposed STIP amendment at its May meeting and is expected to act on the amendment at the June 23-24, 2021 meeting.

Issues: STA also requested that the STIP funds be eligible for reimbursement from RM3 under a Letter of No Prejudice (LONP) arrangement. The RM3 LONP is the subject of item 2f on this month's agenda.

Recommendation: Approve the requested STIP amendment concurrence from STA and direct staff to send a letter of concurrence to Caltrans and CTC.

Attachments: Attachment 1: STA STIP Amendment Request Letter


Therese W. McMillan



Solano Transportation Authority

... working for you!

SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

Benicia • Dixon • Fairfield • Rio Vista • Suisun City • Vacaville • Vallejo • Solano County

One Harbor Center, Ste. 130, Suisun City, CA 94585-2473 • Phone (707) 424-6075 / Fax (707) 424-6074

Email: info@sta.ca.gov • Website: sta.ca.gov

March 15, 2021

Sent Via Electronic Mail

Therese McMillan
Executive Director
Metropolitan Transportation Commission (MTC)
375 Beale Street, Suite 800
San Francisco, CA 94105

**RE: State Transportation Improvement Program (STIP) Amendment Request for the
SR 37/Fairgrounds Dr. Interchange Improvements Project**

Dear Ms. McMillan:

The Solano Transportation Authority (STA) is requesting MTC's concurrence on our request to the California Transportation Commission (CTC) to approve a STIP amendment at the May 2021 meeting. The Amendment is to re-program \$5M in STIP funds from the State Route 37/Fairgrounds Dr. Interchange to the I-80 Westbound Truck Scales Project, for FY 2020-21. In addition, the STA is seeking to advance \$0.268M of regional STIP funds to the I-80 Westbound Truck Scales project for a total of \$5.268M of STIP. Attached is the Project Programming Request (PPR) for I-80 Westbound Truck Scales Project.

The I-80 Westbound Truck Scales Project is a 2020 Trade Corridor Enhancement Program (TCEP) funded project that is committed to begin design in FY 2020-21. This amendment is necessary to provide matching funds for the TCEP Regional dollars in lieu of Regional Measure 3 (RM 3) funds that are not available due to on-going litigation.

The Solano SR 37/Fairgrounds Dr. Interchange Improvements Project funding plan also has \$15 M of RM 3 for construction, thus this project cannot begin construction without those RM 3 funds. The project construction will be kept whole by a local funding commitment of \$5.268M from the Metropolitan Transportation Commission (MTC) through the STA. This funding commitment is a loan from MTC against future RM 3 funds. Again, RM 3 funds are not currently available for allocation due to litigation.

The project sponsor, STA, has requested the STIP amendment to be noticed at the May 2021 CTC Meeting and approval/allocation at the June 2021 CTC Meeting. STA took Board action approving moving this STIP funds transfer at their March 10, 2021 meeting, please see attached.

If you have any questions, please call Janet Adams, STA Director of Projects, at (707) 399-3207.

Sincerely,

Janet Adams
STA Director of Projects

Attachments: STA March 10, 2021 Staff Report and Project Programming Request

Cc: Daryl Halls, STA Executive Director
Ron Moriguchi, District Division Chief Program & Project Management - North Bay Region



DATE: February 26, 2021
 TO: STA Board
 FROM: Janet Adams, Deputy Executive Director/Director of Projects
 Erika McLitus, Project Assistant
 RE: Surface Transportation Improvement Program (STIP) Programming Amendments

Background:

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from state gas tax which is placed into the State Highway Account. The STIP is composed of two sub-elements: 75% to the Regional Transportation Improvement Program (RTIP), with projects decided by regional agencies, and 25% to the Interregional Transportation Improvement Program (ITIP). STA is responsible for programming the RTIP for Solano County and the California Transportation Commission (CTC) programs the ITIP. In the Bay Area, the Metropolitan Transportation Commission (MTC) collects the nine counties RTIP and submits to the CTC. The STIP cycle is programmed every two years and covers a five-year period. Historically, Solano County averages about \$10M per STIP cycle in population shares of STIP funds (the RTIP) share for Solano.

The California Legislature passed Senate Bill 1 (SB1) in April of 2017. This Bill raised the state gas tax, among other revenue sources, to help fund transportation improvements. The passage of this bill was intended that future STIP shares will be more stable in the future and as the gas tax, which funds the STIP, will include a Consumer Price Index (CPI) adjuster.

Discussion:

In 2020, the STA Board prioritized three regionally significant projects to seek funding from newly created SB1 funding categories. The prioritized projects that were eligible for this funding included the I-80 Express Lanes, the I-80 Westbound Truck Scales, and I-80/I-680/State Route (SR) 12 Interchange. The STA's Regional Transportation Improvement Program (RTIP) was identified as one of the few available to STA to provide match funding for I-80 Corridor projects. After these projects were submitted for the 2020 Solutions for Congested Corridors (SCC) and Trade Corridor Enhancements (TCEP) programs, MTC informed STA that they required a funding commitment from the applicant's current STIP cycle, as well as future STIP cycles, for MTC to support the application for SCC funding for the I-80 Managed Lanes. The STA held a special Board meeting in November 2020 to approve the following programming of the 2020 STIP:

- \$5M: SR37 Fairgrounds Dr. Interchange Improvements - FY 2021-22 (STA Project Sponsor)
- \$4M: Solano I-80 Managed Lanes Project in Fairfield and Vacaville – FY 2021-22 (Caltrans Project Sponsor)
- \$30M in Advanced STIP Shares: Solano I-80 Managed Lanes Project in Fairfield and Vacaville – FY 2021-22 (Caltrans Project Sponsor)
- \$152K Planning, Programming, and Monitoring (FYs 2023-24 and 2024-25)
- \$98K Vine Trail – Calistoga to St. Helena

The I-80 Westbound Truck Scales were awarded a \$24M TCEP grant for PS&E in December 2020. Design is scheduled to begin in Spring with completion in Winter 2022. Pending approval from the STA Board, staff will apply for Right-of-Way and Construction funding from the next SB1 TCEP Cycle. However, this grant required a match, as such \$5.3 M of Regional Measure 3 (RM 3), a portion of the funds that are dedicated to the project, was committed. However, these RM 3 funds are not currently available due to the on-going litigation. In order to meet STA's funding commitment to the CTC, staff is proposing to use \$5.3M in STIP funding in lieu of RM 3 to maintain the match commitment and begin Design for this project this year. To address this need, STA has coordinated with MTC and Caltrans to propose the following funding swap:

- STA Reprograms \$5.3M in future STIP funds from the SR37 Fairgrounds Dr. Interchange Improvements project to I-80 Westbound Truck Scales. This is a loan to be repayed with RM 3 funds.
- MTC will re-pay STA future bridge toll funds from the i-80 Westbound Truck Scales in the amount of \$5.3M to then be used for the SR 37 Fairgrounds Dr. Interchange Improvements to be used for construction.

MTC staff is currently working in concert with STA staff for a Letter of No Prejudice (LONP) for the transfer of future RM 3 funds from the to I-80 Westbound Truck Scales to the SR 37 Fairgrounds Dr. Interchange Improvements project, pending the resolution of outstanding legal challenges. Since RM 3 funds are legislatively committed to the Truck Scales project, STA requests a Letter of No Prejudice (LONP) so that STA can be repaid from RM 3. STA will commit the repaid funds to complete the SR 37/Fairgrounds Dr. Project. To secure the future RM 3 funding at this time, STA is required to approve the attached LONP Request Resolution, along with the LONP, the Initial Project Report (IPR) and cash flow plan (Attachment A, including attachments to the resolution).

In addition, Caltrans has requested the \$1.939M of STIP funds on the State Route 12 corridor to be adjusted by a fiscal year (Attachment B). This follows a previous shift to move the funds from FY 2020-21 to 2021-22. Currently the request is to move the funds to FY 2022-23. These funds are for the contribution of funds to the SR 12/Church Road left tun lane and improvements.

At their meeting on February 26, 2021, the STA TAC unanimously voted to forward a recommendation to the STA Board to reprogram future STIP funds as specified to complete the PS&E phase of the I-80 Westbound Truck Scales and to shift funds from FY 2021-22 to 2022-23 for SR 12.

Fiscal Impact:

None, MTC will re-pay the loan of \$5.3M from future RM 3 funds towards the SR37 Fairgrounds Dr. Interchange Improvements project.

Recommendation:

Approve the following:

1. Program \$5.3M in future STIP funds from SR 37/Fairgrounds Drive project to I-80 Westbound Truck Scales of the 2021 STIP for Solano County;
2. Approve STA Resolution No. 2021-05 (Attachment A) and Letter of No Prejudice (LONP) Funding Allocation Request from MTC for \$5.3 million in RM3 funds for construction State Route 37/Fairgrounds Drive construction; and
3. Re-Program \$1.939M in STIP funds for SR 12/Church Rd, intersection improvements from FY 2021-22 to FY 2022-23.

Attachments:

- A. STA Reso No. 2021-05
- B. Caltrans Letter dated February 24, 2021 Requesting to Re-Program RTIP funds for SR 12 to FY 2022-23



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	21-0434	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	3/2/2021	In control:		Programming and Allocations Committee	
On agenda:	4/14/2021	Final action:			
Title:	MTC Resolution No. 3685, Revised. Regional Measure 2 (RM2) Project 35: Rescission of \$1.6 million and allocation of \$2.1 million in RM2 funds to MTC to engage a consultant to implement recommendations of the Blue Ribbon Transit Recovery Task Force.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	2e - 21-0434 - Reso 3685 - RM2 BRTF.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 3685, Revised. Regional Measure 2 (RM2) Project 35: Rescission of \$1.6 million and allocation of \$2.1 million in RM2 funds to MTC to engage a consultant to implement recommendations of the Blue Ribbon Transit Recovery Task Force.

Presenter:

Anne Spevack

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

April 14, 2021

Agenda Item 2e - 21-0434

MTC Resolution No. 3685, Revised

Subject: Regional Measure 2 (RM2) Project 35: Rescission of \$1.6 million and allocation of \$2.1 million in RM2 funds to MTC to engage a consultant to implement recommendations of the Blue Ribbon Transit Recovery Task Force.

Background: **RM2 Program Revisions**

On November 4, 2020 MTC held a public hearing to gather input on proposed changes to the RM2 capital program. The changes included reassigning \$437,576 in savings from previous regional planning projects under RM2 Project 33, the Regional Rail Master Plan, to Project 35, the Transit Commuter Benefits program, and updating the title and scope of Project 35 to include programs and studies to promote transit recovery identified by the Blue Ribbon Transit Recovery Task Force (BRTRTF). These changes were approved by the Commission on December 23, 2020.

In addition to the savings reassigned through the public hearing process, \$1.6 million in savings from previous Transit Commuter Benefits programs is available in RM2 Project 35. In total, there is approximately \$2.1 million available for reallocation in RM2 Project 35, now titled Transit Commuter Benefits Promotion and Transit Recovery.

Blue Ribbon Transit Recovery Task Force Initiatives

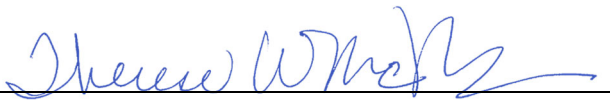
By June/July 2021, the BRTRTF is expected to endorse a Transit Transformation Action Plan that identifies actions needed to further develop a more connected, more efficient, and more user-focused transit network across the entire Bay Area and beyond to achieve ridership recovery and growth. These actions will require further refinement and analysis to address complex issues of legal authority, policy, regional transit structure and funding. MTC intends to engage consultants for these studies and analyses starting in May 2021. MTC staff request an allocation of the full \$2.1 million in RM2 savings to ensure the funding is available to support this work.

This item recommends rescinding \$1.6 million in savings from RM2 project number 35.1 and allocating this balance along with funds reassigned through the public hearing process, for a total of \$2.1 million, to MTC in a new subproject (number 35.2) for planning and implementation of Blue Ribbon Transit Recovery Task Force Initiatives.

Issues: None

Recommendation: Refer MTC Resolution No. 3685, Revised, to the Commission for approval.

Attachments: MTC Resolution No. 3685, Revised


Therese W. McMillan

Date: March 23, 2005
W.I.: 1255
Referred by: PAC
Revised: 03/22/06-DA 01/23/08-DA
05/27/09-DA 09/23/09-C
07/27/11-DA 05/22/13-C
04/28/21-C

ABSTRACT

MTC Resolution No. 3685, Revised

This resolution approves the allocation of Regional Measure 2 funds for the Transit Commuter Benefit Promotion and Transit Recovery project sponsored and implemented by the Metropolitan Transportation Commission (MTC).

This resolution includes the following attachments:

Attachment A - Allocation Summary Sheet

Attachment B - Project Specific Conditions for Allocation Approval

Attachment C - MTC staff's review of MTC's Initial Project Report (IPR) for this project

Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution was revised through Delegated Authority on March 22, 2006 to allocate an additional \$25,000 to complete the long-range marketing plan.

This resolution was revised through Delegated Authority on January 23, 2008, to allocate an additional \$300,000 for development of functionality to allow ordering of TransLink® cards through employee transit benefits programs.

This resolution was revised through Delegated Authority on May 27, 2009, to allocate an additional \$410,000 towards website development, coordination with the TransLink® backend, and consultant support for overall development, resulting in a basic web-based transit benefit program that allows both employers and employees to manage their transit benefit accounts online.

This resolution was revised through Commission action on September 23, 2009, to allocate an additional \$2,410,000 towards major improvements to the first-generation employer program website for this project.

ABSTRACT

MTC Resolution No. 3685, Revised

Page 2

This resolution was revised via Delegated Authority on July 27, 2011, to allocate an additional \$1,000,000 towards additional improvements to the existing employer program website and marketing initiatives to expand both general participation in pre-tax transit benefit programs and automated delivery of pre-tax benefits to Clipper[®] cards.

This resolution was revised through Commission Action on May 22, 2013 to allocate \$780,000 towards implementation support for the Regional Commuter Benefits Program.

This resolution was revised through Commission Action on April 28, 2021, to rescind \$1,633,909.81 from Project 35.1: Transit Commuter Benefit Promotion and to reallocate a total of \$2,071,486 to the new Project 35.2 for planning and implementation of initiatives related to the Blue Ribbon Transit Recovery Task Force.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated March 2, 2005, January 9, 2008, September 9, 2009, May 8, 2013, and April 14, 2021.

Date: March 23, 2005
W.I.: 1255
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 funds for the Transit Commuter Benefit Promotion

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 3685

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

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

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

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and lists specific capital projects and programs and transit operating assistance eligible to receive RM2 funding as identified in Streets and Highways Code Sections 30914(c) & (d); and

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

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

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan, which specifies the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636); and

WHEREAS, the Metropolitan Transportation Commission (MTC) has submitted a request for the allocation of RM 2 funds for the Transit Commuter Benefit Promotion project; and

WHEREAS, Transit Commuter Benefit Promotion is identified as capital project number 35 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, MTC has submitted an Initial Project Report (“IPR”), as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the MTC is requesting RM2 funding and the reimbursement schedule and amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM2 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff’s review of MTC’s Initial Project Report (IPR) for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM2 funds and complementary funding for the deliverable/useable RM2 project segment; and

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

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

RESOLVED, that MTC approves the allocation and reimbursement of RM2 funds in accordance with the amount and reimbursement schedule for the phase, and activities as set forth in Attachment A; and, be it further

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

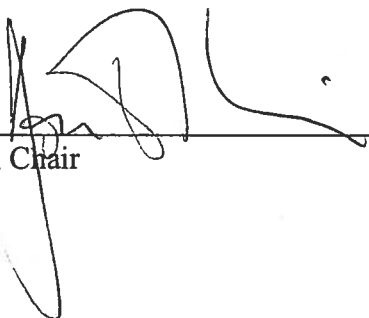
RESOLVED, that the allocation and reimbursement of RM2 funds are further conditioned upon the project specific conditions as set forth in Attachment B; and, be it further

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the availability and expenditure of the complementary funding as set forth in Attachment D; and be it further

RESOLVED, that reimbursement of RM2 funds as set forth in Attachment A is subject to the availability of RM2 funding; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



Jon Rubin, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on March 23, 2005.

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Blue Ribbon Transit Recovery Task Force Initiatives
Sponsor: Metropolitan Transportation Commission
Project Number: 35.2

Allocation No. 35.2-1					
Activities to be funded with Allocation #1:					
Related to the Blue Ribbon Transit Recovery Task Force, MTC will plan and implement activities from the Transit Transformation Action Plan, and other related transit recovery activities. This may include, but is not limited to, analysis of regional transit structure and administration/management alternatives, performing business case analyses, development of implementation plans, and implementation of recommendations from these studies.					
Funding Information for Allocation #1:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
21368509	28-Apr-21	\$ 2,071,486	ENV/PS&E/CON	FY2020-21	\$ 2,071,486

REGIONAL MEASURE 2 PROGRAM Project Specific Conditions

Project Title: Blue Ribbon Transit Recovery Task Force Initiatives
Sponsor: Metropolitan Transportation Commission
Project Number: 35.2

The allocation and reimbursement of RM2 funds for the above project are conditioned upon the following:

1. None

RM2 Project Number: 35.2
Blue Ribbon Transit Recovery Task Force Initiatives

Lead Sponsor	Other Sponsors(s)	Implementing Agency (if applicable)
Metropolitan Transportation Commission	N/A	N/A
Legislated Project Description		
Marketing programs, projects, and studies to promote transit ridership and transit system performance, including but not limited to tax-saving opportunities for employers and employees as specified in Section 132(f)(3) or 162(a) of the Internal Revenue Code. Goal is to increase the participation rate of employers offering employees a tax-free benefit to commute to work by transit and to implement transit recovery strategies identified by the Blue Ribbon Transit Recovery Task Force.		
RM2 Legislated Funding (in \$1,000)		Total Estimated Project Cost (in \$1,000)
35.1 Transit Commuter Benefits Promotion (\$3,366)		\$2,071
35.2 Blue Ribbon Transit Recovery Task Force Initiatives (\$2,071)		
Project Purpose and Description		
By June/July 2021, the Blue Ribbon Transit Recovery Task Force (BTRTF) is expected to endorse a Transit Transformation Action Plan that identifies actions needed to further develop a more connected, more efficient, and more user-focused transit network across the entire Bay Area and beyond to achieve ridership recovery and growth. These actions may require further refinement and analysis to address complex issues of legal authority policy, regional transit structure, and funding. Based on the work of the Blue Ribbon Transit Recovery Task Force, MTC will engage consultants to conduct planning studies and analyses of upcoming Transit Transformation Action Plan activities and other related transit recovery activities. This may include, but is not limited to, analysis of regional transit structure and administration/management alternatives, performing business case analyses, development of implementation plans, and implementation of any recommendations from these studies.		
Funding Description		
Committed Funds: RM2.		
Uncommitted Funds: None		
Operating Capacity: N/A		

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Environmental, Planning, and Preliminary Engineering	04/2021	06/2025	\$2,071
2	Plans, Specifications and Estimates			
3	Right-of-Way			
4	Construction			
Total:				\$2,071

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts in Thousands)

Project Title	Blue Ribbon Transit Recovery Task Force Initiatives					Project No. 35.2				
Lead Sponsor	Metropolitan Transportation Commission									
Fund Source	Phase	Prior	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	Future	Total
Committed										
RM2	ENV		2,071							2,071
										-
										-
										-
										-
										-
Total:		-	2,071	-	-	-	-	-	-	2,071
Uncommitted										
										0
										0
Total:		0	0	0	0	0	0	0	0	0
Total Project Committed and Uncommitted										
		Prior	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	Future	Total
Total:		-	2,071	-	-	-	-	-	-	2,071

REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: Blue Ribbon Transit Recovery Task Force Initiatives
Sponsor: Metropolitan Transportation Commission
RM2 Project Number: 35.2

(all funds in \$ thousands)

RM2 Project # 35.2	PRIOR	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	TOTAL
RM2 Funds Total	-	200	468	468	468	468	-	2,071
Environmental (ENV)	0	200	468	468	468	468	0	2,071
RM2		200	468	468	468	468		2,071
								0
								0
								0
Final Design (PS&E)	0	0	0	0	0	0	0	0
								0
								0
								0
								0
Right of Way	0	0	0	0	0	0	0	0
								0
								0
								0
								0
Construction	0	0	0	0	0	0	0	0
								0
								0
								0
								0
TOTAL FUNDING								
Environmental	0	200	468	468	468	468	0	2,071
Final Design (PS&E)	0	0	0	0	0	0	0	0
Right of Way	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0
PROJECT TOTAL	0	200	468	468	468	468	0	2,071



Metropolitan Transportation Commission

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Legislation Details (With Text)

File #:	21-0446	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	3/3/2021	In control:		Programming and Allocations Committee	
On agenda:	4/14/2021	Final action:			
Title:	MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letters of No Prejudice to the Alameda County Transportation Commission for the SR-262 (Mission Blvd) Cross Connector Project, and to the Solano Transportation Authority for the I-80 Westbound Truck Scales Project.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	2f - 21-0446 - Reso 4412 - RM3 LONP.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letters of No Prejudice to the Alameda County Transportation Commission for the SR-262 (Mission Blvd) Cross Connector Project, and to the Solano Transportation Authority for the I-80 Westbound Truck Scales Project.

Presenter:

Kenneth Kao

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

April 14, 2021

Agenda Item 2f - 21-0446

MTC Resolution No. 4412, Revised

Subject: Regional Measure 3 (RM3) Letters of No Prejudice to the Alameda County Transportation Commission for the SR-262 (Mission Blvd) Cross Connector Project, and to the Solano Transportation Authority for the I-80 Westbound Truck Scales Project.

Background: **Regional Measure 3 Letters of No Prejudice (LONP)**
Bay Area voters approved Regional Measure 3 (RM3) on June 5, 2018, and on December 19, 2018, the Bay Area Toll Authority (BATA) adopted a toll schedule phasing in the resulting toll increase. The first dollar of the toll increase was implemented on January 1, 2019. RM3 is under litigation and collected RM3 revenue is being held in an escrow account. No allocations of RM3 funds are anticipated until and unless litigation is resolved in favor of RM3. In December 2019, MTC approved a Letter of No Prejudice (LONP) process as part of the overall RM3 Policies and Procedures to allow project sponsors to move projects forward with alternate funds, at-risk, while maintaining RM3 eligibility if and when RM3 funds are available.

Through MTC Resolution No. 4412, the Commission may approve specific RM3 LONPs, at the request of project sponsors, and following the RM3 Policies and Procedures. Details on each LONP request specifying the amount and scope for which RM3 eligibility will be preserved will be included in the attachments to the resolution.

SR-262 (Mission Blvd.) Cross Connector Project in Alameda County

The Alameda County Transportation Commission (ACTC) submitted an RM3 LONP request for \$10 million for the environmental document phase of the SR-262 (Mission Blvd.) Cross Connector Project, part of RM3 project 29. The Project will improve operations, safety, east-west regional connectivity, and reduce congestion for travel between Interstate 680 and Interstate 880 within the SR-262 Mission Boulevard area in Fremont. The Project is currently in the scoping phase, which should be completed summer 2021. ACTC expects to complete the environmental phase by mid-2025.

I-80 Westbound Truck Scales Project in Solano County

The Solano Transportation Authority (STA) submitted an RM3 LONP request for \$5.3 million for the final design phase of the I-80 Westbound Truck Scales project, part of RM3 project 22. The Project will replace the existing Cordelia Truck Scales along Westbound I-80 in Solano County. The existing truck scales facility was constructed in 1958 and is under capacity to meet today's needs. The Project received \$24 million in Senate Bill 1 (SB1) Trade Corridor Enhancement Program (TCEP) funds in 2020, which requires a \$5.3 million match originally coming from RM3. STA expects to complete the final design phase by mid-2024.

LONP Funding Source

The RM3 Policies and Procedures require that the project sponsor provides a non-RM3 source of funding to cover the portion that would be covered by RM3 funds, and that a plan be provided in case the RM3 funds never become available. In lieu of RM3 funds at this time, ACTC will use its local option sales tax (Measure BB) to complete the environmental document phase of the SR-262 (Mission Blvd.) Cross Connector project, and STA will use State Transportation Improvement Program (STIP) funds to complete the final design phase of the I-80 Westbound Truck Scales project. Note the STIP funds are subject to action by this Committee (under item 2d on this month's agenda) and by the California Transportation Commission (CTC). ACTC and STA understand the risk that RM3 funds may never become available.

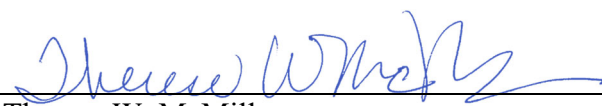
Staff has reviewed the Initial Project Reports and LONP requests and recommend issuing LONPs. Issuing LONPs will preserve the eligibility of activities related to the above-mentioned projects in Alameda and Solano Counties occurring after the issuance of the LONP, for future RM3 allocation and reimbursement if RM3 legislation is resolved favorably.

An RM3 LONP does not represent a general funding commitment by MTC. In the event RM3 funds do not become available, there is no expectation that MTC or BATA will provide alternate funds.

Issues: If the RM3 litigation is not resolved favorably, funds may never become available to reimburse ACTC and STA. ACTC and STA have acknowledged this risk in their agency resolution and MOU. Further, the I-80 Westbound Truck Scales LONP is conditioned on the CTC's approval of the STIP amendment programming \$5.3 million to the project.

Recommendation: Refer MTC Resolution No. 4412, Revised to the Commission for approval. Because Resolution No. 4412, Revised is proposed for revision under another agenda item, it is included once under agenda item 3a with all proposed revisions.

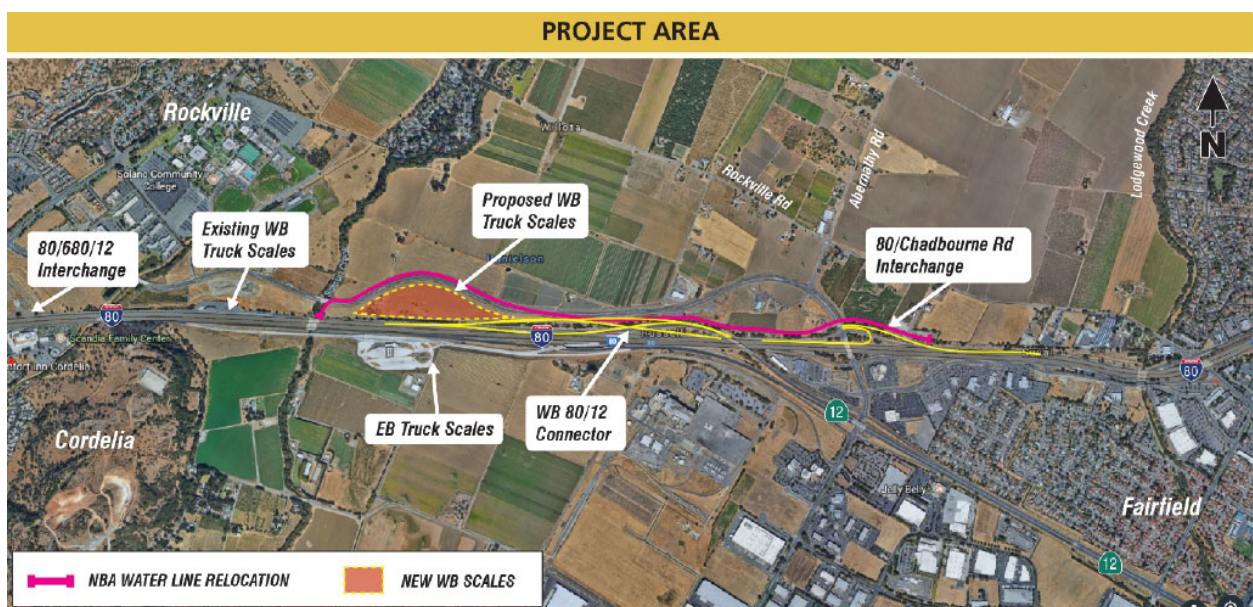
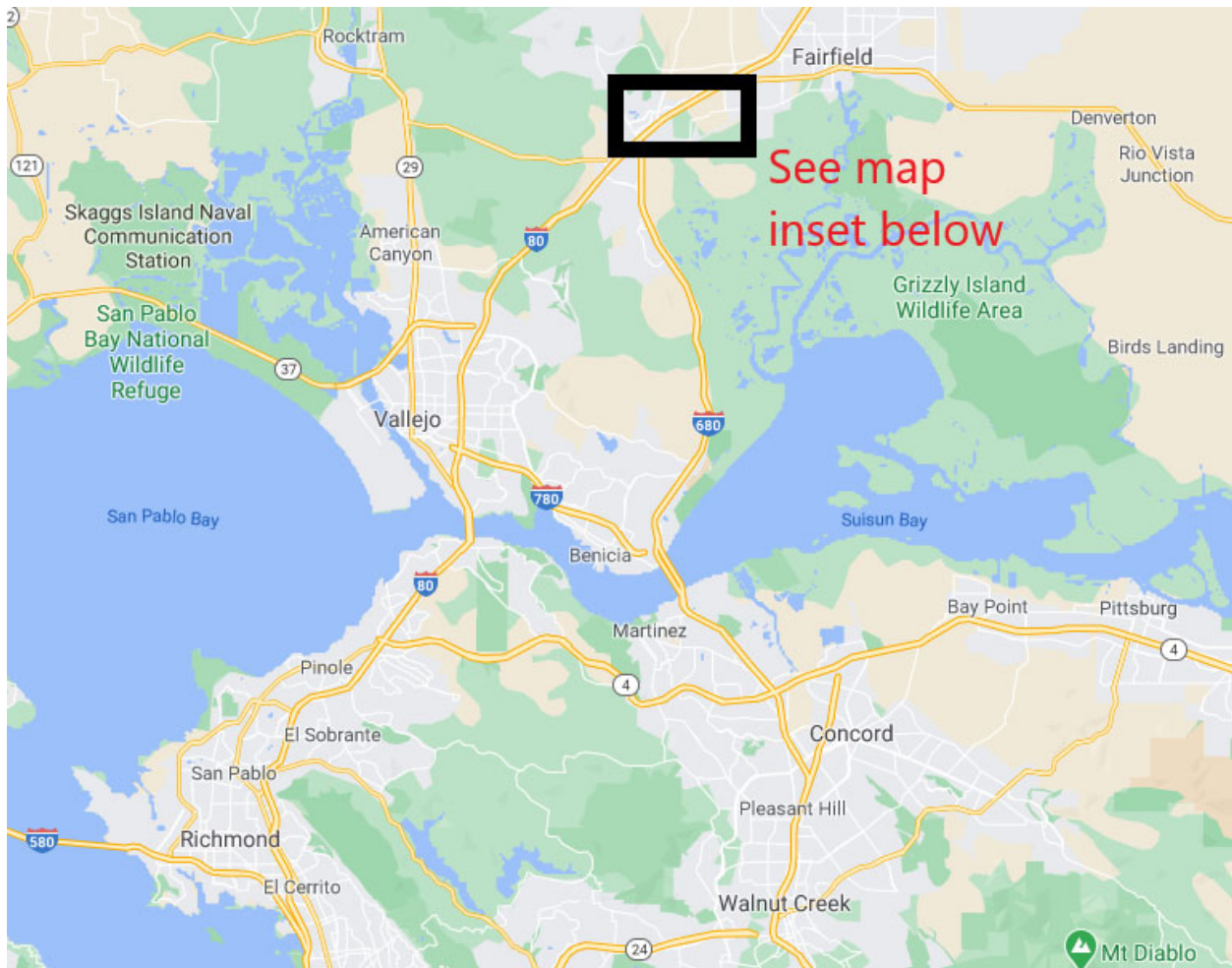
Attachments: Attachment A: Project Area Maps
MTC Resolution No. 4412, Revised can be found under Agenda Item 3a to this packet.


Therese W. McMillan



Attachment A-2

Project Area Map: Solano I-80 Westbound Truck Scales Project





Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 21-0453 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 3/3/2021 **In control:** Programming and Allocations Committee
On agenda: 4/14/2021 **Final action:**
Title: MTC Resolution No. 4428, Revised. Regional Measure 2 (RM2). Revision to Regional Measure 2 (RM2) Operating and Marketing Program to adjust the ferry program and make minor changes to the marketing program.

Sponsors:

Indexes:

Code sections:

Attachments: [2g - 21-0453 - Reso 4428 - Ferry Program and Mktg.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4428, Revised. Regional Measure 2 (RM2). Revision to Regional Measure 2 (RM2) Operating and Marketing Program to adjust the ferry program and make minor changes to the marketing program.

Presenter:

Terence Lee

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

April 14, 2021

Agenda Item 2g - 21-0453

MTC Resolution No. 4428, Revised

Subject: Revision to Regional Measure 2 (RM2) Operating and Marketing Program to adjust the ferry program and make minor changes to the marketing program.

Background: Regional Measure 2 (RM2) funds support transit services in bridge corridors, including ferry operations by the Water Emergency Transportation Authority (WETA). WETA is currently operating service on the Vallejo and Alameda/Oakland routes, but not the Harbor Bay or South San Francisco routes. This revision adjusts the funding for these services to reflect current operating levels. The table below shows the original and revised programming.


Ferry Routes	Original	Revised
Alameda Harbor Bay	\$ 1,021,404	\$ 286,600
Alameda/Oakland	\$ 3,198,092	\$ 3,391,200
Vallejo	\$ 5,010,999	\$ 6,910,700
South San Francisco	\$ 1,556,006	\$ 198,000
Bay Bridge Forward	\$ 846,000	\$ 846,000
	\$ 11,632,500	\$ 11,632,500

Within the RM2 marketing program, \$86,000 is proposed to be redirected from the 511 Program to the Return-to-Transit Plan, which is part of the Blue Ribbon Transit Recovery effort.

Issues: None

Recommendation: Refer MTC Resolution No. 4428, Revised to the Commission for approval.

Attachments: MTC Resolution No. 4428, Revised
- Attachment A, RM2 Operating and Marketing Program of Projects


Therese W. McMillan

Date: June 24, 2020
W.I.: 1255
Referred by: PAC
Revised: 10/28/20-C
01/27/21-ED
04/28/21-C

ABSTRACT

Resolution No. 4428, Revised

This resolution adopts the Regional Measure 2 (RM2) Operating and Marketing Assistance Program for FY2020-21.

On October 28, 2020, RM2 marketing funds were reprogrammed to the Return to Transit Plan from the Hub Regional Resource project.

On January 27, 2021, \$150,000 in RM2 operating was shifted from the GX to Red Line at the request of Solano Transportation Authority.

On April 28, 2021, Attachment-A was revised to update the programming for ferry route and shift marketing funds from the 511 Program to the Return to Transit project.

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheet dated June 10, 2020, October 14, 2020 and April 14, 2021.

Date: June 24, 2020
W.I.: 1255
Referred by: PAC

RE: Adoption of FY2020-21 RM2 Operating Assistance Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4428

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

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

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

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and identifies specific projects eligible to receive RM2 funding for operating assistance as identified in Section 30914(d) of the California Streets and Highways Code; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by bonding or transfers to MTC; and

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

WHEREAS, MTC has developed guidelines for the programming and use of the RM2 funds for operating support of transit projects, and

WHEREAS, these guidelines state that MTC will adopt a project specific budget for RM2 operating funds prior to the beginning of each fiscal year, now, therefore be it

RESOLVED, that MTC adopts a program that establishes RM2 operating subsidy amounts for FY2020-21, as outlined in Attachment A and incorporated herewith as though set forth at length; and, be it further

RESOLVED, that the Executive Director is authorized to make programming changes to Attachment A, up to \$200,000 for each project, in consultation with the affected sponsor.

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on June 24, 2020.

Attachment A
MTC Resolution No. 4428

FY 2020-21 RM-2 Operating Assistance Program -- Streets and Highways Code 30914(d)

Project Name	Sponsor	Route	Programmed (notes 1,2)
Richmond Bridge Express	Golden Gate Transit	Route 40	\$ 1,743,976
Total			1,743,976
Napa VINE Service	NVTA	Route 29	\$ 300,612
Total			300,612
Express Bus North	SolTrans	Yellow Line	\$ 537,610
	SolTrans	Red Line	\$ 720,867
	ECCTA	Route 300	\$ 374,944
	FAST	Blue Line	\$ 327,097
	FAST	Green Express	\$ 298,803
	Golden Gate Transit	Route 72x	\$ 71,391
	Golden Gate Transit	Route 101	\$ 137,714
	WestCat	Route JPX	\$ 175,752
Total			2,644,178
Express Bus South	AC Transit	Route F	\$ 628,060
	AC Transit	Route LA	\$ 103,467
	AC Transit	Route NL/BA	\$ 1,888,257
	AC Transit	Route NX1	\$ 64,704
	AC Transit	Route NX2	\$ 62,175
	AC Transit	Route O	\$ 549,249
	AC Transit	Route P	\$ 271,449
	AC Transit	Route U - Dumbarton	\$ 219,423
	AC Transit	Route W	\$ 39,889
	CCCTA	Route 96X	\$ 102,464
	WestCat	Hercules LYNX/JX	\$ 648,283
	LAVTA	Rapid	\$ 409,489
Total			4,986,908
Dumbarton Bus	AC Transit	Routes DB	\$ 1,045,393
	AC Transit	Route DB1	\$ 1,081,575
Total			2,126,968
Ferry Service	WETA	Alameda Harbor Bay	\$ 286,600
	WETA	Alameda/Oakland	\$ 3,391,200
	WETA	Vallejo	\$ 6,910,700
	WETA	South San Francisco	\$ 198,000
	WETA	Bay Bridge Forward	\$ 846,000
Total			11,632,500
Owl Service	AC Transit	Route 800	\$ 594,154
	AC Transit	Route 801	\$ 470,836
	MUNI	Route 14	\$ 132,188
	SamTrans	Route 397	\$ 215,643
Total			1,412,820
MUNI Metro 3rd Street	SF MUNI	Metro 3rd Street extensor	\$ 1,762,500
AC Transit Rapid Bus	AC Transit	Route 1/Rapid	\$ 2,115,000
WETA planning	WETA	Planning and operations	\$ 2,115,000
Clipper	MTC	Operations	\$ 1,410,000
Transbay Transit Center	TJPA	Terminal Operations	\$ 2,115,000
Grand Total			\$ 34,365,463

FY 2020-21 RM2 Marketing Assistance Program (note 2 and 3)

Project Name	Operator	Programmed
Clipper®	MTC	\$ 2,600,000
Regional Map and Wayfinding	MTC	\$ 500,000
511 Program	MTC	\$ 254,000
Return-to-Transit Plan	MTC	\$ 337,000
Fare Integration Project	MTC	\$ 300,000
AC Transit Services	AC Transit	\$ 500,000
Grand Total		\$ 4,491,000

Notes:

1. The amounts listed reflect the RM2 base subsidy, with certain projects subject to a 1.5% annual escalation rate through FY2015-16. Escalation was suspended starting in FY2008-09 until BATA RM2 receipts surpassed the amounts budgeted to fund the legislative operating projects. Escalation was restored in FY20105-16 for eligible projects. In FY2020-21, the FY2019-20 original programming amounts were reduced proportionally based on reduced revenue estimate due to COVID-19. The RM2 operating program is limited to 38% of annual receipts by statute. Programming amounts will be adjusted, as necessary, to stay within available revenue.
2. Amounts shown are subject to approval of the FY2020-21 BATA Budget and funding availability.
3. Marketing assistance program are funded with RM2 toll revenue receipts pursuant to Streets and



Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 21-0431 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 3/2/2021 **In control:** Programming and Allocations Committee
On agenda: 4/14/2021 **Final action:**
Title: MTC Resolution No. 4475, Revised. 2021 Transportation Improvement Program (TIP) Amendment 2021-03

Sponsors:

Indexes:

Code sections:

Attachments: [2h - 21-0431 - Reso 4475 - TIP Amendment 2021-03.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4475, Revised. 2021 Transportation Improvement Program (TIP) Amendment 2021-03

Presenter:

Adam Crenshaw

Recommended Action:

Commission Approval

Metropolitan Transportation Commission

Programming and Allocations Committee

April 14, 2021

Agenda Item 2h - 21-0431

MTC Resolution No. 4475

Subject: 2021 Transportation Improvement Program (TIP) Amendment 2021-03.

Background: The federally required TIP is a comprehensive listing of Bay Area surface transportation projects that receive federal funds, are subject to a federally required action or are regionally significant. As required by state statutes, MTC, as the federally designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area Region, must prepare and adopt the TIP every two years. The 2021 TIP, covering the four-year period from FY 2020-21 through 2023-24, was adopted by the Commission on February 24, 2021, and is scheduled to be approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on April 16, 2021. The 2021 TIP is valid for four years under federal regulations. The TIP may be revised to make necessary changes prior to the next update. The TIP is posted on MTC's website at: <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program>.

Amendment 2021-03 makes revisions to 57 projects with a net funding increase of approximately \$367 million. Among other changes, this revision will:

- Add seven new exempt projects and update 16 existing projects and 2 existing grouped listings to reflect the adoption of the FY2020-21 Transit Capital Priorities (TCP) Program of Projects;
- Add three new exempt projects and update the funding plan of one existing project to reflect the approval of the state's portion of Cycle 5 of the Active Transportation Program;
- Add two new exempt projects and update the funding plan of one existing project to reflect the awards of discretionary funding from the Federal Transit Administration;
- Add one new exempt project and update the funding plan of one existing project to reflect the award of funding through the One Bay Area Grant 2 Program (OBAG2);
- Archive six projects; and
- Carry forward changes made in the 2019 TIP that were not included in the Final 2021 TIP.

The revisions made with this amendment do not conflict with the financial constraint requirements of the TIP, and therefore the 2021 TIP remains financially constrained with this amendment.

The 2021 TIP is also designed such that, once implemented, it makes progress toward achieving the performance targets established per federal regulations.

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

The TIP Revision Summary for this amendment is attached (Attachment 1) and is also available in the MTC offices at 375 Beale Street, San Francisco, CA, and is posted on the Internet at: <http://mtc.ca.gov/our-work/fund-invest/tip/tip-revisions-and-amendments>.

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

This amendment will be transmitted to Caltrans after the Commission approval; after its review, Caltrans will forward the amendment to FTA/FHWA as required for final federal agency review and approval.

Issues:


This Amendment contains changes that are contingent upon Commission approval of programming changes included in Programming and Allocations Committee Item 4a: MTC Resolution Nos. 4169, Revised; 4272, Revised; 4456; and 4457: FY2020-21 Transit Capital Priorities (TCP) Program of Projects, and revisions to FY2019-20 TCP Program of Projects. Only items approved by the Committee will be forwarded to the Commission.

Recommendation:

Refer MTC Resolution No. 4475, Revised to the Commission for approval.

Attachments:

Attachment 1, Summary Report of Amended Projects for TIP Amendment 2021-03
MTC Resolution No. 4475, Revised


Therese W. McMillan

**TIP Revision Summary
2021-03**

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Local Road					
ALA210001	Oakland	Oakland 7th Street Connection Improvements	Amend a new exempt project into the TIP with \$14.2M in ATP and \$6.5M in Local funds	\$20,733,000	~%
ALA210002	Oakland	East Oakland Neighborhood Bike Routes	Amend a new exempt project into the TIP with \$17.3M in ATP and \$4.6M in Local funds	\$21,859,000	~%
CC-170057	Richmond	Richmond: Roadway Preservation and ADA Improvement	Update the funding plan to reprogram \$1.6M in SB1 from FY21 to FY20 to reflect obligation	\$0	0.0%
CC-210001	Contra Costa County	North Bailey Road Active Transportation Corridor	Amend a new exempt project into the TIP with \$6.2M in ATP and \$686K in Local funds	\$6,845,000	~%
MRN110032	San Anselmo	San Anselmo - Center Blvd Bridge Replace (27C0079)	Update the funding plan to change the source for \$3.6M in CON funds from Local to HBP and reprogram all CON funds from FY24 to FY25	\$0	0.0%
MRN110035	Marin County	Mountain View Rd Bridge Replacement - 27C0154	Update the funding plan to reprogram \$2.2M in CON from FY24 to FY25 and change the source from Local to HBP	\$0	0.0%
NAP110026	Napa County	Hardin Rd Bridge Replacement - 21C0058	Update the funding plan to reprogram \$200K in ROW from FY24 to FY25 and \$5M in CON from FY24 to FY25 and change the source for these funds from Local to HBP	\$0	0.0%
NAP110027	Napa County	Loma Vista Dr Bridge Replacement - 21C0080	Update the funding plan to reprogram \$900K in PE HBP from FY21 to FY24, \$200K in ROW HBP from FY23 to FY25, and \$5M in CON HBP from FY23 to FY25	\$0	0.0%
SCL110125	Santa Clara Valley Transportation Authority (VTA)	Local PDA Planning - Santa Clara	Archive this project as all of the funding has been obligated	\$0	0.0%
SCL130004	San Jose	San Jose - Better Bikeways	Archive this project as all of the funding has been obligated	\$0	0.0%
SCL130016	San Jose	East San Jose Bikeways	Archive this project as all of the funding has been obligated	\$0	0.0%
SCL170029	San Jose	Tully Road Safety Improvements	Update the project description to include pavement preservation and update the funding plan to change the source for \$6M in FY21 CON funds from CMAQ to STP	\$0	0.0%
SCL170030	San Jose	McKee Road Safety Improvements	Update the project description to include pavement preservation	\$0	0.0%
SCL170062	San Jose	Eastside Alum Rock (East of 680) Urban Village	Archive this project as it has been completed	\$0	0.0%
SF-110005	San Francisco Dept of Public Works (SFDPW)	Great Highway Restoration	Updated the project scope to include curb ramp improvements on Sloat Blvd and remove road diet scope on Great Highway and update the funding plan to add \$212K in Local funds	\$231,000	5.3%
SF-210001	San Francisco County Transport Authority (SFCTA)	Yerba Buena Island Multi-Use Pathway	Amend a new exempt project into the TIP with \$1M in STP-PCA funds, \$1M in LPP, and \$1M in Infill Infrastructure Grant funds and \$86.4M in RTP-LRP funds	\$89,400,000	~%
SOL170010	Fairfield	Grange Middle School SR2S and PavementPreservation	Update the name and description to include additional pavement preservation in the vicinity of Grange Middle School and update the funding plan to add \$2.1M in STP-SubHIP funds and \$248K in Local PE funds	\$2,348,120	821.0%

System: Public Lands/Trails



TIP Revision Summary
2021-03

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
ALA190016	Albany	Ohlone Greenway Trail Safety Improvements	Update the funding plan to reprogram CON from FY20 to FY21	\$0	0.0%
CC-170014	San Ramon	Iron Horse Trail Bike and Pedestrian Overcrossing	Update the funding plan to change the source for \$9.2M in CON funds from Local to STIP as the STIP funds are being transferred from CC-070035 and for \$390K in CON funds from Local to TFCA and reprogram funds between years and phases	\$0	0.0%
SM-170041	Brisbane	Crocker Trail Commuter Connectivity Upgrades	Update the project description to include the installation of amenities	\$0	0.0%
VAR190009	Caltrans	GL: Recreational Trails Program	Carry grouped listing forward into the 2021 TIP	\$0	0.0%
System: State Highway					
ALA070009	Alameda County Transportation Commission (ACTC)	Oakland/Alameda Access Project	Update the funding plan to change the source for \$25M from RTP-LRP to Sales Tax and reprogram funds between years and phases and add \$47M in FY23 CON Sales Tax funds	\$46,900,000	56.5%
CC-010023	Contra Costa Transportation Authority (CCTA)	I-680/SR 4 I/C Reconstruction - Ph 1 & 2a	Update the funding plan to change the year and source for \$18M in PSE from FY25 RTP-LRP to FY21 SB1-TCEP, for \$8M in PSE from FY25 RTP-LRP to FY21 Local and for \$14M in ROW from FY25 RTP-LRP to FY22 Local; and reprogram \$800K in RTP-LRP from ROW to CON	\$0	0.0%
CC-070035	Contra Costa Transportation Authority (CCTA)	Reconstruct I-80/San Pablo Dam Rd Interchange	Update the funding plan to change the source and program year for \$9.2M in ROW funds from FY22 STIP to FY25 RTP-LRP as the STIP funds are being transferred to CC-170014	\$0	0.0%
MRN050034	Transportation Authority of Marin (TAM)	US 101 HOV Lanes - Marin-Sonoma Narrows (Marin)	Update the funding plan to change the source and program year for \$40M in CON from FY25 RTP-LRP to FY22 SB1-SCCP and for \$59M in CON from FY25 RTP-LRP to FY22 Local, and add \$7M in FY21 ROW Local, \$4M in FY21 ROW Sales Tax and \$37M in FY22 CON Local	\$35,180,000	10.0%
SCL190002	Santa Clara Valley Transportation Authority (VTA)	I-280/Foothill Expressway Off Ramp Improvement	Archive this project as it has been completed	\$0	0.0%
SCL190006	Santa Clara Valley Transportation Authority (VTA)	Double Lane Southbound US 101 off-ramp to SB SR 87	Archive this project as no further federal actions are expected	\$0	0.0%
SOL190025	Caltrans	Solano WB I-80 Cordelia Truck Scales	Carry this project forward into the 2021 TIP	\$0	0.0%
System: Transit					
ALA210003	Livermore Amador Valley Transit (LAVTA)	LAVTA Replacement 40' Hybrid Buses	Amend a new exempt project into the TIP with \$7.4M in 5307, \$3.4M in 5339 and \$2.7M in TDA funds	\$13,551,400	~%
ALA210004	Livermore Amador Valley Transit (LAVTA)	LAVTA Fareboxes for Replacement Vehicles	Amend a new exempt project into the TIP with \$266K in 5307 and \$66K in TDA funds	\$332,017	~%
ALA210005	Livermore Amador Valley Transit (LAVTA)	LAVTA AVLs for Replacement Vehicles	Amend a new exempt project into the TIP with \$418K in 5307 and \$104K in TDA funds	\$522,240	~%

**TIP Revision Summary
2021-03**

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
ALA210006	Livermore Amador Valley Transit (LAVTA)	LAVTA Radios for Replacement Vehicles	Amend a new exempt project into the TIP with \$50K in 5307 and \$13K in TDA funds	\$63,040	~%
ALA990077	Livermore Amador Valley Transit (LAVTA)	LAVTA: ADA Paratransit Operating Subsidy	Update the funding plan to add \$422K in FY21 5307 and \$106K in Local funds	\$527,895	6.2%
CC-210002	Western Contra Costa Transit Authority (WestCAT)	WestCAT: Paratransit Revenue Vehicle Replacement	Amend a new exempt project into the TIP with \$912K in 5307 and \$228K in Local funds	\$1,140,000	~%
CC-990045	Western Contra Costa Transit Authority (WestCAT)	WestCat: ADA Paratransit Operating Subsidy	Update the funding plan to add \$277K in 5307 funds and \$277K in Local funds	\$554,664	12.4%
MRN110047	Marin County Transit District	MCTD: ADA Paratransit Assistance	Update the funding plan to add \$803K in FY21 5307 and \$201K in FY21 Local funds	\$1,003,503	13.6%
MRN210001	Marin County Transit District	MCTD: Replacement Paratransit Vehicles	Amend a new exempt project into the TIP with \$404K in 5307 and \$101K in Sales Tax funds	\$505,000	~%
MRN210002	Marin County Transit District	MCTD - ADA Bus Stop Improvements	Amend a new exempt project into the TIP with \$242K in 5307 funds and \$61K in Sales Tax funds	\$303,000	~%
NAP170003	Napa Valley Transportation Authority	NVTA- Vine Transit Bus Maintenance Facility	Update the funding plan to add \$2.4M in 5307, \$197K in 5339, \$7.3M in TDA, \$63K in STA, \$5M in Private funds and \$3.6M in RTP-LRP in various years and phases	\$18,649,821	84.8%
REG090054	Water Emergency Transportation Authority (WETA)	WETA: Ferry Channel & Berth Dredging	Update the funding plan to add \$2.8M in FY21 5337, \$558K in FY21 local, and \$142K in FY21 Sales Tax funds	\$3,498,100	54.7%
REG090067	Water Emergency Transportation Authority (WETA)	WETA: Fixed Guideway Connectors	Update the funding plan to add \$4.5M in FY21 PFGP funds and \$1.1M in FY21 Local funds	\$5,570,000	38.1%
SCL170002	Santa Clara Valley Transportation Authority (VTA)	VTA BART Phase II TOD and Station Access Planning	Update the funding plan to add \$1.58M in FY21 FTA TOD Planning Grant funds and \$395K in FY21 Sales Tax funds	\$1,975,000	103.9%
SF-090035	San Francisco Municipal Transport Agency (SFMTA)	SFMTA: Paratransit Vehicle Replacements	Update the funding plan to add \$2.9M in 5307 and \$718K in Sales Tax funds	\$3,591,000	24.5%
SF-110053	Water Emergency Transportation Authority (WETA)	WETA: Replace Ferry Vessels	Update the funding plan to add \$21M in FY21 5307 and \$5.3M in FY21 STA funds	\$26,446,700	28.4%
SF-170018	San Francisco Municipal Transport Agency (SFMTA)	SFMTA: Motor Coach Mid-Life Overhaul	Update the project description to expand overhaul activities to all motor coaches and add \$17.7M in FY21 5307 and \$4.4M in FY21 Local funds	\$22,069,615	68.2%

**TIP Revision Summary
2021-03**

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SF-210002	San Francisco Municipal Transport Agency (SFMTA)	SFMTA National Transit Adaptation Strategy	Amend a new exempt project into the TIP with \$450K in FTA Public Transportation COVID-19 Research Demonstration Grant Program funds and \$443K in local operating funds	\$892,940	~%
SF-990022	San Francisco Municipal Transport Agency (SFMTA)	SFMTA: ADA Paratransit Operating Support	Update the funding plan to add \$4.1M in FY21 5307 and \$1M in FY21 Local funds	\$5,145,231	2.2%
SM-03006B	Caltrain	Caltrain: Systemwide Track Rehab & Related Struct.	Update the funding plan to add \$8M in FY21 5337 and \$2M in FY21 Local funds	\$9,941,250	5.1%
SM-050041	Caltrain	Caltrain: Signal/Communication Rehab. & Upgrades	Update the funding plan to add \$1.2M in FY21 5337 and \$300K in FY21 Local funds	\$1,500,000	3.2%
SM-150011	San Mateo County Transit District (SAMTRANS)	SamTrans - Purchase of Replacement Minivans	Update the funding plan to add \$568K in FY21 5307 and \$142K in FY21 Sales Tax funds	\$710,000	55.3%
SM-170010	Caltrain	Caltrain TVM Rehab and Clipper Functionality	Update the funding plan to add \$2.3M in FY21 5337 funds and \$575K in Local funds	\$2,875,000	101.2%
SM-990026	San Mateo County Transit District (SAMTRANS)	SAMTRANS: ADA Paratransit Operating Subsidy	Update the funding plan to add \$2M in FY21 5307 and \$500K in FY21 Sales Tax funds	\$2,499,634	12.7%
SOL110025	Solano County Transit (SolTrans)	SolTrans: ADA Paratransit Operating Subsidy	Update the funding plan to add \$367K in FY21 5307 funds and \$82K in FY21 Local funds	\$448,893	9.8%
SOL170002	Solano County Transit (SolTrans)	SolTrans: Data Management Technology Enhancements	Update the funding plan to change the source and program year for \$320K in CON from FY25 RTP-LRP to FY21 5307, reprogram \$80K in CON Local from FY17 to FY21 and add \$180K in FY21 CON 5307 and \$45K in FY21 CON Local	\$225,000	56.3%
VAR170025	Metropolitan Transportation Commission (MTC)	GL: Lifeline Transportation Program Cycle 5 and 6	Update the funding plan and back-up listing to reflect the programming of Cycle 6 along with \$5.4M in FY21 5307 and \$3.3M in FY21 Local funds	\$8,755,226	36.7%
VAR190006	Metropolitan Transportation Commission (MTC)	GL: Transit Operating Assistance	Update the funding plan and back-up listing to reflect the latest programming decisions including the addition of \$3M in 5307 and \$3M in Local funds	\$5,903,776	14.6%
VAR190007	Metropolitan Transportation Commission (MTC)	GL: Transit Preventive Maintenance	Update the funding plan and back-up listing to reflect the latest programming decisions including the addition of \$3.2M in 5307 and \$805K in Local funds	\$4,025,000	36.6%
Total Funding Change:				\$366,721,065	

TIP Revision Summary

Attachment 1

	Federal	State	Regional	Local	Total	2021 TIP Only
Current:	\$569,831,510	\$241,201,952	\$12,946,376	\$1,021,080,565	\$1,845,060,403	\$154,190,702
Proposed:	\$682,835,142	\$338,927,952	\$13,336,376	\$1,176,681,998	\$2,211,781,468	\$555,533,159
Delta:	\$113,003,632	\$97,726,000	\$390,000	\$155,601,433	\$366,721,065	\$401,342,457

Date: February 24, 2021
W.I.: 1512
Referred by: PAC
Revised: 04/28/21-C

ABSTRACT

Resolution No. 4475, Revised

This resolution adopts the 2021 Transportation Improvement Program (TIP) for the San Francisco Bay Area, and supporting documents as listed in Attachment A.

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

Further discussion of the 2021 TIP adoption is contained in the summary to the Programming & Allocations Committee dated November 4, 2020, February 10, 2021, and April 14, 2021. This resolution was revised as outlined below. Additional information on each revision is included in Attachment B: 'Revisions to the 2021 TIP'.

2021 TIP Revisions

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
2021-01	Admin. Mod.	Pending	Pending	Pending	Pending
2021-02	Admin. Mod.	Pending	Pending	Pending	Pending
2021-03	Amendment	57	\$366,721,065	4/28/2021	Pending
Net Funding Change		57	\$366,721,065		
Absolute Funding Change		57	\$366,721,065		

Date: February 24, 2021
W.I.: 1512
Referred by: PAC

Re: 2021 Federal Transportation Improvement Program (TIP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4475

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

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

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

WHEREAS, Section 65074 of the California Government Code requires all state MPOs to update their TIPS concurrently every even year, except for 2020; and

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

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

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

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

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

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

WHEREAS, federal regulations prescribe the timely use of federal apportionment and obligation authority; and

WHEREAS, federal regulations (23 CFR §630.106) prescribe the timely expenditure, invoicing and reimbursement of federally obligated transportation funds; and

WHEREAS, state statutes (Streets and Highways Code Section 182), and California Transportation Commission (CTC) policies and guidance prescribe requirements for the timely use of federal and state funds; and

WHEREAS, MTC has adopted the regional project funding policy (MTC Resolution 3606, Revised) prescribing management practices, expectations and requirements on state and federal funds coming to the region in order to meet federal and state timely use of funds requirements; and

WHEREAS, MTC has found in MTC Resolution No. 4374 that the 2021 TIP, as set forth in this resolution, conforms to the applicable provisions of the SIP for the San Francisco Bay Area; and

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

RESOLVED, that MTC adopts the 2021 TIP, attached hereto as Attachment A and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC has developed the 2021 TIP in cooperation with the Bay Area County Transportation Agencies, transit operators, the Bay Area Air Quality Management District (BAAQMD), the California Department of Transportation (Caltrans), and other partner agencies and interested stakeholders, and in consultation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and U.S. EPA; and, be it further

RESOLVED, that the 2021 TIP was developed in accordance with the region's Public Participation Plan and consultation process (MTC Resolution No. 4174, Revised) as required by Federal Regulations (23 CFR §450.316); and, be it further

RESOLVED, that the projects and programs included in the 2021 TIP, attached hereto as Attachment A to this resolution, and incorporated herein as though set forth at length, are consistent with the RTP; and, be it further

RESOLVED, that the 2021 TIP is financially constrained, by year, to reasonable estimates of available federal, state and local transportation funds; and, be it further

RESOLVED, that the 2021 TIP makes progress toward achieving the performance targets established under §450.306(d); and, be it further

RESOLVED, that MTC approves the EPSP developed by MTC, the State, and public transportation operators within the region for the federal TIP as required by federal regulations

(23 CFR 450.332(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A to this Resolution, and MTC Resolution 3606, Revised; and, be it further

RESOLVED, that projects and project sponsors with funds programmed in the federal TIP must comply with the provisions and requirements of the regional project funding delivery policy, MTC Resolution 3603, Revised; and, be it further

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

RESOLVED, that the public participation process conducted for the 2021 TIP satisfies the public involvement requirements of the FTA annual Program of Projects for applicable fund sources; and, be it further

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

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

RESOLVED, that MTC finds that the 2021 TIP conforms to the applicable provisions of the State Implementation Plan (SIP) and the applicable transportation conformity budgets in the SIP approved for the national 8-hour ozone standard and to the emissions test for the national fine particulate matter standard (MTC Resolution No. 4474); and, be it further

RESOLVED, that the projects and programs included in the 2021 TIP do not interfere with the timely implementation of the traffic control measures (TCMs) contained in the SIP; and, be it further

RESOLVED, that MTC finds all regionally significant capacity-increasing projects included in the 2021 TIP are consistent with the Amended Plan Bay Area 2040 (the 2040

Regional Transportation Plan including the Sustainable Communities Strategy for the San Francisco Bay Area) and, be it further

RESOLVED, that revisions to the 2021 TIP as set forth in Attachment B to this resolution and incorporated herein as though set forth at length, shall be made in accordance with rules and procedures established in the public participation plan and in MTC Resolution No. 4475, and that MTC's review of projects revised in the TIP shall be accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757, Revised) and as otherwise adopted by MTC; and, be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in dark ink, appearing to be 'AP' followed by a long horizontal stroke.

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations on February 24, 2021.

Date: February 24, 2021
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 4475
Page 1 of 1

2021 Transportation Improvement Program

The 2021 Transportation Improvement Program for the San Francisco Bay Area, adopted February 24, 2021, is comprised of the following, incorporated herein as though set forth at length:

- A Guide to the 2021 Transportation Improvement Program (TIP) for the San Francisco Bay Area
- TIP Overview
- Expedited Project Selection Process
- TIP Revision Procedures
- Financial Capacity Assessments
- County Summaries
- Project Listings
- Appendices
- The 2021 TIP Investment Analysis: Focus on Low-Income and Minority Communities
- The 2021 TIP Performance Report

Date: February 24, 2021
W.I.: 1512
Referred by: PAC
Revised: 04/28/21-C

Attachment B
Resolution No. 4475
Page 1 of 1

Revisions to the 2021 TIP

Revisions to the 2021 Transportation Improvement Program (TIP) are included as they are approved.

Revision 2021-01 is a pending administrative modification.

Revision 2021-02 is a pending administrative modification.

Revision 2021-03 is an amendment that revises 57 projects with a net funding increase of approximately \$367 million. The revision was referred by the Programming and Allocations Committee on April 14, 2021, and approved by the MTC Commission on April 28, 2021. Caltrans approval is expected in late May 2021, and final federal approval is expected in mid-June 2021. Among other changes, this revision:

- Adds seven new exempt projects and updates 16 existing projects and 2 grouped listings to reflect the adoption of the FY2020-21 Transit Capital Priorities Program of Projects;
- Adds three new exempt projects and updates the funding plan of one existing project to reflect the approval of the state's portion of Cycle 5 of the Active Transportation Program;
- Adds two new exempt projects and updates the funding plan of one existing project to reflect the awards of discretionary funding from the Federal Transit Administration;
- Adds one new exempt project and updates the funding plan of one existing project to reflect the award of funding through the One Bay Area Grant 2 Program (OBAG2);
- Archives six projects; and
- Carries forward changes made in the 2019 TIP that were not included in the Final 2021 TIP.

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	21-0527	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	3/22/2021	In control:		Programming and Allocations Committee	
On agenda:	4/14/2021	Final action:			
Title:	MTC Resolution No. 4202, Revised. Revisions to the One Bay Area Grant 2 Program (OBAG 2) to change the federal fund source of \$13.9 million for the Golden Gate Bridge Suicide Deterrent System project.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	2i - 21-0527 - Reso 4202 - GGB FHIP.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4202, Revised. Revisions to the One Bay Area Grant 2 Program (OBAG 2) to change the federal fund source of \$13.9 million for the Golden Gate Bridge Suicide Deterrent System project.

Presenter:

Mallory Atkinson

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

April 14, 2021

Agenda Item 2i - 21-0527

MTC Resolution No. 4202, Revised

Subject: Revisions to the One Bay Area Grant 2 Program (OBAG 2) to change the federal fund source of \$13.9 million for the Golden Gate Bridge Suicide Deterrent System project.

Background: In recent years, annual appropriations of Federal Highway Administration funds have contained an infusion of federal Highway Infrastructure Program (FHIP) funds. These funds were provided in addition to federal Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) programs at levels authorized by the Fixing America's Surface Transportation (FAST) Act. The Bay Area's total share of the FHIP apportionment received to date is approximately \$59.2 million. See table below.

Federal Highway Infrastructure Program (FHIP) (*\$ millions, rounded*)

	2018	2019	2020	2021	Total
National Total	\$1,980	\$2,729	\$781	\$641	\$6,131
California	\$185	\$256	\$73	\$59	\$573
Bay Area	\$18.8	\$26.4	\$7.7*	\$6.3*	\$59.2

*FY 2020 and FY 2021 FHIP appropriations, totaling \$13.9 million, are the subject of this agenda item.

In previous actions, the Commission approved directing \$52.9 million in FHIP, covering the first three years of FHIP apportionments, to the Golden Gate Bridge Suicide Deterrent System project. As part of these actions, an equal amount of STP/CMAQ funds originally programmed on the GGB project was returned to the regional STP/CMAQ balance, resulting in additional STP/CMAQ program capacity.¹

In February 2021, the Commission directed an additional \$6.3 million in FY 2021 FHIP, along with \$1.61 million in STP/CMAQ project savings, to the Golden Gate Bridge Suicide Deterrent System project to address MTC's share² of a cost increase incurred during project construction.

Delivery of the STP/CMAQ program is running behind for FY 2021, with sponsors identifying only \$92 million to be delivered this year out of the \$195 million available. To help address the poor delivery, staff proposes to exchange roughly \$13.9 million in FHIP funds previously provided to the Golden Gate Bridge Suicide Deterrent System (as described above) with an equal amount of STP funds. The Golden Gate Bridge Highway and Transportation district will be able to obligate the \$13.9 million in STP immediately following Commission action, addressing a significant amount of the STP/CMAQ delivery shortfall.

¹ In January 2021, the Commission approved the Safe and Seamless Mobility Quick-Strike program framework to distribute the \$52.9 million in new STP/CMAQ program capacity.

² In 2016, MTC entered a three-way funding commitment with Caltrans and Golden Gate Bridge and Highway Transportation District to fund the construction phase of the Golden Gate Bridge Suicide Deterrent System.

With this action, the \$13.9 million in FHIP funds will be made available for programming as part of the SB1/RM3 alternative funding arrangement discussed under Agenda Item 3a.


Recommendation

To help address the poor delivery of STP/CMAQ funds this year, staff recommends changing the federal fund source of \$13.9 million in FHIP funds currently programmed to the GGB Suicide Deterrent System, to STP funds. The \$13.9 million in FHIP is proposed to be redirected to projects as part of Agenda Item 3a. This action results in no net increase in funds provided for the GGB Suicide Deterrent project.

Issues: None.

Recommendation: Refer MTC Resolution No. 4202, Revised to the Commission for approval. Because Resolution No. 4202 is proposed for revision under other agenda items, it is included once under Agenda Item 3a with all proposed revisions. Only items referred by the Committee will be forwarded to the Commission.

Attachments: MTC Resolution No. 4202, Attachment B-1, Revised, can be found under Agenda Item 3a to this packet.


Therese W. McMillan



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	21-0541	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	3/25/2021	In control:		Programming and Allocations Committee	
On agenda:	4/14/2021	Final action:			
Title:	MTC Resolution Nos. 4453, Revised and 4461. Programming of FTA Section 5311 Rural Area funds: \$4.7 million in Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Section 5311 funds and \$1.8 million in FY2020-21 Section 5311 formula funds.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	2j - 21-0541 - Reso-4453 and 4461 - FTA5311.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4453, Revised and 4461. Programming of FTA Section 5311 Rural Area funds: \$4.7 million in Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Section 5311 funds and \$1.8 million in FY2020-21 Section 5311 formula funds.

Presenter:

Craig Bosman

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

April 14, 2021

Agenda Item 2j - 21-0541

MTC Resolution Nos. 4453, Revised and 4461

Subject: Programming of FTA Section 5311 Rural Area funds: \$4.7 million in Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Section 5311 funds and \$1.8 million in FY2020-21 Section 5311 formula funds.

Background: **Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Section 5311 Funds**

In addition to the \$983 million in supplemental FTA Urbanized Area Formula (Section 5307) funding provided to the Bay Area through CRRSAA, the relief package included approximately \$74 million to the State of California in supplemental FTA Rural Area (Section 5311) funds. In late March, Caltrans released apportionments for these funds, with \$4.7 million going to MTC for distribution among eligible transit operators and projects. Like the Section 5307 CRRSAA funds, these funds are broadly eligible for emergency relief, operating assistance, and capital uses at a 100% federal share.

As part of its distribution of CRRSAA Section 5307 funds in March, the Commission committed to relief funding amounts for operators who were not eligible for Section 5307 due to urbanized area restrictions. For several operators, these commitments were to be filled by CRRSAA Section 5311 funding if possible. As a result, commitments to Vacaville, Dixon, and Rio Vista are being met as the first priority of this programming action, an amount totaling approximately \$560,000.

For the remaining \$4.2 million in CRRSAA funds, staff held a call for projects among eligible operators that provide rural transit service, with amounts set aside for each operator based on the Commission's adopted formula, which takes into account population living near rural transit stops and rural route miles in service. The resulting program of projects is listed in Attachment A to MTC Resolution No. 4453, Revised. Because these are relief funds, it is staff's intent that the funds set aside for each operator out of this remaining \$4.2 million will be considered as part of operators' total relief funds programmed to date during upcoming discussions of the distribution of American Rescue Plan Act funding, whether they chose to apply for these funds or not. [CB1]

FY2020-21 Rural Area Section 5311 Funds

Caltrans has also released apportionments for regular Section 5311 formula funds, with \$1.8 million going to MTC for distribution. Staff also held a call for projects for these funds, again using the formula based on the Commission's adopted objectives and criteria. The resulting program of projects is listed in Attachment A to MTC Resolution No. 4461. Unlike the CRRSAA funds, these regular funds require a local match and must be placed in the TIP. The projects are a mix of operating assistance for rural routes and capital projects such as replacement vehicles and bus electrification infrastructure.

Other Operators Not Receiving CRRSAA Section 5307 Funds

Three operators who were not eligible to receive CRRSAA Section 5307 funds – CCCTA, ECCTA, and LAVTA – are proposed to instead receive regular Section 5307 formula funds as part of the Transit Capital Priorities Program item later in this agenda, via fund swap with BART and AC Transit capital projects already programmed with CRRSAA funds. The final remaining operator, Petaluma, is also ineligible for Section 5311; staff proposes that its CRRSAA share be set aside from American Rescue Plan Act funds available to the region, which will be coming before the Commission for policy considerations and related assignment in the near future.

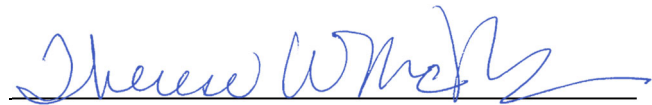
Next Steps

For both the CRRSAA and regular formula 5311 funds, operators are required to submit applications to Caltrans by April 30, 2021. Staff will work with operators to place approved projects in a proposed TIP amendment as early as next month.

Issues: None.

Recommendation: Refer MTC Resolution Nos. 4453, Revised and 4461 to the Commission for approval.

Attachments: MTC Resolution No. 4453, Revised (CRRSAA programming)
MTC Resolution No. 4461 (Formula funds programming)


Therese W. McMillan

Date: January 27, 2021
W.I.: 1512
Referred By: Commission
Revised: 03/24/21-C
04/28/21-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.

This resolution was revised on April 28, 2021 via Commission action to program CRRSAA Section 5311 formula funds in Attachment A.

Further discussion is contained in the Metropolitan Transportation Commission Summary Sheet dated January 27, 2021, and the Programming and Allocations Committee Summary Sheets dated March 10, 2021 and April 14, 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

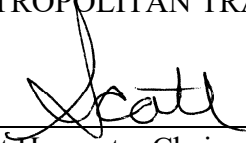
RESOLVED, that MTC approves FY2020-21 Emergency Transit Operations Programming Policy as set forth in Attachment C; and, be it further

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.

Date: January 27, 2021
W.I.: 1512
Referred by: Commission
Revised: 03/24/21-C
04/28/21-C

Attachment A
Resolution No. 4453
Page 1 of 2

FY2020-21 Emergency Transit Operations Program of Projects

TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5311
Apportionments			986,988,654	982,271,293	4,717,361
Phase 1 Programming					
	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	
Phase 1 Program Total			179,601,678	179,601,678	-
Fund Balance			807,386,976	802,669,615	4,717,361
Phase 2 Programming					
	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	4,187,557	3,654,814	532,743
	NVTA	CRRSAA-eligible Projects	2,068,652	1,539,743	528,909
	SamTrans	CRRSAA-eligible Projects	16,428,153	16,037,830	390,323
	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	2,648,867	1,438,846	1,210,021
	TJPA	CRRSAA-eligible Projects	3,287,474	3,287,474	
	Union City Transit	CRRSAA-eligible Projects	514,277	514,277	
	VTA	CRRSAA-eligible Projects	39,557,271	39,355,158	202,113
	WCCTA	CRRSAA-eligible Projects	1,263,299	1,263,299	
	WETA	CRRSAA-eligible Projects	13,475,795	13,475,795	
	City of Dixon (via Vacaville)	CRRSAA-eligible Projects	462,867		462,867
	ECCTA	CRRSAA-eligible Projects	175,125		175,125
	LAVTA	CRRSAA-eligible Projects	107,814		107,814
	City of Dixon	CRRSAA-eligible Projects	746,590		746,590
	City of Rio Vista	CRRSAA-eligible Projects	360,856		360,856
Phase 2 Program Total			807,386,976	802,669,615	4,717,361
Total Programming (Phase 1 + Phase 2)			986,988,654	982,271,293	4,717,361
Fund Balance			-	-	-

Date: January 27, 2021
W.I.: 1512
Referred by: Commission
Revised: 03/24/21-C
04/28/21-C

Attachment A
Resolution No. 4453
Page 2 of 2

NOTES:

1. The table on Page 1 incorporates the following in the Section 5307 column:

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	
Subtotal	7,781,240	
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	
Subtotal	912,667	

2. On 4/28/21, Section 5311 programming was added, which met the Commission's commitment in Note 1 to Vacaville, Dixon, and Rio Vista. Additional programming was made to Section 5311-eligible operators based on the Commission's adopted formula. It is staff's intent that the funds set aside for each operator will be considered as part of operators' total coronavirus relief funds programmed to date.

Date: April 28, 2021
W.I.: 1512
Referred By: PAC

ABSTRACT

Resolution No. 4461

This resolution adopts the FY2020-21 Federal Transit Administration (FTA) Rural Area Formula (Section 5311) Programs of Projects for the San Francisco Bay Area.

The resolution includes the following attachment:

Attachment A - FTA Section 5311 Rural Area Formula Program for FY2020-21

Further discussion of this action is contained in the MTC Programming and Allocations Committee Summary Sheet dated April 14, 2021.

Date: April 28, 2021
W.I.: 1512
Referred By: PAC

Re: Program of Projects in the San Francisco Bay Area for the FY2020-21 Federal Transit Administration (FTA) Rural Area Formula (Section 5311) Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4461

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 San Francisco Bay Area; and

WHEREAS, the U.S. Department of Transportation (DOT) has adopted rules and regulations (23 CFR 450 and CFR 613) which require that the MPO, in cooperation with the state and publicly-owned operators of mass transportation services, carry on a continuing, cooperative and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area, as a condition to the receipt of federal capital or operating assistance; and

WHEREAS, Section 5311 Title 49 of the United States Code (formerly Section 18 of the Federal Transit Act) provides for a Federal Transit Administration (FTA) formula grant program for public transportation projects in rural areas (49 U.S.C. Section 5311); and

WHEREAS, MTC has adopted Resolution No. 4036, which sets forth MTC's FTA Section 5311 Rural Area Formula Program Funding Objectives and Criteria for the San Francisco Bay Area; and

WHEREAS, MTC has developed, in consultation with interested transportation providers and in accordance with the MTC's Section 5311 Funding Objectives and Criteria, the FY2020-21 FTA Rural Area Formula (Section 5311) Program of Projects for the San Francisco Bay Area, attached hereto as Attachments A, and incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY2020-21 FTA Rural Area Formula (Section 5311) Program of Projects as listed on Attachment A; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to modify the FY2020-21 Program of Projects as listed on Attachment A to match the actual FTA Rural Area Formula fund appropriation if needed; and, be it further

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

METROPOLITAN TRANSPORTATION
COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations on April 24, 2021.

Federal Transit Administration
Section 5311 Rural Area Formula Program
FY2020-21

FY2020-21 Funding Available:

Apportionments:	\$ 1,784,344
Prior Year Carryover:	\$ -
Total Funding Available:	\$ 1,784,344

FY 2020-21 Programming:

<u>Applicant</u>	<u>Project Description</u>	<u>Sect. 5311 Program</u>	<u>Local Match</u>	<u>Total Project Cost</u>
LAVTA	Operating Assistance - Rural Alameda County	\$ 46,283	\$ 37,366	\$ 83,649
Marin Transit	West Marin Stagecoach Rural Bus Service	\$ 228,695	\$ 184,634	\$ 413,329
NVTA	Operating Assistance	\$ 227,053	\$ 183,316	\$ 410,369
SamTrans	Operating Assistance for Existing Transit Services	\$ 167,560	\$ 1,847,240	\$ 2,014,800
VTA	Operating Assistance for Bus Route 68	\$ 86,840	\$ 70,109	\$ 156,949
City of Dixon	City of Dixon Redit-Ride Electrification Infrastructure	\$ 79,843	\$ 10,344	\$ 90,187
City of Dixon	City of Dixon Redit-Ride Vehicle Replacements	\$ 166,436	\$ 21,564	\$ 188,000
Rio Vista Delta Breeze	Rio Vista Delta Breeze Electrification Infrastructure	\$ 58,802	\$ 7,621	\$ 66,423
Rio Vista Delta Breeze	Rio Vista Delta Breeze Vehicle Replacements	\$ 128,208	\$ 21,792	\$ 150,000
Sonoma County Transit	Replacement Vehicle Purchase	\$ 519,444	\$ 530,556	\$ 1,050,000
ECCTA	ECCTA Shelter Truck Replacements	\$ 75,180	\$ 9,820	\$ 85,000
Total Programming		\$ 1,784,344	\$ 2,924,362	\$ 4,708,706
Total Available		\$ 1,784,344		
Available for Carryover		\$ -		



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	21-0445	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	3/3/2021	In control:		Programming and Allocations Committee	
On agenda:	4/14/2021	Final action:			
Title:	MTC Resolution Nos. 4202, Revised and 4412, Revised. Adoption of Senate Bill 1 Alternate Funding Plan for RM3 funds and RM3 Letters of No Prejudice				
	Adoption of alternate funding plan for Senate Bill 1 (SB1) projects with matching Regional Measure 3 (RM3) funds, to maintain delivery commitments.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	3a - 21-0445 - Resos 4202 and 4412 - SB1 RM3.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

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

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

Presenter:

Kenneth Kao

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

April 14, 2021

Agenda Item 3a - 21-0445

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

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

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

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

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

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

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

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

Issues:

Attachment 1 includes issues summarized below.


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

Recommendation:

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

Attachments:

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


 Therese W. McMillan

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

Background

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

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

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

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

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

Impacted Projects and Selection Justification

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

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

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

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

Fund Sources

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

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

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

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

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

Table 3: Highway Project Proposals for SB1 Projects with RM3

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

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

Next Steps

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

Issues

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

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

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

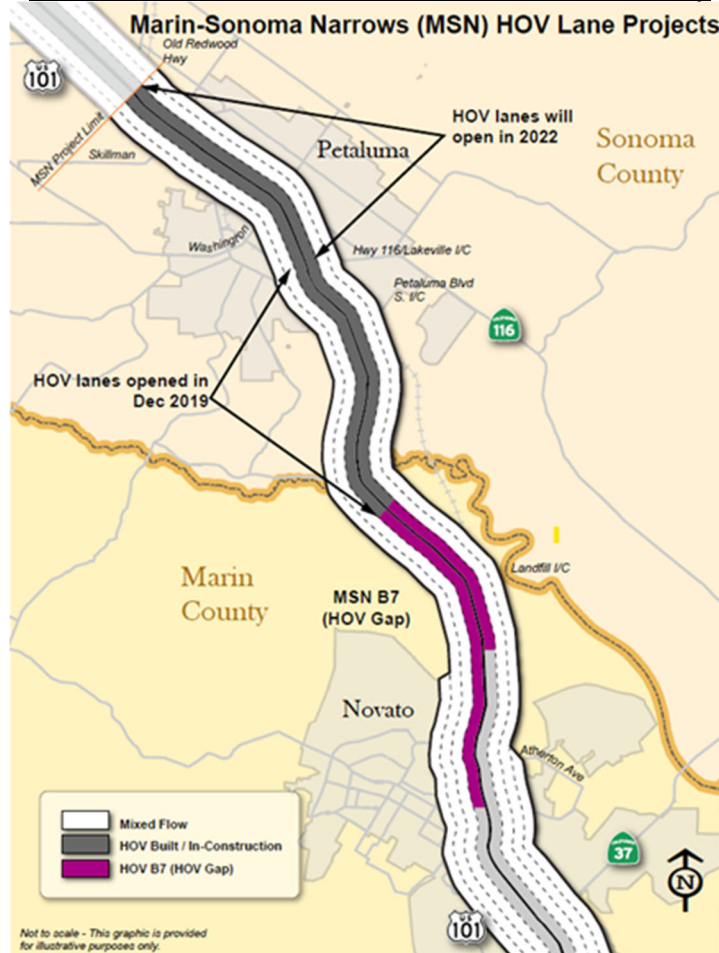
4) Although the proposal is highway-focused, despite considerable needs in other areas such as transit and active transportation, when RM3 is affirmed by the courts and MTC is repaid for the loaned federal funds, these non-federal funds will be distributed among all modes pending the outcome of the OBAG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

Recommendation:

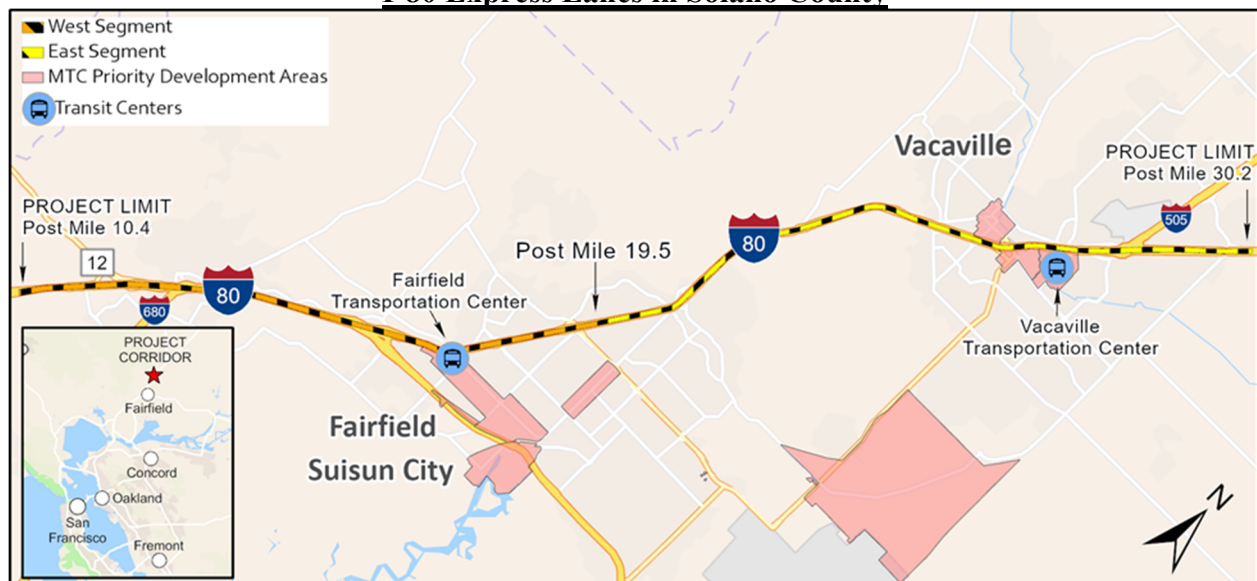
Refer MTC Resolution Nos. 4202, Revised and 4412, Revised to the Commission for approval.

Attachment 2: Project Maps

US-101 Marin-Sonoma Narrows in Marin County



I-80 Express Lanes in Solano County



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

ABSTRACT

Resolution No. 4202, Revised

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

The resolution includes the following attachments:

- Attachment A – OBAG 2 Project Selection Criteria and Programming Policy
- Attachment B-1 – OBAG 2 Regional Program Project List
- Attachment B-2 – OBAG 2 County Program Project List

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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MTC Resolution No. 4202, Revised

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4202

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

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

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

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

OBAG 2 Regional Programs Project List

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

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

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

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS				
Napa Valley Transportation Demand Strategies (Fund Exchange)	Napa	MTC/NVTA	\$680,724,423	\$65,382,184
Bay Bridge Forward				
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	Alameda	AC Transit	\$1,200,000	
Pilot Transbay Express Bus Routes	Alameda	AC Transit	\$800,000	
Eastbay Commuter Parking	Alameda	MTC	\$2,500,000	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	Contra Costa	WestCat	\$2,000,000	
Dumbarton Forward				
SR 84 (US 101 to I-880) Dumbarton Forward	Alameda/San Mateo	MTC	\$4,375,000	
Richmond-San Rafael Bridge Forward				
Richmond-San Rafael Bridge Bikeway Access (Fund Exchange)	Contra Costa	Richmond		\$500,000
Richmond-San Rafael Bridge Forward (Fund Exchange)	Contra Costa	MTC		\$1,160,000
Freeway Performance Program				
Freeway Performance Program	Regionwide	MTC	\$14,240,000	
FPP: I-880 (I-80 to I-280)	Alameda/Santa Clara	MTC	\$3,000,000	
FPP: I-580 WB HOV Lane Extension (SR 24 to I-80/SFOBB approach) PL & ENV Only	Alameda	MTC	\$625,000	
FPP: I-80 (Carquinez Bridge to Fremont St., SF) PL only	ALA/CC/SF	MTC	\$3,000,000	
FPP: CC I-680 NB HOV/Express Lanes (Ala Co. to Sol Co.)	Contra Costa	MTC	\$10,000,000	
FPP: I-80 Central Ave Interchange Improvements	Contra Costa	Richmond	\$2,000,000	
FPP: SR 37 (US 101 to I-80) PL only	MRN/NAP/SOL	MTC	\$1,000,000	
FPP: Napa Valley Forward Traffic Calming & Multimodal Imps.	NAP	MTC	\$1,000,000	
FPP: US 101 (SR 85 to San Francisco Co. Line)	SM / SCL	MTC	\$3,000,000	
FPP: SCTA US 101/Marin Sonoma Narrows (MSN) B2 Phase 2	Sonoma	SCTA	\$1,000,000	
Program for Arterial System Synchronization (PASS)	Regionwide	MTC	\$5,000,000	
Innovative Deployments for Enhanced Arterials (IDEA)				
IDEA Technical Assistance	Various	MTC	\$1,532,000	
IDEA Category 1				
AC Transit: Dumbarton Express Route (SR84)	Various	MTC	\$2,300,000	
Alameda: Webster & Posey Tubes (SR 260), Park St	Alameda	MTC	\$276,000	
Hayward: Various Locations	Alameda	MTC	\$302,000	
Oakland: Bancroft Ave	Alameda	MTC	\$310,000	
Pleasanton: Various Locations	Alameda	MTC	\$290,000	
Union City: Union City Blvd & Decoto Rd	Alameda	MTC	\$710,000	
San Ramon: Bollinger Canyon Rd & Crow Canyon Rd	Contra Costa	MTC	\$563,000	
San Rafael: Downtown San Rafael	Marin	MTC	\$830,000	
South San Francisco: Various Locations	San Mateo	MTC	\$532,000	
San Jose: Citywide	Santa Clara	MTC	\$1,400,000	
IDEA Category 2				
LAVTA/Dublin: Citywide	Alameda	MTC	\$385,000	
Emeryville: Powell, Shellmound, Christie & 40th St	Alameda	MTC	\$785,000	
Concord: Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	Contra Costa	MTC		\$589,000
MTC Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	Contra Costa	MTC		\$30,000
Walnut Creek: Various locations (Fund Exchange)	Contra Costa	MTC		\$621,000
Los Gatos: Los Gatos Blvd	Santa Clara	MTC	\$700,000	
VTA: Veterans Admin. Palo Alto Medical Center	Santa Clara	VTA	\$845,000	
Connected Vehicles/Automated Vehicles (CV/AV)	Regionwide	MTC	\$2,500,000	
Shared Use Mobility	Regionwide	MTC	\$2,500,000	
Connected Bay Area				
TMS Implementation	Regionwide	MTC	\$2,910,000	
TMC Asset Upgrade and Replacement	Regionwide	MTC	\$1,150,000	
I-880 Communication Upgrade and Infrastructure Gap Closures	Various	MTC	\$11,940,000	
InterConnect Bay Area Program	Regionwide	MTC	\$3,000,000	
Incident Management				
Incident Management Implementation	Regionwide	MTC	\$4,160,000	
I-880 ICM Northern	Alameda	MTC	\$6,200,000	
I-880 ICM Central	Alameda	MTC	\$2,640,000	
Unprogrammed Balance	TBD	TBD	\$380,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT			TOTAL:	\$173,000,000 \$4,000,000
6. TRANSIT PRIORITIES				
BART Car Replacement/Expansion	Various	BART	\$99,800,000	
GGB Suicide Deterrent (for BART Car Replacement/Expansion)	SF/Marin	GGBH&TD	\$9,760,668	\$30,239,332
Clipper	Regionwide	MTC	\$34,200,000	
Unprogrammed Balance			\$15,283,000	
6. TRANSIT PRIORITIES			TOTAL:	\$159,043,668 \$30,239,332
7. PRIORITY CONSERVATION AREA (PCA)				
Regional Peninsula, Southern and Eastern Counties PCA Grant Program				
Bay Area GreenPrint: PCA Functionality Imps (Fund Exchange)	Regionwide	MTC/GreenInfo Network		\$30,000
PCA Grant Implementation	Regionwide	MTC/Coastal Conservancy		\$500,000
Alameda County: Niles Canyon Trail, Phase 1	Alameda	Alameda County		\$321,000
Albany: Albany Hill Access Improvements	Alameda	Albany		\$251,000
Livermore: Arroyo Road Trail	Alameda	Livermore		\$400,000
WOEIP/Urban Biofilter: Adapt Oakland Urban Greening in West Oakland		WOEIP/Urban Biofilter		\$300,000
EBRPD: Bay Trail at Point Molate (RSR Bridge to Point Molate Beach Park)	Contra Costa	East Bay Regional Parks District		\$1,000,000
JMLT: Pacheco Marsh/Lower Walnut Creek Restoration and Public Access	Contra Costa	John Muir Land Trust		\$950,000
SFCTA: Yerba Buena Island Multi-Use Pathway (PE/ENV)	San Francisco	SFCTA	\$1,000,000	
San Francisco: McLaren Park and Neighborhood Connections Plan	San Francisco	SF Recreation and Parks		\$194,000

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

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

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

OBAG 2 Regional Programs Project List

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

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

ABSTRACT

MTC Resolution No. 4412, Revised

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

This resolution includes the following attachments:

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4412

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

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



Regional Measure 3

Letter of No Prejudice Project Summary

Project Information

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



Regional Measure 3

Letter of No Prejudice Project Summary

Project Funding Plan and Schedule

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

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



Regional Measure 3

Letter of No Prejudice Project Summary

Project Information

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



Regional Measure 3

Letter of No Prejudice Project Summary

Project Funding Plan and Schedule

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

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



Regional Measure 3

Letter of No Prejudice Project Summary

Project Information

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

April 28, 2021

Attachment L

MTC Resolution No. 4412

Page 2 of 3

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

Letter of No Prejudice Project Summary

Project Funding Plan and Schedule

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

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



Regional Measure 3

Letter of No Prejudice Project Summary

Project Information

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

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

Letter of No Prejudice Project Summary

Project Funding Plan and Schedule

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0433 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 3/2/2021 **In control:** Programming and Allocations Committee
On agenda: 4/14/2021 **Final action:**
Title: MTC Resolution No. 4403, Revised. 2021 Regional Active Transportation Program (ATP) Cycle 5 Program of Projects.

The 2021 Regional ATP Cycle 5 provides \$37 million in new programming covering FY2021-22 through FY2024-25. Staff recommendations are based on a competitive evaluation of project applications.

Sponsors:

Indexes:

Code sections:

Attachments: [3b - 21-0433 - Reso 4403 - ATP Cycle 5.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4403, Revised. 2021 Regional Active Transportation Program (ATP) Cycle 5 Program of Projects.

The 2021 Regional ATP Cycle 5 provides \$37 million in new programming covering FY2021-22 through FY2024-25. Staff recommendations are based on a competitive evaluation of project applications.

Presenter:

Karl Anderson

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

April 14, 2021

Agenda Item 3b - 21-0433

MTC Resolution No. 4403, Revised

Subject: 2021 Regional Active Transportation Program (ATP) Cycle 5 Program of Projects

Background: The State established the Active Transportation Program (ATP) to fund bicycle, pedestrian, and other active transportation projects in September 2013. The ATP funding is distributed as follows:

- 50% to the state for a statewide competitive program (“Statewide Competitive ATP”);
- 10% to the small urban and rural area competitive program to be managed by the state; and
- 40% to the large urbanized area competitive program, with funding distributed by population and managed by the Metropolitan Planning Organization (“Regional ATP”).

A summary of the region’s performance in the Cycle 5 ATP statewide component is discussed in Attachment 1. MTC is responsible for developing the region’s guidelines for the Regional ATP, and for submitting the proposed projects to the California Transportation Commission (CTC) for adoption. CTC approved MTC’s Regional ATP Guidelines on March 25, 2020, and applications for the Regional Program were due to MTC on September 15, 2020. MTC’s Cycle 5 Regional ATP includes \$37 million available for programming. MTC staff’s recommended regional project awards and recommended contingency projects are listed in Attachment 2.

MTC’s Regional Project Selection Process

MTC received 61 applications requesting \$356 million, approximately ten times the available amount. Caltrans and MTC staff determined that all projects were eligible, and no projects were removed from consideration. MTC staff enlisted a 21-member multi-disciplinary evaluation committee in seven teams of three evaluators each to score and rank the applications (see Attachment 3). The review committee used the same evaluation form and revised scoring criteria used in the Statewide Competitive ATP, plus an additional 10 maximum points for regional priorities, for a maximum point score of 110.

Regional Project Recommendations

Staff recommends fully funding seven projects and partially funding one project for a total of \$37 million (see Attachment 2). Staff also recommends adopting a list of contingency projects totaling \$35 million, ranked in order based on the project’s evaluation score. MTC would fund projects on the contingency list should there be any project failures, ineligibility determinations, or savings in the Cycle 5 Regional ATP. Seven of the eight projects in the regional ATP, as proposed, would benefit disadvantaged

communities. Specifically, 96% of the regional program funds will benefit a disadvantaged community, greatly exceeding the required 25% target.

Project Recommendations Items of Interest

1. Tie Score: Five projects received a score of 92, which was the lowest score for funding. The projects are sorted by the tie-breaker rules according to those used in the state ATP guidelines. The most significant factor breaking the tie is construction readiness.

2. MTC Application Recommended for Award: The highest scoring project in the regional program is the Richmond-San Rafael Bridge Shared Use Path Gap Closure in Marin, submitted by MTC staff. MTC staff supports the recommendation for two reasons. First, the evaluation committee gave the project a high score under the Regional ATP guidelines scoring rubric, with particular high marks for the potential to increase bike and pedestrian trips, identification in a community based transportation plan, completed environmental clearance, and closing a gap in the regional bike network. Secondly, as a part of our technical assistance efforts, a consultant scored a subset of applications from each evaluation team to benchmark and identify any potential biases in our evaluation process. The Gap Closure project was included in the consultant's review, and they gave it the highest score out of the group.

3. Partial Funding: The Folsom Streetscape project sponsored by San Francisco MTA requested \$12 million in ATP funds; however, only \$7 million of ATP remains after funding higher scoring projects. Therefore, staff recommends partially funding the project at \$7 million. SFMTA submitted a scalability plan as required in the regional ATP guidelines, and staff expects SFMTA will deliver the full project benefits. Should SFMTA not be able to scale the project to deliver the project benefits, or to fully fund the project using other funds, staff recommends removing the Folsom Streetscape project from the regional list and funding projects on the contingency list to fully program the remaining \$7 million.

ATP Funding History

Since 2014, \$324 million has been awarded to projects in the MTC region through both the State and Regional ATP competitions. Attachment 6 provides a historical summary of the total awards sorted by county for the combined and individual programs. Considering both programs, most counties have received a comparable amount of funds to their population share within the region. However, there are two outliers, Alameda County which has received significantly more in grant funding than its population share, and Santa Clara County which has received significantly less. This discrepancy exists for two main reasons:

1. The ATP program heavily prioritizes projects benefiting disadvantaged communities. Alameda County has a higher proportion of census tracts

and neighborhoods that qualify under the current definitions compared to Santa Clara County.

2. There is a significant difference in the amount of funds and number of applications requested by each of the two counties. Alameda County has requested 31% of the total funds through 131 applications over all cycles, whereas Santa Clara has only requested 13% of the funds through 53 applications. Notably Santa Clara County agencies only submitted two applications this cycle, while Alameda County agencies submitted 19 applications.

Technical Assistance Program Update


New for ATP Cycle 5, MTC created an application technical assistance program to improve the quality and overall competitiveness of applications from the region. MTC staff led the program with support from a consultant and reviewed seven applications assessing overall quality, legibility, consistency, and technical details. Of these seven applications, the state awarded funds to two projects in the Statewide program and staff recommends funding for two other projects in the Regional program.

The consultant team is now working on the next phase of the technical assistance program, which includes a program evaluation report. The findings from the technical assistance program review will inform future regional guideline development and the scope of work for future ATP application technical assistance efforts.

Issues: None.

Recommendation: Refer MTC Resolution No. 4403, Revised to the Commission for approval, and direct staff to transmit the recommended project list to the CTC.

Attachments: **Attachment 1:** Cycle 5 ATP Statewide Component Summary
Attachment 2: Recommended Cycle 5 Regional ATP Program of Projects and Contingency Project List
Attachment 3: List of Project Evaluators
Attachment 4: Cycle 5 ATP List of Applications Received
Attachment 5: ATP Cycle 5 Recommended Projects Map
Attachment 6: ATP Funding History Summary
MTC Resolution No. 4403, Revised


Therese W. McMillan

Metropolitan Transportation Commission Programming and Allocations Committee

April 14, 2021

Agenda Item 3b - 21-0433

MTC Resolution No. 4403, Revised

Subject: 2021 Regional Active Transportation Program (ATP) Cycle 5 Program of Projects

Background: The State established the Active Transportation Program (ATP) to fund bicycle, pedestrian, and other active transportation projects in September 2013. The ATP funding is distributed as follows:

- 50% to the state for a statewide competitive program (“Statewide Competitive ATP”);
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A summary of the region’s performance in the Cycle 5 ATP statewide component is discussed in Attachment 1. MTC is responsible for developing the region’s guidelines for the Regional ATP, and for submitting the proposed projects to the California Transportation Commission (CTC) for adoption. CTC approved MTC’s Regional ATP Guidelines on March 25, 2020, and applications for the Regional Program were due to MTC on September 15, 2020. MTC’s Cycle 5 Regional ATP includes \$37 million available for programming. MTC staff’s recommended regional project awards and recommended contingency projects are listed in Attachment 2.

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MTC received 61 applications requesting \$356 million, approximately ten times the available amount. Caltrans and MTC staff determined that all projects were eligible, and no projects were removed from consideration. MTC staff enlisted a 21-member multi-disciplinary evaluation committee in seven teams of three evaluators each to score and rank the applications (see Attachment 3). The review committee used the same evaluation form and revised scoring criteria used in the Statewide Competitive ATP, plus an additional 10 maximum points for regional priorities, for a maximum point score of 110.

Regional Project Recommendations

Staff recommends fully funding seven projects and partially funding one project for a total of \$37 million (see Attachment 2). Staff also recommends adopting a list of contingency projects totaling \$35 million, ranked in order based on the project’s evaluation score. MTC would fund projects on the contingency list should there be any project failures, ineligibility determinations, or savings in the Cycle 5 Regional ATP. Seven of the eight projects in the regional ATP, as proposed, would benefit disadvantaged

communities. Specifically, 96% of the regional program funds will benefit a disadvantaged community, greatly exceeding the required 25% target.

Project Recommendations Items of Interest

1. Tie Score: Five projects received a score of 92, which was the lowest score for funding. The projects are sorted by the tie-breaker rules according to those used in the state ATP guidelines. The most significant factor breaking the tie is construction readiness.

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1. The ATP program heavily prioritizes projects benefiting disadvantaged communities. Alameda County has a higher proportion of census tracts

and neighborhoods that qualify under the current definitions compared to Santa Clara County.

2. There is a significant difference in the amount of funds and number of applications requested by each of the two counties. Alameda County has requested 31% of the total funds through 131 applications over all cycles, whereas Santa Clara has only requested 13% of the funds through 53 applications. Notably Santa Clara County agencies only submitted two applications this cycle, while Alameda County agencies submitted 19 applications.

Technical Assistance Program Update

New for ATP Cycle 5, MTC created an application technical assistance program to improve the quality and overall competitiveness of applications from the region. MTC staff led the program with support from a consultant and reviewed seven applications assessing overall quality, legibility, consistency, and technical details. Of these seven applications, the state awarded funds to two projects in the Statewide program and staff recommends funding for two other projects in the Regional program.

The consultant team is now working on the next phase of the technical assistance program, which includes a program evaluation report. The findings from the technical assistance program review will inform future regional guideline development and the scope of work for future ATP application technical assistance efforts.

Issues: None.

Recommendation: Refer MTC Resolution No. 4403, Revised to the Commission for approval, and direct staff to transmit the recommended project list to the CTC.

Attachments: **Attachment 1:** Cycle 5 ATP Statewide Component Summary
Attachment 2: Recommended Cycle 5 Regional ATP Program of Projects and Contingency Project List
Attachment 3: List of Project Evaluators
Attachment 4: Cycle 5 ATP List of Applications Received
Attachment 5: ATP Cycle 5 Recommended Projects Map
Attachment 6: ATP Funding History Summary
MTC Resolution No. 4403, Revised

Therese W. McMillan

Attachment 1

Cycle 5 Active Transportation Program – Statewide Component Summary

MTC Resolution No. 4403, Revised

Statewide Competitive ATP & Quick Build Pilot Program Results

The CTC adopted the Statewide Competitive ATP list of projects on March 24, 2021. CTC funded five projects in the MTC region for a total of \$51 million, out of a statewide program of \$242 million (about 21% of the statewide total), as listed below.

County	Agency	Project Title	Amount (1,000s)
Alameda	Oakland	7th Street Connection Project	\$14,180
Alameda	Oakland	East Oakland Neighborhood Bike Routes	\$17,269
Contra Costa	County Public Works	North Bailey Road Active Transportation Corr.	\$6,159
Santa Clara	County Public Health	Active and Safe Routes to a Healthier City	\$2,510
Solano	Fairfield	West Texas Street Complete Streets Project	\$10,903
Total			\$51,021

The state received 454 applications requesting over \$2.2 billion in ATP funds. This cycle, the average ATP request size increased to \$4.9 million per application from \$4 million in Cycle 4. As a result, the CTC funded 41 projects, 10 fewer in ATP Cycle 5 compared to ATP Cycle 4.

New for ATP Cycle 5 the CTC also adopted the Quick Build Pilot Program of projects on October 21-22, 2020 meeting. CTC awarded \$2.2 million to four projects in the MTC region out of a program total of \$4.4 million (50% percent of the total), as listed below.

County	Agency	Project Title	Amount (1,000s)
Alameda	Berkeley	Martin Luther King (MLK) Jr. Way Vision Zero Phase 1 Quick-Build Project	\$600
Contra Costa	Richmond	Richmond Bay Trail Bicyclist & Pedestrian Safe Connections Quick-Build	\$725
San Mateo	San Carlos	San Carlos Avenue Quick-Build Project	\$622
Santa Clara	San Jose	Edenvale & Sylvandale Schools Pedestrian & Bicycling Safety	\$274
Total			\$2,221

The Quick Build Pilot provides funding for cities to test and implement relatively inexpensive safety measures that address active transportation needs quickly, before committing to more expensive solutions. Bay Area cities have established themselves as leaders for quick build projects, with proven prior successes in San Jose, San Francisco, and Oakland. MTC staff will continue to work with the CTC to evaluate the pilot program and to include quick-build funding in future ATP cycles permanently.

Attachment 2**Recommended Cycle 5 Regional ATP Program of Projects (Alphabetical Order)**

(\$1,000s)

County	Sponsor	Project Title	Recommended Funding	Project Description
ALA	Alameda County Public Works	E. Lewelling Boulevard Safe and Complete Street for Active Transportation	\$ 2,996	The project will benefit residents of the low-income census tracts in unincorporated Alameda County, including those north of the corridor, to improve mobility and access. The project will make it safe, comfortable, convenient, and accessible to walk and bike on E. Lewelling Boulevard. The project will close gaps in the sidewalk and bike network on this segment of E. Lewelling.
ALA	City of Emeryville	40th Street Protected Bikeway and Pedestrian Improvements	\$ 1,374	40th Street and Shellmound Street from Adeline Street to Bay Bridge Trail, crossing San Pablo Avenue, on Transbay bus route to Bay Bridge to San Francisco. Reducing bicycle-auto and pedestrian-auto collisions, providing a mile-long protected Class 4 protected two-way bikeway interfacing with 14 bus stops, apartments, jobs and transit
CCC	Caltrans District 4	Central Avenue I-80 Undercrossing Ped/Bike Improvements	\$ 3,833	Project will improve pedestrian/bicycle access at Central Ave/I-80 undercrossing with wider sidewalks, new sidewalk-level bikeways, crossing improvements, pedestrian lighting, and fencing.
MRN	MTC	Richmond-San Rafael Bridge Shared Use Path Gap Closure	\$ 4,302	The project would close a major gap in the active transportation network between the new pathway on the Richmond-San Rafael Bridge and the multiple bike/ped pathways in southeastern San Rafael. The project would enable access for diverse users groups including residents of the underserved Canal neighborhood, residents and commuters in Marin County, and regional users of the San Francisco Bay Trail.
SF	San Francisco County Transportation Authority	Yerba Buena Island Multi-use Pathway Project	\$ 3,800	Project includes building a multi-use ADA compliant bike/ped pathway connection from the existing Bay Bridge East Span bike/ped landing on Yerba Buena Island to the Ferry Terminal on Treasure Island.
SF	San Francisco Municipal Transportation Agency	Folsom Streetscape Project*	\$ 7,040	The Folsom Streetscape Project will transform Folsom Street between 2nd and 11th Streets into a Complete Street. The project benefits include improving traffic safety for pedestrians and bicyclists, close transportation gaps, support growth of the neighborhood by making alternative modes more attractive and comfortable.
SM	City of San Mateo	Delaware Street Safe Routes to School Corridor	\$ 1,661	This project will encourage more bicycling activity in an area where currently only the most confident cyclists ride. This will be a facility where users of all ages and abilities are able to travel north-south through the City, and one that serves nearly 1,000 elementary school students who otherwise do not have a low-stress bicycle option to access their schools
SON	City of Santa Rosa	Santa Rosa US Highway 101 Bicycle and Pedestrian Overcrossing	\$ 12,000	Construct Class I shared use bicycle/pedestrian overcrossing, consisting of separated 5' wide pedestrian path and 8' wide bicycle path over US 101, north of College Avenue near Santa Rosa Junior College, Santa Rosa High School, and Coddington Mall.
Total			\$ 37,006	

*SFMTA requested \$12,000, however \$7,040 is available for funding.

Staff Recommendations for MTC Cycle 5 Regional ATP – Contingency List (Score Order)

(\$1,000s)

MTC Score	County	Sponsor	Project Title	Requested Funding	Project Description
92.0	SF	San Francisco Municipal Transportation Agency	Folsom Streetscape Project (Remaining Amount)*	\$ 4,960	The Folsom Streetscape Project will transform Folsom Street between 2nd and 11th Streets into a Complete Street. The project benefits include improving traffic safety for pedestrians and bicyclists, close transportation gaps, support growth of the neighborhood by making alternative modes more attractive and comfortable.
92.0	ALA	Fremont	Walnut Avenue Corridor Protected Intersections Project	\$ 2,712	The project would construct two protected intersections at Walnut/Fremont and Walnut/Liberty intersections and construct a pedestrian rapid flashing beacon with crossing enhancements at Walnut/California intersection.
92.0	SON	Healdsburg	Healdsburg Avenue Complete Streets Project	\$ 10,107	The project will lead to increased walking and bicycling by: adding Class IV cycle tracks, continuous sidewalks, safety enhanced crosswalks w/ bulbouts and pedestrian refuge islands, and new bus stops.
92.0	CCC	CC County PW	Market Avenue Complete Street	\$ 2,884	The Market Avenue Complete Street project includes the widening of sidewalks, construction of curb extensions, planting of street trees, and striping of Class III shared-lane bicycle markings along 0.3 miles of Market Avenue in the unincorporated North Richmond community.
92.0	SON	Sonoma County	Moorland Pedestrian and School Access	\$ 4,454	Improved pedestrian safety on Moorland Avenue via the construction of new sidewalks; shortening of pedestrian trip length to Bellevue Elementary by as much as 0.7 miles or 15 minutes; pedestrian and bicycle safety educational programming and community walk-throughs.
91.0	ALA	Alameda County PW	Mission Boulevard Safe and Complete Street for Active Transportation	\$ 7,900	The project will construct systemic safety improvements including Class IV separated bikeways, protected intersections, sidewalk improvements, and crosswalk enhancements will provide a safe, comfortable, convenient, and accessible street serving schools, high-frequency bus routes, businesses, parks, and housing.
90.0	CC	East Bay Regional Park District	Martinez Intermodal Station - Crockett Bay Trail Gap Closure Project	\$ 2,209	The Martinez Intermodal Station - Crockett Bay Trail Gap Closure Project will close a 0.5-mile gap in the 23- mile Carquinez Strait Scenic Loop Trail (CSSLT) and the 500-mile San Francisco Bay Trail.
Total				\$ 35,226	

*SFMTA requested \$12,000, however \$7,040 was available for funding, a difference of \$4,960 remains.

Attachment 3

Metropolitan Transportation Commission
Regional Active Transportation Program - Cycle 5

List of Project Evaluators

Affiliation	Description
Alameda County Transportation Commission	County Transportation Agency
Caltrans District 4 Bike and Pedestrian Advisory Committee (1)	Bike & Pedestrian Safety
Caltrans District 4 Bike and Pedestrian Advisory Committee (2)	Bike & Pedestrian Safety
Caltrans District 4 Bike and Pedestrian Advisory Committee (3)	Bike & Pedestrian Safety
City of San Rafael	City
City/County Association of Governments of San Mateo County	County Transportation Agency
Contra Costa County (1)	Department of Conservation and Development
Contra Costa County (2)	Department of Conservation and Development
Contra Costa County Public Works	County Public Works
Contra Costa Transportation Authority	County Transportation Agency
Metropolitan Transportation Commission (1)	Metropolitan Planning Organization
Metropolitan Transportation Commission (2)	Metropolitan Planning Organization
Metropolitan Transportation Commission (3)	Metropolitan Planning Organization
MTC Policy Advisory Council (1)	Advisory Council
MTC Policy Advisory Council (2)	Advisory Council
Napa County Bicycle Coalition	Bike & Pedestrian Advocacy
Napa Valley Transportation Authority	County Transportation Agency
San Francisco Municipal Transportation Agency	City & Transit Agency
Silicon Valley Bicycle Coalition	Bike & Pedestrian Advocacy
Solano Transportation Authority	County Transportation Agency
Sonoma County Transportation Authority	County Transportation Agency

Metropolitan Transportation Commission - Cycle 5 Regional Active Transportation Program

List of Applications Received - Scores (Descending Score Order)

Color Key

White on Black: Projects Funded by the Statewide ATP

Black on Green: Projects Recommended in the Regional ATP

Co	Agency	Project Title	Total Project Cost (\$1,000s)	Total Fund Request (\$1,000s)	MTC Reg'l Score (out of 110)
MRN	MTC	Richmond-San Rafael Bridge Shared Use Path Gap Closure	\$ 5,612	\$ 4,302	101.0
ALA	Alameda County PW	E. Lewelling Boulevard Safe and Complete Street for Active Transportation	\$ 9,233	\$ 2,996	100.0
ALA	Oakland	7th Street Connection Project	\$ 21,037	\$ 14,180	97.0
CCC	Caltrans D4	Central Avenue I-80 Undercrossing Ped/Bike Improvements	\$ 4,333	\$ 3,833	97.0
ALA	Emeryville	40th Street Protected Bikeway and Pedestrian Improvements	\$ 13,915	\$ 1,374	96.0
CCC	CC County PW	North Bailey Road Active Transportation Corridor	\$ 6,845	\$ 6,159	94.0
SON	Santa Rosa	Santa Rosa US Highway 101 Bicycle and Pedestrian Overcrossing	\$ 27,100	\$ 12,000	93.0
SF	SFCTA	Yerba Buena Island Multi-use Pathway Project	\$ 89,400	\$ 3,800	93.0
SM	San Mateo (City)	Delaware Street Safe Routes to School Corridor	\$ 1,661	\$ 1,661	93.0
SF	SFMTA	Folsom Streetscape Project* (Partial \$7,040K recommended)	\$ 38,981	\$ 12,000	92.0
ALA	Fremont	Walnut Avenue Corridor Protected Intersections Project	\$ 3,555	\$ 2,712	92.0
SON	Healdsburg	Healdsburg Avenue Complete Streets Project	\$ 12,117	\$ 10,107	92.0
CCC	CC County PW	Market Avenue Complete Street	\$ 3,209	\$ 2,884	92.0
SON	Sonoma County	Moorland Pedestrian and School Access	\$ 4,854	\$ 4,454	92.0
SOL	Fairfield	West Texas Street Complete Streets Project	\$ 16,922	\$ 10,903	91.0
ALA	Alameda County PW	Mission Boulevard Safe and Complete Street for Active Transportation	\$ 30,943	\$ 7,900	91.0
CCC	EBRPD	Martinez Intermodal Station - Crockett Bay Trail Gap Closure Project	\$ 2,796	\$ 2,209	90.0
ALA	Oakland	International Boulevard Pedestrian Lighting and Sidewalk Improvements (M)	\$ 6,598	\$ 5,212	89.0
ALA	Alameda County TC	East Bay Greenway	\$ 224,070	\$ 24,000	88.0
SM	East Palo Alto	University Avenue at 101 Pedestrian/Bicycle Overcrossing	\$ 14,900	\$ 12,800	87.0
NAP	Napa (City)	Westwood Neighborhood Pedestrian Infrastructure Improvements	\$ 2,258	\$ 2,258	87.0
SM	San Bruno	Huntington Bikeway and Pedestrian Safety Project	\$ 6,750	\$ 6,572	87.0
SCL	SCCPH	Active and Safe Routes to a Healthier City	\$ 2,510	\$ 2,510	87.0
ALA	Alameda County PW	San Lorenzo Creekway: Building Equitable Active Transportation in Alameda County	\$ 28,300	\$ 23,385	87.0
CCC	CC County PW	San Pablo Avenue Complete Street/Bay Trail Gap Closure Project	\$ 9,485	\$ 8,535	86.0
ALA	BATA	West Oakland Link to Bay Trail and Bay Bridge Path	\$ 65,035	\$ 3,000	86.0
ALA	Berkeley	Washington Elementary and Berkeley High SR2S Project	\$ 1,425	\$ 1,425	86.0
NAP	Napa Co of Education	Napa County Safe Routes to School Program	\$ 996	\$ 869	86.0
MRN	Novato	San Marin High School Area Multimodal Access Project	\$ 1,743	\$ 1,432	86.0
ALA	Alameda County PW	Anita Avenue Safe and Accessible Route to School and Transit	\$ 5,425	\$ 2,100	85.0
ALA	Oakland	Bancroft Avenue Greenway	\$ 33,690	\$ 4,475	85.0
ALA	Oakland	International Boulevard Pedestrian Lighting and Sidewalk Improvements	\$ 14,824	\$ 11,651	84.0
CCC	CCTA	Our Streets: SRTS Community Bike/Walk Campaign for East Contra Costa	\$ 488	\$ 488	83.0
MRN	San Rafael	San Rafael Canal Crossing Project	\$ 22,127	\$ 1,575	82.5
ALA	Berkeley	Addison Street Bicycle Boulevard Project	\$ 1,997	\$ 1,997	81.0
ALA	Oakland	East Oakland Neighborhood Bike Routes	\$ 21,859	\$ 17,269	80.0
CCC	Concord	Willow Pass/Parkside/Salvio Bikeways Connection Project	\$ 2,968	\$ 2,621	80.0
SM	San Carlos	Holly Street/US-101 Pedestrian and Bicyclist Overcrossing	\$ 11,600	\$ 8,300	79.0
ALA	Alameda County PW	D Street Safe Route to Fairview Elementary School	\$ 6,964	\$ 2,500	78.0
SM	Menlo Park	Middle Avenue Pedestrian/Bicycle Rail Crossing Project	\$ 20,258	\$ 10,000	77.0
CCC	BART	Bicycle, pedestrian, and ADA improvements at Pittsburg/Bay Point BART Station	\$ 1,996	\$ 1,198	75.0
CCC	Hercules	Willow/Palm Pedestrian Corridor Transit Center Connector	\$ 1,299	\$ 1,124	75.0
MRN	Corte Madera	Central Marin Regional Pathways Gap Closure Project	\$ 1,996	\$ 1,326	74.0
CCC	Lafayette	Pleasant Hill Road Class I Pathway	\$ 3,070	\$ 2,830	72.0
ALA	Oakland	Garfield Elementary Safe Routes to School	\$ 947	\$ 937	71.0
CCC	Danville	Diablo Road Trail	\$ 3,840	\$ 1,807	70.0
CCC	CC County PW	San Pablo Dam Road Pedestrian Crossings	\$ 1,984	\$ 1,754	69.0
CCC	CC County PW	Appian Way Corridor - Pedestrian Crossing Enhancements	\$ 2,332	\$ 1,961	67.0
ALA	Alameda County PW	Closing the gap in Niles Canyon; the Niles Canyon Pathway	\$ 26,522	\$ 2,800	66.0
CCC	CC County PW	Carquinez Middle School Trail Connection	\$ 4,700	\$ 4,550	63.0
SM	Millbrae	Millbrae Avenue Bicycle/Pedestrian Overcrossing Bridge Project	\$ 17,500	\$ 14,000	63.0
SM	Daly City	Bayshore and Woodrow Wilson Safe Routes to School Project	\$ 3,400	\$ 2,780	62.0
NAP	Napa County	Napa Valley Vine Trail Yountville to St Helena Gap Closure	\$ 16,200	\$ 10,000	60.0
SOL	Vacaville	Ulati Creek Safe Routes to Transit Gap Closure	\$ 5,603	\$ 3,468	58.0
SM	Half Moon Bay	Highway 1 Safety and Operational Improvements North	\$ 11,162	\$ 4,462	58.0

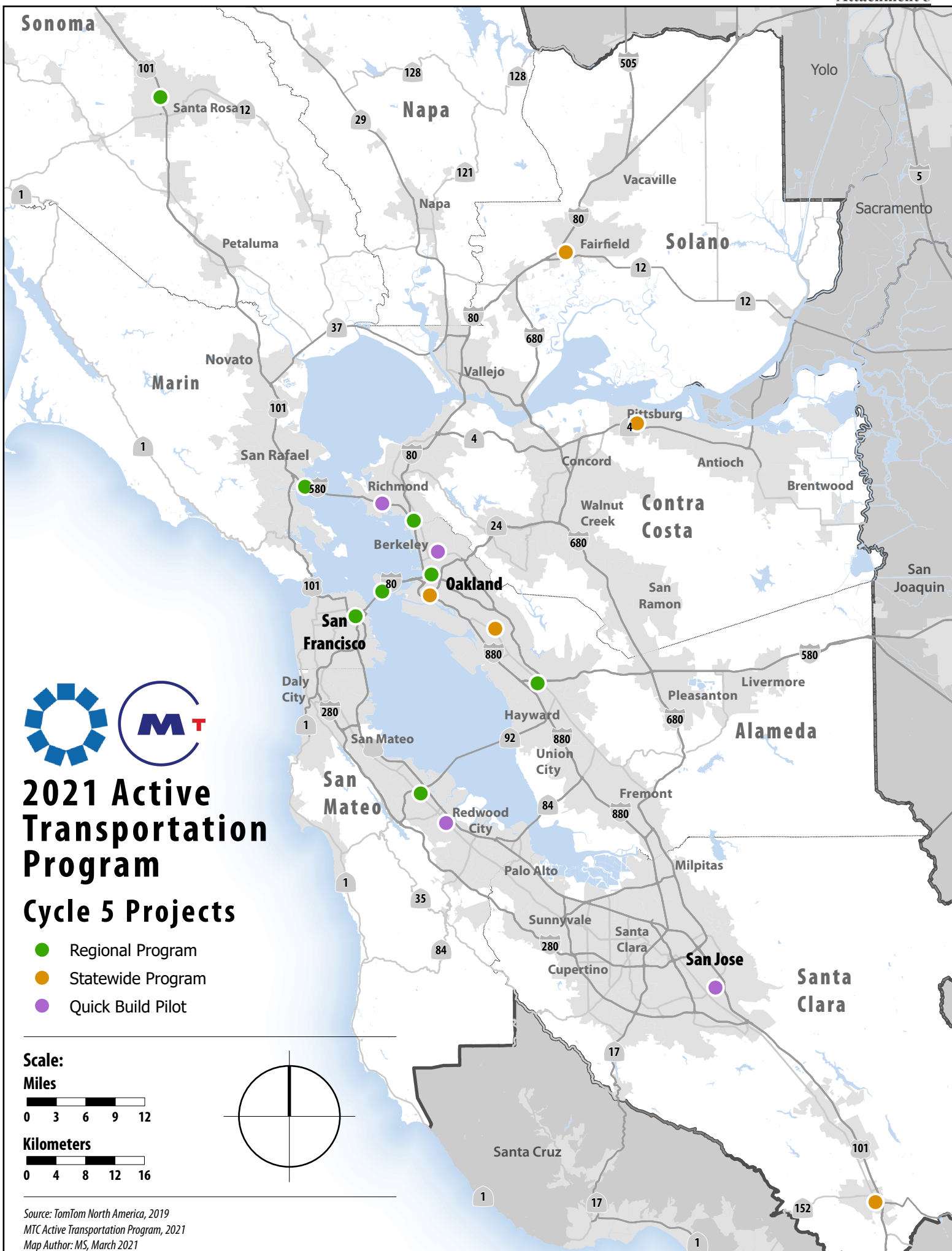
Color Key

White on Black: Projects Funded by the Statewide ATP

Black on Green: Projects Recommended in the Regional ATP

Co	Agency	Project Title	Total Project Cost (\$1,000s)	Total Fund Request (\$1,000s)	MTC Reg'l Score (out of 110)
SCL	San Jose	Five Wounds Trail (Story to Julian) - PA&ED and CON	\$ 34,035	\$ 29,387	55.0
ALA	Dublin	City of Dublin Safe Routes to Schools Project	\$ 5,323	\$ 3,456	55.0
CCC	San Ramon	Iron Horse Trail Bicycle and Pedestrian Overcrossing Crow Canyon Road	\$ 18,000	\$ 1,500	49.0
CCC	Danville	Cameo Drive Pedestrian Safety Improvements	\$ 960	\$ 849	47.0
CCC	Lafayette	School Street/Topper Lane Safe Routes to School Project	\$ 5,216	\$ 4,016	42.0
MRN	Tiburon	Trestle Glen Boulevard Class II Bikeway	\$ 3,518	\$ 3,113	35.0

61	Applications Received	Totals	\$ 968,386	\$ 355,766
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ATP Funding History Summary (2014 through 2024)

State and Regional ATP Programs Cycles 1 through 5 (including draft staff recommendations)				
County	County Population % Share Within Region	All ATP Cycles Total \$ Awarded To Region by CTC and MTC	All ATP Cycles Total % Awarded To Region by CTC and MTC	% Differential (to population)
Alameda	21.4%	\$115.3	35.5%	14.1%
Contra Costa	14.8%	\$34.5	10.6%	-4.2%
Marin	3.3%	\$10.0	3.1%	-0.3%
Napa	1.8%	\$10.7	3.3%	1.5%
San Francisco	11.5%	\$40.5	12.5%	1.0%
San Mateo	9.9%	\$22.3	6.9%	-3.1%
Santa Clara	25.2%	\$39.7	12.3%	-12.9%
Solano	5.7%	\$24.4	7.5%	1.9%
Sonoma	6.3%	\$26.9	8.3%	2.0%
MTC		\$324.3		

Regional ATP Programs Cycles 1 through 5 (including draft staff recommendations)				
(\$ millions)				
County	County Population % Share Within Region	Reg ATP Cycles Total \$ Awarded by MTC	Reg ATP Cycles Total % Awarded by MTC	% Differential (to population)
Alameda	21.4%	\$40.0	23.1%	1.7%
Contra Costa	14.8%	\$17.0	9.8%	-5.0%
Marin	3.3%	\$10.0	5.8%	2.4%
Napa	1.8%	\$7.1	4.1%	2.3%
San Francisco	11.5%	\$32.7	18.9%	7.4%
San Mateo	9.9%	\$8.9	5.1%	-4.8%
Santa Clara	25.2%	\$20.5	11.8%	-13.3%
Solano	5.7%	\$11.4	6.6%	0.9%
Sonoma	6.3%	\$25.4	14.7%	8.4%
MTC		\$173.1		

State ATP Programs Cycles 1 through 5 (including draft staff recommendations)				
(\$ millions)				
County	County Population % Share Within Region	ATP Cycles Total \$ Awarded by CTC	ATP Cycles Total % Awarded by CTC	% Differential (to population)
Alameda	21.4%	\$75.2	43.5%	22.0%
Contra Costa	14.8%	\$17.4	10.1%	-4.7%
Marin	3.3%	\$0.0	0.0%	-3.3%
Napa	1.8%	\$3.6	2.1%	0.3%
San Francisco	11.5%	\$7.8	4.5%	-7.0%
San Mateo	9.9%	\$13.4	7.7%	-2.2%
Santa Clara	25.2%	\$19.2	11.1%	-14.1%
Solano	5.7%	\$13.0	7.5%	1.9%
Sonoma	6.3%	\$1.5	0.8%	-5.5%
MTC		\$151.2		

Date: February 26, 2020
W.I.: 1515
Referred by: PAC
Revised: 05/27/20-C
04/28/21-C

ABSTRACT

Resolution No. 4403, Revised

This resolution adopts the Active Transportation Program (ATP) Regional Program Cycle 5 Guidelines for the San Francisco Bay Area, for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 99 and Assembly Bill 101.

This resolution includes the following attachments:

Attachment A – Guidelines: Policies, Procedures, and Project Selection Criteria

Attachment B – 2021 Regional ATP Program of Projects

This resolution was revised by Commission action on May 27, 2020, to update Attachment A with the revised application deadline and programming milestones in response to Executive Order N-33-20, the COVID-19 State of Emergency.

This resolution was amended via Commission action on April 28, 2021 to update Attachment B, Cycle 5 Regional Active Transportation Program of Projects.

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated February 12, 2020, May 13, 2020, and April 14, 2021.

Date: February 26, 2020
W.I.: 1515
Referred by: PAC

RE: Adoption of Regional Active Transportation Program (ATP) Cycle 5 Guidelines and Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4403

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 has adopted and periodically revises, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

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

WHEREAS, MTC is the designated recipient for federal funding administered by the Federal Highway Administration (FHWA) assigned to the MPO/Regional Transportation Planning Agency (RTPA) of the San Francisco Bay Area for the programming of projects (regional federal funds); and

WHEREAS, the California State Legislature passed and the Governor signed into law Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes 2013), establishing the Active Transportation Program (ATP); and

WHEREAS, MTC adopts, pursuant to Streets and Highways Code Section 2381(a)(1), an Active Transportation Program of Projects using a competitive process consistent with guidelines adopted by the California Transportation Commission (CTC) pursuant to Streets and Highways Code Section 2382(a), that is submitted to the CTC and the California Department of Transportation (Caltrans); and

WHEREAS, MTC has developed, in cooperation with CTC, Caltrans, operators of publicly owned mass transportation services, congestion management agencies, countywide

WHEREAS, MTC has developed, in cooperation with CTC, Caltrans, operators of publicly owned mass transportation services, congestion management agencies, countywide transportation planning agencies, and local governments, guidelines to be used in the development of the ATP; and

WHEREAS, a multi-disciplinary advisory group evaluates and recommends candidate ATP projects for MTC inclusion in the Active Transportation Program of Projects; and

WHEREAS, the ATP is subject to public review and comment; now, therefore, be it

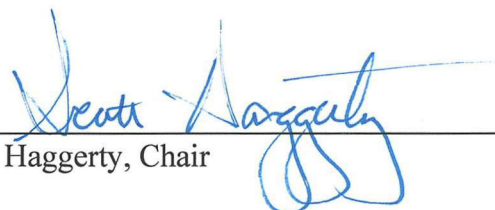
RESOLVED, that MTC approves the guidelines to be used in the evaluation of candidate projects for inclusion in the ATP, as set forth in Attachment A of this resolution, and be it further

RESOLVED, that MTC approves the Active Transportation Program of Projects, as set forth in Attachment B of this resolution, and be it further

RESOLVED that the Executive Director or designee can make technical adjustments and other non-substantial revisions; 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 CTC, Caltrans, and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, 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 February 26, 2020.

Attachment B
Metropolitan Transportation Commission
2021 Active Transportation Program (ATP)
Cycle 5
FY 2021-22 through FY 2024-25
Regional ATP Cycle 5 Program of Projects

MTC Resolution No. 4403
Attachment B
Adopted: 02/26/20-C
Revised: 04/28/21-C

Regional ATP Cycle 5 Projects (in order by county)

County	Implementing Agency	Project	Regional ATP
Alameda	Alameda County PW	E. Lewelling Boulevard Safe and Complete Street for Active Transportation	\$ 2,996,000
Alameda	Emeryville	40th Street Protected Bikeway and Pedestrian Improvements	\$ 1,374,000
Contra Costa	Caltrans D4	Central Avenue I-80 Undercrossing Ped/Bike Improvements	\$ 3,833,000
Marin	MTC	Richmond-San Rafael Bridge Shared Use Path Gap Closure	\$ 4,302,000
San Francisco	SFCTA	Yerba Buena Island Multi-use Pathway Project	\$ 3,800,000
San Francisco	SFMTA	Folsom Streetscape Project (<i>Partial</i>)	\$ 7,040,000
San Mateo	San Mateo (City)	Delaware Street Safe Routes to School Corridor	\$ 1,661,000
Sonoma	Santa Rosa	Santa Rosa US Highway 101 Bicycle and Pedestrian Overcrossing	\$ 12,000,000
TOTAL:			\$37,006,000

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Regional ATP Cycle 5 Contingency List (in descending score order)

County	Implementing Agency	Project	Regional ATP
San Francisco	SFMTA	Folsom Streetscape Project (<i>Remaining Amount</i>)	\$ 4,960,000
Alameda	Fremont	Walnut Avenue Corridor Protected Intersections Project	\$ 2,712,000
Sonoma	Healdsburg	Healdsburg Avenue Complete Streets Project	\$ 10,107,000
Contra Costa	CC County PW	Market Avenue Complete Street	\$ 2,884,000
Sonoma	Sonoma County	Moorland Pedestrian and School Access	\$ 4,454,000
Alameda	Alameda County PW	Mission Boulevard Safe and Complete Street for Active Transportation	\$ 7,900,000
Contra Costa	EBRPD	Martinez Intermodal Station - Crockett Bay Trail Gap Closure Project	\$ 2,209,000
TOTAL:			\$35,226,000

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Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0454 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 3/3/2021 **In control:** Programming and Allocations Committee
On agenda: 4/14/2021 **Final action:**
Title: MTC Resolution Nos. 4430, Revised and 4431, Revised. An allocation of \$124 million in FY 2020-21 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to various operators.

Initial allocation of \$48 million to Samtrans and additional allocation of funds to other operators based on revised FY 2020-21 revenue projections included in the FY 2021-22 Fund Estimate, MTC Resolution 4450 adopted in February 2021.

Sponsors:

Indexes:

Code sections:

Attachments: [3c - 21-0454 - Resos 4430 and 4431 - Allocation to Operators.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4430, Revised and 4431, Revised. An allocation of \$124 million in FY 2020-21 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to various operators.

Initial allocation of \$48 million to Samtrans and additional allocation of funds to other operators based on revised FY 2020-21 revenue projections included in the FY 2021-22 Fund Estimate, MTC Resolution 4450 adopted in February 2021.

Presenter:

Terence Lee

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

April 14, 2021

Agenda Item 3c - 21-0454

MTC Resolution Nos. 4430, Revised and 4431, Revised

Subject: An allocation of \$124 million in FY 2020-21 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to various operators.

Background: This month's proposed actions continue the annual allocation process of TDA and STA funds for FY2020-21. These funds are a significant source of operational and capital support for the region's transit operators. SamTrans is requesting an initial allocation of funds while the other operators are requesting supplemental allocations consistent with revised revenue estimates for the current fiscal year. Most allocation requests that are one million dollars or less are approved separately through the Executive Director's Delegated Authority process.

<i>amounts in millions</i>			
Transit Operator/ Claimant	TDA Resolution No. 4430	STA Resolution No. 4431	Total
AC Transit	\$ 14.1	\$ 4.5	\$ 18.6
CCCTA	\$ -	\$ 0.8	\$ 0.8
ECCTA/Tri Delta	\$ -	\$ 0.5	\$ 0.5
LAVTA	\$ -	\$ 0.3	\$ 0.3
GGBHTD	\$ 3.0	\$ 1.4	\$ 4.4
SamTrans	\$ 39.4	\$ 8.1	\$ 47.5
Santa Rosa	\$ -	\$ 0.3	\$ 0.3
SFMTA	\$ 0.9	\$ 11.1	\$ 12.0
Sonoma County	\$ -	\$ 0.3	\$ 0.3
VTA ¹	\$ 29.0	\$ 10.0	\$ 39.0
Total	\$ 86.4	\$ 37.3	\$ 123.7

1. A rescission of \$2.2 M in STA is also proposed for VTA.

SamTrans

The SamTrans bus and paratransit budget is approximately \$168 million. SamTrans is requesting \$43 million in TDA and STA funding, which is equivalent to 26 percent of its budgeted expenses, to support its transit operations. In addition, SamTrans has requested an additional \$4.5 million in STA to fund Caltrain operations. As of January 2021, SamTrans is projecting \$8 million (or 4.5%) in cost-savings due to service reductions, lower fuel expenses, reduction in insurance claim reserves, and lower expense trends for consultant services.

As of March 2021, service is currently operating at 82% of pre-COVID levels. In April 2020, soon after the shelter-in-place order was issued, service was reduced to Saturday service levels. In August 2020 and January 2021, additional service was added to routes with high demand and to serve growing ridership. Additional service changes, including restarting a small number of school-oriented community routes began at the end of March. Ridership is down 65 percent on

fixed route services and paratransit ridership is down 67 percent from pre-pandemic levels.

SamTrans is planning a service redesign, Reimagine SamTrans, and will soon conduct the second round of public outreach for feedback on three alternatives. Implementation of the service redesign is anticipated in Summer 2022. SamTrans is also conducting a shuttle study to focus on how to emerge from COVID-19 and adapt to Caltrain electrification, fixed route service redesign, and long-term corridor changes.

Supplemental Allocations


Before the start of FY 2020-21, MTC notified claimants that TDA allocations would be limited to 75 percent of the estimated revenue for the fiscal year to account for the anticipated decrease in sales tax revenue since initial estimates were developed pre-pandemic. As part of submitting TDA revenue estimates for FY2021-22, the nine county auditors also provided revised revenue estimates for FY 2020-21 based on actual receipts in the current year and updated forecasts. Except for San Francisco, all counties are projecting a much smaller decrease in TDA revenue for FY2020-21 compared to FY2019-20, and some counties are even projecting an increase. In addition, the State had projected a decrease in STA revenue of 40 percent compared to the original forecast, but revised that to a 25 percent decrease. A more detailed explanation of these revised revenue forecasts was presented to the Programming and Allocations Committee in February. As a result of the changes in revenue forecasts, operators may claim additional TDA and STA funds in the current year.

Approximately \$76 million in supplemental TDA and STA is proposed to be allocated to nine operators based primarily on the increased revenue estimate. VTA also has requested a reallocation of about \$2 million in Lifeline program funds since the funds will expire at the end of the fiscal year and they need additional time to complete the project.

Issues: In February, when staff presented the FY 2021-22 Annual Fund Estimate, the Committee provided direction that staff should highlight proposed programming and allocation actions that fall under MTC's regional transit coordination authority, to allow for greater scrutiny of operators' compliance with existing and future coordination requirements. Staff will comply with this direction for future actions in FY2021-22 and beyond but note that funds subject to the current proposed action are for FY 2020-21.

Recommendation: Refer MTC Resolution Nos. 4430, Revised and 4431, Revised to the Commission for approval.

Attachments: MTC Resolution Nos. 4430, Revised and 4431, Revised


Therese W. McMillan

Date:	June 24, 2020	
W.I.:	1514	
Referred by:	PAC	
Revised:	07/22/20-C	09/23/20-C
	10/28/20-C	11/20/20-DA
	12/16/20-C	01/27/21-C
	02/24/21-C	04/28/21-C

ABSTRACT

Resolution No. 4430, Revised

This resolution approves the allocation of fiscal year 2020-21 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

This resolution allocates funds to AC Transit, County Connection (CCCTA) and Santa Clara Valley Transportation Authority (VTA).

On July 22, 2020, Attachment A was revised to allocate funds to Livermore Amador Valley Transit Authority (LAVTA), Napa Valley Transportation Authority (NVTA), SolTrans, Sonoma County Transit, and Vacaville.

On September 23, 2020, Attachment A was revised to allocate funds to CCCTA, Fairfield, Golden Gate Bridge, Highway, and Transportation District (GGBHTD), Marin Transit, and San Francisco Municipal Transportation Agency (SFMTA).

On October 28, 2020, Attachment A was revised to allocate funds to Eastern Contra Costa Transit Authority (ECCTA or Tri Delta Transit).

On November 20, 2020 through Executive Director's to rescind funds from CCCTA at their request.

On December 16, 2020, Attachment A was revised to allocate funds to Santa Rosa.

On January 27, 2021, Attachment A was revised to allocate funds to Petaluma.

On February 24, 2021, Attachment A was revised to allocate funds to Union City and change the use of funds allocated to AC Transit.

On April 28, 2021, Attachment A was revised to allocate funds to GGBHTD, SamTrans, SFMTA, and VTA.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 10, 2020 July 8, 2020, September 9, 2020, October 14, 2020, December 9, 2020, January 13, 2021, February 10, 2021, and April 14, 2021.

Date: June 24, 2020
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2020-21 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4430

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

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

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

WHEREAS, claimants in the MTC region have submitted claims for the allocation of fiscal year 2020-21 TDA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2020-21 allocations requested by claimants, and is from time-to-time revised; and

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

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

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

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

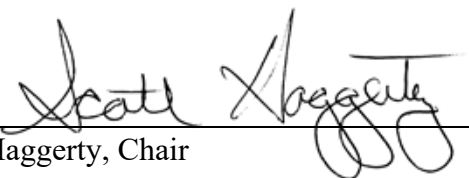
RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2020-21 TDA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution; and, be it further

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

RESOLVED, that all TDA allocations are subject to continued compliance with MTC Resolution 3866, Revised, the Transit Coordination Implementation Plan.

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations, on June 24, 2020.

Date: June 24, 2020
 Referred by: PAC
 Revised: 07/22/20-C 09/23/20-C
 10/28/20-C 11/20/20-DA
 12/16/20-C 01/27/21-C
 02/24/21-C 04/28/21-C

Attachment A
 MTC Resolution No. 4430
 Page 1 of 2

ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS
 DURING FISCAL YEAR 2020-21

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area	Note
5801 - 99233.7, 99275 Community Transit Service - Operations						
VTA	Paratransit Operations	4,300,949	01	06/24/20	Santa Clara County	
AC Transit	Paratransit Operations	2,941,847	02	06/24/20	Alameda County	
AC Transit	Paratransit Operations	(2,941,847)	02	02/24/21	Alameda County	
VTA	Paratransit Operations	1,450,645	01	04/28/21	Santa Clara County	
SamTrans	Paratransit Operations	1,969,917	31		San Mateo County	
Subtotal		7,721,511				
5802 - 99260A Transit - Operations						
VTA	Transit Operations	81,718,041	03	06/24/20	VTA	
CCCTA	Transit Operations	21,522,389	04	06/24/20	CCCTA	
AC Transit	Transit Operations	39,194,685	05	06/24/20	AC Transit Alameda D1	
AC Transit	Transit Operations	10,401,518	06	06/24/20	AC Transit Alameda D2	
AC Transit	Transit Operations	4,764,837	07	06/24/20	AC Transit Contra Costa	
LAVTA	Transit Operations	9,941,236	08	07/22/20	LAVTA	
Sonoma County	Transit Operations	5,506,420	09	07/22/20	Sonoma County	
Sonoma County	Transit Operations	172,665	10	07/22/20	Petaluma	
SolTrans	Transit Operations	3,772,833	11	07/22/20	Vallejo/Benicia	
NVTA	Transit Operations	1,497,200	12	07/22/20	NVTA	
SFMTA	Transit Operations	35,847,950	18	09/23/20	SFMTA	
SFMTA	Transit Operations	1,886,687	19	09/23/20	San Francisco County	1
GGBHTD	Transit Operations	5,405,195	20	09/23/20	GGBHTD (Marin)	
GGBHTD	Transit Operations	4,434,197	21	09/23/20	GGBHTD (Sonoma)	
Fairfield	Transit Operations	1,919,984	22	09/23/20	Fairfield	
Fairfield	Transit Operations	882,747	22	09/23/20	Suisun City	
Marin Transit	Transit Operations	3,817,097	23	09/23/20	Marin Transit	
ECCTA	Transit Operations	7,765,938	25	10/28/20	ECCTA	
Santa Rosa	Transit Operations	4,500,000	28	12/16/20	Santa Rosa	
Petaluma	Transit Operations	1,066,002	29	01/27/21	Petaluma	
AC Transit	Transit Operations	2,941,847	02	02/24/21	Alameda County	1
Union City	Transit Operations	1,470,261	30	02/24/21	Union City	

5802 - 99260A Transit - Operations (continued)

SamTrans	Transit Operations	37,428,024	32	04/28/21	Samtrans	
VTA	Transit Operations	27,562,246	03	04/28/21	VTA	
AC Transit	Transit Operations	9,201,826	05	04/28/21	AC Transit Alameda D1	
AC Transit	Transit Operations	2,439,079	06	04/28/21	AC Transit Alameda D2	
AC Transit	Transit Operations	2,418,201	07	04/28/21	AC Transit Contra Costa	
GGBHTD	Transit Operations	1,436,788	20	04/28/21	GGBHTD (Marin)	
GGBHTD	Transit Operations	1,545,442	21	04/28/21	GGBHTD (Sonoma)	
SFMTA	Transit Operations	835,121	18	04/28/21	SFMTA	
SFMTA	Transit Operations	65,405	19	04/28/21	San Francisco County	1
Subtotal		333,361,861				

5803 - 99260A Transit - Capital

LAVTA	Transit Capital	2,298,700	13	07/22/20	LAVTA	
NVTA	Transit Capital	2,763,521	14	07/22/20	NVTA	
CCCTA	Transit Capital	1,494,000	24	09/23/20	CCCTA	
ECCTA	Transit Capital	1,665,126	26	10/28/20	ECCTA	
CCCTA	Transit Capital	(362,158)	24	11/20/20-DA	CCCTA	
Subtotal		7,859,189				

5804 - 99260A Paratransit - Operating

ECCTA	Paratransit Operations	1,042,182	27	10/28/20	ECCTA	
Subtotal		1,042,182				

5807 - 99400C General Public - Operating

Sonoma County	Transit Operations	1,591,839	15	07/22/20	Sonoma County	
Sonoma County	Transit Operations	34,533	16	07/22/20	Petaluma	
Vacaville	Transit Operations	1,314,318	17	07/22/20	Vacaville	
Subtotal		2,940,690				

TOTAL 352,925,433

Note:

(1) MTC finds that these Article 4.5 funds can be used to better advantage for Article 4 purposes.

ALLOCATION OF FISCAL YEAR 2020-21
TRANSPORTATION DEVELOPMENT ACT
ARTICLE 4, ARTICLE 4.5 AND ARTICLE 8
FUNDS TO CLAIMANTS IN THE MTC REGION

FINDINGS

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

Transportation Development Act Article 4 Funds

Public Utilities Code § 99268 et seq.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California. Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of Public Utilities Code § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (Public Utilities Code §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), as so attested to by the claimant's chief financial officer; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6633.1, or § 6634; and

5. That pursuant to Public Utilities Code § 99233.7 funds available for purposes stated in TDA Article 4.5 can be used to better advantage by a claimant for purposes stated in Article 4 in the development of a balanced transportation system.

Transportation Development Act Article 4.5 Funds

Public Utilities Code § 99275

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and

2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and

3. That in accordance with Public Utilities Code § 99275.5(c), MTC finds that the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC, responds to a transportation need not otherwise met in the community of the claimant; that the services of the claimant are integrated with existing transit services, as warranted; that the claimant has prepared and submitted to MTC an estimate of revenues, operating costs and patronage for the fiscal year in which TDA Article 4.5 funds are allocated; and that the claimant has submitted a budget indicating compliance with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code § 99268.5 or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and

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

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

Transportation Development Act Article 8 Transit Funds

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

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

Date:	June 24, 2020	
W.I.:	1514	
Referred by:	PAC	
Revised:	07/22/20-C	09/23/20-C
	10/28/20-C	11/20/20-C
	12/16/20-C	01/27/21-C
	02/24/21-C	04/28/21-C

ABSTRACT

Resolution No. 4431, Revised

This resolution approves the allocation of State Transit Assistance (STA) funds for fiscal year 2020-21.

This resolution allocates funds to AC Transit, County Connection (CCCTA), MTC, and Santa Clara Valley Transportation Authority (VTA).

Attachment A to this resolution was revised on July 22, 2020 to allocate funds to SolTrans.

Attachment A to this resolution was revised on September 23, 2020 to allocate funds to Golden Gate Bridge, Highway, and Transportation District (GGBHTD), San Francisco Municipal Transportation Agency (SFMTA), and Solano Transportation Authority. Funds will be rescinded from MTC.

Attachment A to this resolution was revised on October 28, 2020 to allocate funds to AC Transit, CCCTA, Eastern Contra Costa Transit Authority (ECCTA or Tri Delta Transit), Livermore Amador Valley Transit Authority (LAVTA), and Sonoma County Transit.

Attachment A to this resolution was revised on November 20, 2020 to allocate funds to Western Contra Costa Transit Authority (WestCAT).

Attachment A to this resolution was revised on December 16, 2020 to allocate funds to Santa Rosa.

Attachment A to this resolution was revised on January 27, 2021 to allocate funds to SMART.

Attachment A to this resolution was revised on February 24, 2021 to allocate funds to BART.

On April 28, 2021, Attachment A was revised to allocate funds to ten operators.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 10, 2020, July 8, 2020, September 9, 2020, October 14, 2020, November 20, 2020, December 9, 2020, January 13, 2021, February 10, 2021, and April 14, 2021.

Date: June 24, 2020
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2020-21 State Transit Assistance to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4431

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

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

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

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

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

WHEREAS, eligible claimants have submitted applications to MTC for the allocation of fiscal year 2020-21 STA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2020-21 allocations requested by claimants, and is from time-to-time revised; and

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

WHEREAS, pursuant to 21 California Code of Regulations Section 6754, MTC Resolution Nos. 4321 and 4355, and Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

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

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


RESOLVED, that MTC approves the allocation of fiscal year 2020-21 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution;

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations, on June 24, 2020.

Date: June 24, 2020
 Referred by: PAC
 Revised: 07/22/20-C 09/23/20-C
 10/28/20-C 11/20/20-C
 12/16/20-C 01/27/21-C
 02/24/21-C 04/28/21-C

Attachment A
 MTC Resolution No. 4431
 Page 1 of 2

ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS
 DURING FISCAL YEAR 2020-21

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area
5821 - 6730B Capital - Population-based Lifeline					
VTA	Cycle 4: ADA Transition Plan	3,596,543	01	06/24/20	Santa Clara County
VTA	Cycle 5: Bus Stop Enhancement Program	2,229,219	24	04/28/21	Santa Clara County
VTA	Cycle 5: Bus Stop Enhancement Program	(2,229,219)		04/28/21	19433527
	Subtotal	3,596,543			
5820 - 6730A Operating Costs - Revenue-based					
VTA	Transit Operations	13,808,720	02	06/24/20	VTA
AC Transit	Transit Operations	14,412,123	03	06/24/20	AC Transit
SFMTA	Transit Operations	37,648,058	09	09/23/20	SFMTA
GGBHTD	Transit Operations	5,072,785	10	09/23/20	GGBHTD
ECCTA	Transit Operations	3,049,550	12	10/28/20	BART
WCCTA	Transit Operations	2,394,577	19	11/20/20	BART
SMART	Transit Operations	1,089,118	21	01/27/20	SMART
BART	Transit Operations	21,717,257	22	02/24/21	BART
SamTrans	Transit Operations	3,540,136	25	04/28/21	SamTrans
SamTrans	Transit Operations	4,541,757	26	04/28/21	Caltrain
VTA	Transit Operations	6,617,588	02	04/28/21	VTA
AC Transit	Transit Operations	3,613,359	03	04/28/21	AC Transit
SFMTA	Transit Operations	10,488,378	09	04/28/21	SFMTA
GGBHTD	Transit Operations	1,375,155	10	04/28/21	GGBHTD
	Subtotal	129,368,561			
5820 - 6730A Operating Costs - County Block Grant					
SolTrans	Transit Operations	1,388,993	08	07/22/20	Solano County
CCCTA	Transit Operations	2,971,480	13	10/28/20	Contra Costa County
AC Transit	Transit Operations	3,187,777	14	10/28/20	Alameda County
LAVTA	Transit Operations	1,097,177	15	10/28/20	Alameda County
Sonoma County	Transit Operations	1,058,070	16	10/28/20	Sonoma County
ECCTA	Transit Operations	1,894,062	17	10/28/20	Contra Costa County
Santa Rosa	Transit Operations	1,231,470	20	12/16/20	Sonoma County
BART	Elevator Attendant Program	1,300,000	23	02/24/21	San Francisco County
CCCTA	Transit Operations	829,007	13	04/28/21	Contra Costa County
AC Transit	Transit Operations	889,352	14	04/28/21	Alameda County

5820 - 6730A Operating Costs - County Block Grant (continued)

LAVTA	Transit Operations	306,099	15	04/28/21	Alameda County
Sonoma County	Transit Operations	295,189	16	04/28/21	Sonoma County
ECCTA	Transit Operations	528,420	17	04/28/21	Contra Costa County
Santa Rosa	Transit Operations	343,565	20	04/28/21	Sonoma County
Subtotal		17,320,661			

5820 - 6730A Operating Costs - Population-based MTC Regional Coordination

MTC	Clipper Operations	5,800,000	04	06/24/20	MTC
MTC	Means-based Fare Pilot Subsidy	3,300,000	05	06/24/20	Means-based
MTC	Means-based Fare Pilot Admin	2,700,000	06	06/24/20	Means-based
MTC	Clipper Operations	(5,584,195)	04	09/23/20	MTC
Subtotal		6,215,805			

5822 - 6731C Paratransit - Operating - County Block Grant

VTA	Transit Operations	3,977,636	07	06/24/20	Santa Clara County
SFMTA	Paratransit Operations	2,496,392	18	10/28/20	San Francisco County
VTA	Transit Operations	1,133,036	07	04/28/21	Santa Clara County
SFMTA	Paratransit Operations	575,512	18	04/28/21	San Francisco County
Subtotal		8,182,576			

5828 - 6731B Planning and Admin - County Block Grant

Solano TA	Planning and Administration	2,272,950	11	09/23/20	Solano County
Subtotal		2,272,950			
TOTAL		166,957,096			

Date: June 21, 2020
Referred by: PAC

Attachment B
Resolution No. 4431
Page 1 of 2

ALLOCATION OF FISCAL YEAR 2020-21 STATE TRANSIT ASSISTANCE FUNDS
TO CLAIMANTS IN THE MTC REGION

FINDINGS

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

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with PUC §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 Cal. Code of Regs. § 6651), and with the applicable state regulations (21 Cal. Code of Regs. § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of PUC § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (PUC §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), or with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in PUC §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and
4. That each claimant is making full use of federal funds available under the Fixing America's Surface Transportation (FAST) Act, as amended; and
5. That the sum of each claimant's allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount the claimant is eligible to receive, in accordance with the calculations prescribed by 21 Cal. Code of Regs. § 6633.1 or § 6634; and

6. That MTC has given priority consideration to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs; and
7. That each claimant has made a reasonable effort to implement the productivity improvements recommended pursuant to PUC § 99244; and
8. That each claimant has submitted to MTC a copy of a certification from the California Highway Patrol verifying that the claimant is in compliance with Section 1808.1 of the Vehicle Code (“Pull Notice Program”), as required by PUC § 99251; and
9. That each claimant is in compliance with the eligibility requirements of PUC §§ 99314.6 or 99314.7; and
10. That each claimant has certified that it has entered into a joint fare revenue sharing agreement with every connecting transit operator, and that it is in compliance with MTC’s Transit Coordination Implementation Plan, pursuant to Government Code §§ 66516 and 66516.5, PUC §§ 99314.5(c) and §99314.7, and MTC Resolution No. 3866, Revised.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	21-0470	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	3/8/2021	In control:		Programming and Allocations Committee	
On agenda:	4/14/2021	Final action:			
Title:	MTC Resolution Nos. 4456, 4457, 4169, Revised, and 4272, Revised				

Programming of \$506.3 million in FTA Formula Revenues, AB 664 Bridge Tolls, and BATA Project Savings for FY 2020-21, for transit operator state-of-good-repair consistent with the Transit Capital Priorities (TCP) Process and Criteria, including discussion of a proposed plan for financing against future FTA revenues. Updates to the FY2016-17-FY 2019-20 TCP Program totaling approximately \$41 million.

Sponsors:

Indexes:

Code sections:

Attachments: [4a - 21-0470 - Resos-4456-4457-4169-4272 - TCP Program FY21.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4456, 4457, 4169, Revised, and 4272, Revised

Programming of \$506.3 million in FTA Formula Revenues, AB 664 Bridge Tolls, and BATA Project Savings for FY 2020-21, for transit operator state-of-good-repair consistent with the Transit Capital Priorities (TCP) Process and Criteria, including discussion of a proposed plan for financing against future FTA revenues. Updates to the FY2016-17-FY 2019-20 TCP Program totaling approximately \$41 million.

Presenter:

Craig Bosman

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

April 14, 2021

Agenda Item 4a-21-0470

MTC Resolution Nos. 4456, 4457, 4169, Revised, and 4272, Revised

Subject: Programming of \$506.3 million in FTA Formula Revenues, AB 664 Bridge Tolls, and BATA Project Savings for FY 2020-21, for transit operator state-of-good-repair consistent with the Transit Capital Priorities (TCP) Process and Criteria, including discussion of a proposed plan for financing against future FTA revenues. Updates to the FY2016-17—FY 2019-20 TCP Program totaling approximately \$41 million.

Background: This item proposes to program \$506.3 million in Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula, 5337 State of Good Repair, and 5339 Bus and Bus Facilities Funds; AB 664 Bridge Toll Funds; and BATA Project Savings Funds in FY 2020-21 to support transit capital replacement and rehabilitation projects and maintenance and operating costs. MTC is the designated recipient of these FTA formula funds for the large Urbanized Areas (UZAs) in the region and has been authorized by Caltrans to select projects and recommend funding allocations for the small UZAs.

The proposed program covers major funding needs for several of the Bay Area's highest priority transit capital projects; provides support and flexibility for operators in an uncertain economic climate; and supports MTC's Core Capacity Challenge Grant Program (CCCCGP) commitments (MTC Resolution No. 4123, Revised). Major investments include BART railcar replacement cars, SFTMA investments in car replacements and systems; Next Generation Clipper; and other major vehicle replacements. These investments are described in greater detail below.

The proposed program has been developed in cooperation with transit operators over the last several months, and is consistent with the TCP Process and Criteria (MTC Resolution No. 4444) approved by the Commission in January 2021. Both the program and policy were developed collaboratively with the operators, taking into account the flexibility needed to face the challenges and uncertainty brought on by the COVID-19 pandemic.

Background and Process

The TCP program provides FTA formula funds and other regional revenues for transit capital maintenance and rehabilitation. The main goals of the program are to fund basic capital requirements to achieve and maintain a state of good repair, to maintain reasonable fairness to all the operators in the region, and to complement the other MTC funding programs. This item proposes a program for FY2020-21.

Staff developed the TCP in coordination with the Partnership Transit Finance Working Group (TFWG) over the past year, including the update

to the TCP policy for this programming cycle, as well as to respond to the current transit funding crisis caused by the ongoing pandemic.

The project list was developed based on transit operator responses to a call for projects issued by MTC. Projects meeting the TCP criteria were included in the proposed program based on the TCP project score and UZA eligibility, subject to funding availability. TCP programming reflects the Commission's priorities in Plan Bay Area, with an emphasis on vehicle replacement and fixed guideway infrastructure state of good repair.

The FY2020-21 program includes set-asides for the ADA Operating Assistance and the Lifeline Transportation Program (\$26.4 million), both of which are funded from FTA Section 5307, and Capital Project Funding (\$479.9 million), which is funded from FTA Sections 5307, 5337, and 5339, and bridge toll funds.

Length of Program

Staff proposes a one-year program for FY2020-21 due to multiple uncertainties including the recovery of transit ridership, the stability of transit funding sources, the incorporation of additional federal transit funding relief, and the potential of a new federal surface transportation authorization. The program is guided by the TCP policy, which is intended to serve beyond FY2020-21, with amendments brought to the Commission for consideration as appropriate.

Major Investments

The proposed program includes funding for several major regional priority projects, including the BART's railcar replacement program; SFMTA light rail vehicle replacements; Clipper's next generation fare collection system; and major fleet replacements for AC Transit and the Livermore Amador Valley Transit Authority (LAVTA). Several projects are highlighted below.

BART Railcar Replacement: The proposed program continues to assume that, to meet the state of good repair needs in the region over the next several years, financing against future FTA revenues will need to be used. To that end, MTC has received a Letter of No Prejudice from FTA for financing on the BART Car Replacement Project. For the FY21 program, after meeting all non-BART Car Score 16 needs from the San Francisco-Oakland, Antioch, and Concord UZAs using Section 5307 and 5337 funds, a balance of approximately \$86 million remains. To minimize long-term financing costs to the region, as much as possible of the \$86 million will be used directly on the BART Railcar Replacement project. Staff of MTC and BART are in discussions to finalize the financing plan, which will be brought to the Commission for consideration at a later date. If the schedule and structure of any approved financing requires that FY2020-21

FTA funds are used for debt service, staff will return with a request to re-program these funds accordingly.

Clipper Next Generation Fare Collection System: \$47.7 million of FY21 TCP programming supports the Clipper 2.0 project, which will replace Clipper's backend system and all customer facing fare devices, addressing software and equipment obsolescence and improving customer experience. This stays within the Commission's previous commitment of FTA funds to this project, but is more concentrated in FY21 than previously anticipated due to ongoing litigation on RM3.

AC Transit Replacement Vehicles: AC Transit will receive approximately \$37 million, a combination of TCP funds (\$30.3 million in 5307 and 5339 funds) and MTC bridge toll funds (\$6.7 M in AB664 and BATA Project Savings), for the replacement of eighty-eight buses from various sub-fleets that have reached the end of their useful life.

SFMTA: Wayside/Central Train Control & Trolley Signal Systems Rehabilitation and Light Rail Vehicle Procurement: \$28.9 million is programmed to SFMTA to rehabilitate or replace elements of the ATCS Wayside Train Control and signal systems as they have reached the end of their useful life. SFMTA will also receive a total of \$20.7 million in AB 664 and BATA Project Savings toward Light Rail Vehicle Replacement, previously committed through the CCCGP. The light rail vehicles procurement will replace vehicles at the end of their useful life, maintaining system state of good repair.

WETA Ferry Vessel Replacement – MV Intintoli: \$21.2 million is programmed to WETA for the replacement of the ferry MV Intintoli, which was put in to service in 1997. The new ferry will be used in WETA's North Bay (Vallejo) service.

VTA Replacement Vehicles: \$20.7 million is programmed for VTA bus replacement. VTA will replace twenty-nine buses that have reached the end of their useful life with cleaner hybrid bus technology.

LAVTA Replacement Vehicles: \$11.5 million is programmed for LAVTA bus replacement. Twelve buses that have reached the end of their useful life will be replaced.

AB 664 and BATA Project Savings

Bridge tolls that complement the TCP program via the CCCGP have been included for SFMTA and AC Transit, as discussed above, as well as \$2.3 million in AB 664 funds to eligible operators for local match. A total of \$18.9 million in AB 664 funds and \$10.9 million in BATA Project Savings are programmed for FY2020-21. AB 664 and BATA Project Savings programming and allocations are outlined in MTC Resolutions Nos. 4457 and 4169, respectively.

Emergency Flexibility and Relief Funds

Use of Regular TCP funds for Emergency Relief: The TCP policy and proposed program were developed in part while both the Coronavirus Aid, Relief, and Economic Security Act (CARES Act) and the Coronavirus Response and Relief Supplementary Appropriations Act (CRRSAA) were being passed by Congress and programmed by MTC. Due to ongoing uncertainty due to COVID-19, the TCP policy includes flexibility for the distribution of formula funds. However, the CARES and CRRSAA funds, plus the recently passed American Rescue Plan Act funding, appear to have largely removed the need for emergency operating assistance using regular formula funds.

Swap of TCP and CRRSAA Funds: As approved by the Commission in March, the TCP includes fund swaps to distribute CRRSAA relief funds brought to the region, but limited by UZA restrictions. Relief amounts for CCCTA, ECCTA, and LAVTA are being programmed as regular Section 5307 funds. Each operator will put these funds toward operating assistance. In turn, the amount of CRRSAA funds that would have gone to these operators was programmed to BART and AC Transit in March. Using this fund swap, operators at CCCTA, ECCTA, and LAVTA receive their share of CRSSA relief funding and BART and AC Transit's vehicle replacement projects are kept whole.

Other Notable Items and Issues

Fixed Guideway Cap: Each fixed guideway (FG) operator has an FG cap based on its share of the updated fixed guideway need projections included in the adopted Plan Bay Area 2040 RTP, with a floor applied so that no operator's cap is reduced by more than 5% from their prior cap. In an attempt to better align FG needs and FG cap programming, in the call for projects for a multi-year program, operators could request more than their annual cap in a particular year if the increase is offset by a lower request in another year.

In the proposed FY2020-21 program, BART has chosen to advance \$5.6 million above its \$52.7 million FG cap, borrowing against future amounts. WETA has opted to defer its entire fixed guideway cap of \$6.3 million for FY2020-21 for use in a later program year.

FG cap dollars can be used for preventive maintenance, per standard flexibility allowed by the TCP policy. \$2.2 million of Caltrain's \$13.7 million FG cap is programmed for preventive maintenance in FY2020-21. Consistent with standing TCP policy, Caltrain has demonstrated that its preventive maintenance needs can be addressed by this one-year waiver, and that this action will not adversely affect their fixed guideway project funding plans.

VTA Fixed Guideway Cap Waiver: VTA requested a total of \$73.7 million in FTA funds for FY2020-21, including \$30.8 million for FG infrastructure rehabilitation projects that are subject to the FG project caps specified in the TCP policy. These include replacement or rehabilitation of light rail track, crossovers, switches and other train control equipment, and traction power systems. The \$30.8 million figure represents the remaining amount in the San Jose UZA after funding 1/3 of Caltrain's high-scoring needs (the TCP policy incorporates a Caltrain Joint Powers Board agreement that Caltrain's TCP projects are funded 2/3 from the San Francisco-Oakland UZA, and 1/3 from the San Jose UZA). In the proposed program, both conditions have been met, with funds left over. VTA's FG cap is \$8.1 million in FY2020-21, so VTA's request exceeds the cap by \$22.7 million. VTA staff requested that MTC waive the cap and program an additional \$22.7 million for the requests above the cap. Given VTA's unique situation, with access to relatively large amounts of Section 5337 State of Good Repair funding, staff will continue to work with VTA to identify strategies for ensuring that its future fleet needs can be met through the TCP.

Unprogrammed Balances: The proposed program leaves an unprogrammed balance of \$13.1 million, with \$11 million unprogrammed in Section 5307 and \$2.1 million unprogrammed in Section 5339 funds. These balances are in two urbanized areas – Vacaville and Santa Rosa – as detailed below.

The Vacaville UZA's only eligible operator, Vacaville Transit, did not request programming, leaving them \$11 million and \$1.5 million in Section 5307 and 5339 funds, respectively, for a total balance of \$12.5 million. The substantial balance building in the Vacaville UZA, especially with older funds, creates risk of funds lapsing. Staff will return in the coming months to address the issue. The Santa Rosa UZA carries a balance of \$0.6 million of Section 5339 funds, which will carry forward to the next fiscal year and will be available for programming by Santa Rosa CityBus, per recognized UZA agreement, in FY2021-22 and beyond.

FY2016-17—FY2019-20 TCP Program Changes

The program incorporates some updates to the FY2016-17—FY2019-20 TCP program due to project schedule, changing agency priorities, or eligibility concerns:

- **BART Railcar Replacement/Reprogramming of FY20 Debt Service:** The FY 2019-20 program included \$35.1 million set aside for potential TCP Financing Repayment Obligations (\$3.9 million in Section 5307 and \$31.2 million in Section 5337) on the BART Railcar Replacement Program. Due to the updated BART project timeline, debt service payments are not required for the FY2019-20 program period and the \$35.1 million is proposed to be reprogrammed directly to the BART Railcar Replacement Program as pay-go funding.

- **VTA Non-Eligible Project:** The VTA Downtown San Jose Speed Improvement Project was programmed \$4.9 million in Section 5337 funds in the FY2019-20 program; however this project has been deemed ineligible for 5337 funds by the FTA. The funds will be programmed instead to VTA's Rail Replacement and Rehabilitation Project. The Speed Improvement Project will be programmed with FY2020-21 Section 5307 funds.
- **SolTrans Reprogramming:** Soltrans has requested that \$0.5 million in 5339 funds from FY2019-20, which were allocated but not obligated to an alternative fuel bus purchase, be instead programmed to their Electric Bus Charging Infrastructure project.
- **Napa Vine Reprogramming:** \$0.2 million in FY2018-19 5339 funds will be reprogrammed from the Equipment Replacement & Upgrades Project to the NVTa Vine Transit Bus Maintenance Facility Project.

Next Steps

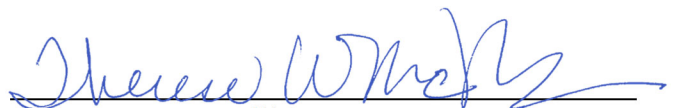
Concurrent with Commission approval of the TCP program, staff proposes an amendment that adds the preliminary program to the regional Transportation Improvement Program (TIP). Staff will also return in the future for any proposed actions pertaining to financing.

Amendments to the FY2020-21 program will be brought to the Commission for consideration as appropriate.

Issues: None.

Recommendation: Refer MTC Resolution Nos. 4456; 4457; 4169, revised; and 4272, revised to the Commission for approval.

Attachments: MTC Resolution Nos. 4456; 4457; 4169, revised; and 4272, revised


Therese W. McMillan

Date: April 28, 2021
W.I.: 1512
Referred By: PAC

ABSTRACT

Resolution No. 4456

This resolution approves the FY2020-21 Transit Capital Priorities preliminary program of projects for inclusion in the Transportation Improvement Program (TIP). The program includes projects funded with FTA Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities Formula Programs. In addition, One Bay Area Grant Cycle 2 (OBAG 2) Transit Priorities funds are being programmed in MTC Resolution No. 4202, and AB 664 Bridge Toll revenues and BATA Project Savings are programmed in MTC Resolution No. 4457 and Resolution No. 4169, respectively, for FY2020-21 Transit Capital Priorities projects.

This Resolution includes the following attachments:

Attachment A – FY2020-21 Program of Projects

Attachment B – FY2020-21 Programming Notes

Further discussion of the TCP program of projects is contained in the Programming and Allocations Committee summary sheet dated April 14, 2021.

Date: April 28, 2021
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4456

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 is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC is the designated recipient of the Federal Transit Administration (FTA) Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities 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 and Section 5339 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

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators in the region and with Caltrans to establish priorities for the transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria used in the selection and ranking of such projects are set forth in MTC Resolution No. 4444; and

WHEREAS, the projects to be included in the TIP are set forth in the detailed project listings in Attachment A, which is incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY 2020-21 Transit Capital Priorities program of projects to be included in the TIP as set forth in Attachment A; and, be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on April 28, 2021.

FY 2020-21 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
Actual Apportionments			472,533,014	239,947,924	217,678,352	14,906,738
Previous Year Carryover			17,194,790	8,866,784	3,929,022	4,398,984
Funds Available for Programming			489,727,804	248,814,708	221,607,374	19,305,722
MTC Debt Service						
REG170023	MTC	Debt Service	-	-	-	-
Lifeline Set-Aside						
Reserved	Various	Reserved for programming in Lifeline Transportation Program	3,580,439	3,580,439	-	-
ADA Operating Set-Aside						
ALA990076	AC Transit	ADA Paratransit Assistance	5,196,319	5,196,319	-	-
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements	2,610,785	2,610,785	-	-
CC-99T001	CCCTA	ADA Paratransit Assistance	1,408,267	1,408,267	-	-
CC-030035	ECCTA	ADA Operating Assistance	657,884	657,884	-	-
MRN150014	GGBHTD	Ferry Major Component Rehabilitation	277,332	277,332	-	-
ALA990077	LAVTA	ADA Paratransit Operating Subsidy	422,316	422,316	-	-
MRN110047	MCTD	ADA Paratransit Assistance	802,802	802,802	-	-
NAP030004	Napa Vine	ADA Operating Assistance	89,968	89,968	-	-
SON150007	Petaluma	ADA Set-Aside	79,781	79,781	-	-
SM-990026	SamTrans	ADA Paratransit Operating Subsidy	1,999,707	1,999,707	-	-
SON170003	Santa Rosa	ADA Operating Assistance	243,683	243,683	-	-
SF-990022	SFMTA	ADA Paratransit Operating Support	4,116,185	4,116,185	-	-
SOL110025	SolTrans	ADA Paratransit Operating Subsidy	366,722	366,722	-	-
SON170006	Sonoma County	SCT Replacement Bus Purchase	42,959	42,959	-	-
ALA170039	Union City	ADA Set-Aside	145,964	145,964	-	-
SCL050046	VTA	ADA Operating Set-Aside	4,032,995	4,032,995	-	-
CC-990045	Westcat	ADA Paratransit Operating Subsidy	277,332	277,332	-	-
Total Program Set-asides and Commitments			26,351,439	26,351,439	-	-
Funds Available for Capital Programming			463,376,365	222,463,269	221,607,374	19,305,722
Capital Projects						
NEW	AC Transit	Replace (50) 40ft Urban Buses - Diesel	13,014,934	4,966,445	-	8,048,489
NEW	AC Transit	Replace (10) 30ft Urban Buses - Diesel	3,922,500	3,922,500	-	-
NEW	AC Transit	Replace (9) Articulated Buses - Fuel Cell	10,415,250	10,415,250	-	-
NEW	AC Transit	Replace (14) 45ft Urban Buses - Diesel	1,845,200	1,845,200	-	-
NEW	AC Transit	Replace (5) 42ft Double Decker Buses - Diesel	1,049,000	1,049,000	-	-
ALA990052	AC Transit	ADA Operating Depreciation Costs from 3 Vendors	1,634,374	1,634,374	-	-
ALA170048	ACE	ACE Fixed Guideway (Capitalized Maintenance)	1,594,000	-	1,594,000	-
NEW	ACE	ACE Capital Access Fee	1,426,707	1,426,707	-	-
NEW	ACE	ACE Revenue Vehicle Communication Equipment	500,000	-	500,000	-
ALA090065	BART	Fare Collection Equipment	6,360,000	-	6,360,000	-
ALA190014	BART	Elevator Renovation Program	7,000,000	-	7,000,000	-
BRT030004	BART	Train Control Renovation	10,240,000	-	10,240,000	-
BRT030005	BART	Traction Power System Renovation	10,240,000	-	10,240,000	-
BRT97100B	BART	Rail,Way, and Structures Program	17,406,000	-	17,406,000	-
NEW	BART	Next Generation Fare Gates	7,000,000	-	7,000,000	-
REG090037	BART	Railcar Replacement Program	85,837,237	22,083,048	63,754,189	-
NEW	Caltrain	Preventive Maintenance	2,220,000	-	2,220,000	-
SM-03006B	Caltrain	Systemwide Track Rehabilitation	7,953,000	-	7,953,000	-
SM-050041	Caltrain	Comm. System/Signal Rehab.	1,200,000	-	1,200,000	-
SM-170010	Caltrain	TVM Project	2,300,000	-	2,300,000	-
TBD	CCCTA	Operating Assistance (CRRSAA Swap)	3,688,131	3,688,131	-	-
REG170022	Clipper	Clipper Next Gen Fare Collection System	47,740,655	47,740,655	-	-
CC-070092	ECCTA	ECCTA: Transit Bus Replacements	4,608,000	3,599,872	-	1,008,128
NEW	ECCTA	Operating Assistance (CRRSAA Swap)	2,456,412	2,456,412	-	-
SOL110041	Fairfield	Bus Replacement	322,825	-	-	322,825
SOL010006	Fairfield	Operating Assistance	2,636,194	2,636,194	-	-
MRN030010	GGBHTD	Fixed Guideway Connectors	40,000	-	40,000	-
MRN150014	GGBHTD	Ferry Major Components Rehab	4,670,000	-	4,670,000	-
MRN990017	GGBHTD	Ferry Dredging	640,000	-	640,000	-
MRN030015	GGBHTD	Transit System Enhancements	544,000	544,000	-	-
NEW	LAVTA	AVL	417,792	417,792	-	-
NEW	LAVTA	Fareboxes	265,613	265,613	-	-
NEW	LAVTA	Radios	50,432	50,432	-	-
NEW	LAVTA	Replacement Vehicles	10,841,000	7,446,964	-	3,394,036
NEW	LAVTA	Operating Assistance (CRRSAA Swap)	1,636,697	1,636,697	-	-
NEW	MCTD	MCTD: ADA Bus Stop Improvements	242,400	-	-	-
NEW	MCTD	MCTD-Vehicle Replacement - 5 Accessible Vans	404,000	404,000	-	-

Date: April 28, 2021
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 4456
Page 2 of 2

FY 2020-21 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
NAP170003	Napa Vine	NVTA- Vine Transit Bus Maintenance Facility	2,632,711	2,435,279	-	197,432
NEW	Petaluma	Purchase (1) replacement paratransit van	55,640	55,640	-	-
NEW	Petaluma	Purchase (2) Replacement Fixed Route Buses	1,049,598	905,838	-	143,760
SON170005	Petaluma	Transit Yard and Facility Improvements	99,253	99,253	-	-
SM150011	SamTrans	SamTrans-Purchase of Replacement Minivans	568,000	568,000	-	-
SON090023	Santa Rosa	Operating Assistance	1,535,205	1,535,205	-	-
SON090024	Santa Rosa	Preventive Maintenance	657,945	657,945	-	-
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilit	28,931,000	-	28,931,000	-
SF-170021	SFMTA	Historic Streetcar & Cable Car Restorations	7,344,308	-	7,344,308	-
SF-95037B	SFMTA	Muni Rail Replacement	7,026,000	-	7,026,000	-
SF-99T002	SFMTA	Cable Car Infrastructure	1,617,000	-	1,617,000	-
SF-170018; S	SFMTA	Motor Coach & Trolley Coach Midlife Overhauls	17,655,692	17,655,692	-	-
SF-090035	SFMTA	Paratransit Fleet Replacement Procurements	2,872,800	2,872,800	-	-
NEW	SMART	Preventive Maintenance	2,957,733	2,957,733	-	-
SOL190017	SolTrans	SolTrans Electric Bus Charging Infrastructure	438,947	-	-	438,947
SOL110040	SolTrans	Operating Assistance	2,951,888	2,951,888	-	-
SOL070032	SolTrans	Preventive Maintenance	1,000,000	1,000,000	-	-
SON170006	Sonoma County	SCT Replacement Bus Purchase	696,339	484,604	-	211,735
SON030005	Sonoma County	SCT Preventive Maintenance	1,280,000	1,280,000	-	-
NEW	VTA	Upgrade Ohlone/Chynoweth Interlocking	2,720,000	-	2,720,000	-
NEW	VTA	LRV Electronic Equipment Modernization	6,209,088	-	6,209,088	-
NEW	VTA	Bus Charging at Cerone	280,000	280,000	-	-
NEW	VTA	Security Enhancement at Chaboya Parking Lot	480,000	480,000	-	-
NEW	VTA	Guadalupe Signal Assessment/SCADA System Replacement	4,140,000	-	4,140,000	-
SCL050001	VTA	Electric Bus Replacement 2021	240,000	240,000	-	-
SCL050001	VTA	Hybrid Bus Replacement 2021	22,344,258	18,945,171	-	3,399,087
SCL050049	VTA	Traction Power Substation #11 Replacement FY22/23	7,640,000	-	7,640,000	-
SCL110099	VTA	Bridge and Structures Repairs FY22/23	1,312,000	-	1,312,000	-
SCL190053	VTA	Guadalupe Steam Rack Improvements	160,000	-	160,000	-
SCL190026	VTA	HVAC Replacement Project	1,622,600	1,622,600	-	-
SCL050002	VTA	Rail Replacement and Rehabilitation	8,592,389	-	8,592,389	-
SCL170005	VTA	Paratransit Fleet Procurement	5,417,120	5,417,120	-	-
SCL190047	VTA	Downtown San Jose Speed Improvements	8,480,000	8,480,000	-	-
CC-170008	Westcat	Paratransit Revenue Vehicle Replacement	912,000	912,000	-	-
REG090054	WETA	Ferry Channel Dredging	2,798,400	-	2,798,400	-
SF-110053	WETA	Ferry Vessel Replacement - MV Intintoli	21,157,300	21,157,300	-	-
Total Capital Projects			450,237,567	211,465,754	221,607,374	17,164,439
Total Programmed			476,589,006	237,817,193	221,607,374	17,164,439
Fund Balance			13,138,798	10,997,515	0	2,141,283

Transit Capital Priorities / Transit Capital Rehabilitation Program Notes

1	Program is based on final apportionments as provided by FTA and Caltrans (Small UZA Section 5339 amounts). Program assumes availability of financing proceeds, subject to future Commission authorization. If financing is not secured, this program will be revised accordingly.
2	AC Transit: \$1,821,000 of AB 664 Bridge Toll funds and \$4,912,063 of BATA Project Savings, for a total of \$6,733,063, have been programmed to AC Transit as part of the Core Capacity Challenge Grant Program (CCCGP). These FY2020-21 funds will support AC Transit's purchase of 50 40ft urban buses. AC Transit will be the recipient of CRRSAA funds in a fund swap. The replacement of 49 40' Urban Buses - Diesel is funded via regular 5307 funds at \$11,284,008; 5339 funds at \$8,048,489, and CRRSAA funds in place of TCP funds at \$1,027,003 (for a total project cost of \$20,359,500). (See note 13 for additional discussion of fund swap).
3	BART: The program assumes that financing will be used to meet all score 16 needs in the region. After meeting all FY2020-21 non-BART car Score 16 needs from the San Francisco-Oakland, Antioch, and Concord UZAs using Section 5307 and 5337 funds, a balance of \$86,730,705 remains. To minimize long-term financing costs to the region, this balance will be used directly on the BART Car Replacement project, as opposed to debt service. The program assumes BART will work with MTC to finance the railcar replacement program beginning in FY2021-22. BART is advancing \$5,600,000 above its FY2020-21 fixed guideway cap of \$52,646,000. This borrows against future cap amounts while keeping the five-year total the same. While this one-year program only programs out FY2020-21, the reduced totals across the five-year period will be enforced.
4	Caltrain: \$2,200,000 of the \$13,673,000 FY2020-21 fixed guideway cap will be used for preventive maintenance, per TCP policy to allow one-year waiver for other capital projects. Caltrain has demonstrated that FY21 PM will be fully funded through this, and that its other capital projects will not be adversely affected.
5	VTA: VTA is programmed \$30.8 M in 5337, \$22.7 million above their \$8.1 M fixed guideway cap. VTA staff requested and was granted a waiver of the cap due to additional funds available in the San Jose UZA after meeting other VTA funding needs and in recognition of the Caltrain funding agreement.
6	Santa Rosa UZA: Santa Rosa CityBus, Sonoma County Transit and Sonoma-Marín Area Rail Transit District (SMART) apportion Santa Rosa urbanized area funding in accordance with an agreement first in effect for FY2020 funds. The portion of FTA 5307 funds within the Santa Rosa urbanized area to be divided by the City and the County is the prior year's subtotal apportioned to those two operators, modified by the same rate as the modification to the FTA 5307 funds nationwide (ex.a 2% increase). That modified amount is divided between the two operators per the agreement in effect starting with FY2014 (58% Santa Rosa City Bus and 42% Sonoma County). The portion of the appropriated funds not divided by Santa Rosa and Sonoma County is distributed to SMART. For FY2020-21, \$1,764,604 is programmed to Sonoma County Transit, \$2,193,150 to Santa Rosa CityBus, and \$2,957,733 to SMART for 5307.
7	Clipper Next Gen Fare Collection total funding amount results from fund timing concerns related to Regional Measure 3 (RM3). The total is for three components of the project: Clipper Next Gen Fare Collection System (\$11,088,675); Collection System Open Payments (\$9,220,777); and Collection System funding in lieu of RM3 (\$27,431,203).
8	SFMTA: SFMTA's FY2020-21 request for \$20,720,222 for light rail vehicle replacement procurement will be funded with \$14,727,570 in AB 664 funds and \$5,992,652 in BATA Project Savings, as committed through MTC Res. 4123.
9	SFMTA: Motor Coach and Trolley Overhauls programming includes \$5M to complete fund swap of BATA Project Savings funds for FTA funds. \$5M of BATA project savings was previously re-programmed to the Central Subway project. SFMTA also restored \$4.25 M from its voluntary deferred fixed guideway cap funding from FY15 and FY16. \$25 M was deferred as part of a funding swap executed in FY2018-19; \$20.75M was restored in FY2019-20 and the remaining \$4.25 M is restored in FY2020-21. The \$4.25 M voluntary restored cap is included in the Wayside/Central Train Control & Trolley Signal Systems Rehab project. Thus, SFMTA receives their full FY2020-21 fixed guideway cap amount of \$33,324,000 plus \$4,250,000 restored deferral, for a total of \$37,574,000 programmed to SFMTA fixed guideway projects in FY2020-21.
10	LAVTA: The replacement of four 29' buses (two 2007 29' Gillig Hybrids and two 2009 29' Gillig Hybrids) with four 40' Gillig Hybrids is considered a replacement and not an expansion because it coincides with the phase out of replacing paratransit vehicles, as LAVTA switched to a brokerage model for paratransit and no longer supplies paratransit vehicles.
11	Marin Transit: Marin Transit will defer the purchase of ten replacement paratransit vehicles: five vehicle replacements for one year, and another five for three years, for a total of ten deferred vehicle replacements at \$808,000.
12	WETA: WETA has opted to defer its entire fixed guideway cap of \$6,310,000 for FY2020-21 for use in a later program year.
13	Coronavirus Response and Relief Supplementary Appropriations Act (CRRSAA) fund swaps: Due to the CRRSAA's UZA restrictions, what would have been CCCTA, ECCTA, and LAVTA's share of CRRSAA funds are now being accommodated through the TCP; and part of AC Transit's TCP request will be funded via CRRSAA to allow for this needed flexibility. The fund swap works as follows: - BART absorbs an additional \$6.75 million in CRRSAA funds (SF-O UZA), which is offset by decreasing their TCP programming in the Concord and Antioch UZAs - AC Transit absorbs an additional \$1.03 million in CRRSAA funds (SJ UZA), which is offset by decreasing their TCP programming in SF-O UZA and moving it in to San Jose UZA - CCCTA, ECCTA, and LAVTA are programmed a total of \$7.78 million in regular TCP 5307 funds: CCCTA and LAVTA from Concord, and ECCTA from Antioch.

Date: April 28, 2021
W.I.: 1512
Referred By: PAC

ABSTRACT

Resolution No. 4457

This resolution establishes the program of projects and allocates AB 664 Net Bridge Toll Revenues to eligible transit operators for FY2020-21. The programming and allocation for FY2020-21 for AC Transit and SFMTA projects is consistent with the Transit Capital Priorities (TCP) Program (MTC Res. No. 4456) and the Core Capacity Challenge Grant Program (MTC Res. No. 4123). Programming and allocation to other operators is consistent with the TCP Program.

This Resolution includes the following attachments:

Attachment A – Program of AB 664 Net Bridge Toll Revenue Projects FY2020-21

Attachment B – Allocation of AB 664 Net Bridge Toll Revenues FY2020-21

Further discussion of the allocation and programming of AB 664 Bridge Toll Revenue is contained in the Programming and Allocations Committee summary sheet dated April 14, 2021.

Date: April 28, 2021
W.I.: 1512
Referred By: PAC

RE: AB 664 Net Bridge Toll FY2020-21 Program of Projects and Allocations

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4457

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, pursuant to Streets and Highways Code § 30892, after deduction for MTC's administrative costs, MTC shall allocate toll bridge net revenues to public entities operation public transportation systems to achieve MTC's capital planning objectives in the vicinity of toll bridges as set forth in its adopted Regional Transportation Plan (RTP) ("Net Revenues"); and

WHEREAS, pursuant to Streets and Highways Code § 30894, MTC has adopted MTC Resolution No. 4015, which sets forth MTC's bridge toll revenue allocation policies; and

WHEREAS, pursuant to Streets and Highways Code § 30895, MTC has prepared and submitted to the Legislature a report on the capital planning and ferry system objectives of MTC to be achieved through the allocation of net toll revenues; and

WHEREAS, "Claimants" have each submitted an application to MTC for an allocation of net bridge toll revenues in FY2020-21 for the projects and purposes set forth in Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length; and

WHEREAS, claimants certify that their respective projects and purposes set forth in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code § 21000 et seq.) and the State EIR Guidelines (14 Cal. Code Regs. § 15000 et seq.); now, therefore, be it

RESOLVED, that MTC finds that the Claimants' projects and purposes as set forth in Attachment A are in conformance with MTC's Regional Transportation Plan, MTC's bridge toll revenue allocation policies, and MTC's capital planning and ferry system objectives; and, be

it further

RESOLVED, that MTC approves the allocation of net bridge toll revenues in FY2020-21 to Claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachment B to this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on April 28, 2021.

PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS

FY2020-21 Program				
			East Bay	West Bay
	Revenue Projections		3,421,000	15,427,570
	Previous Year Carry-Over (if any)			
	Expirations and Rescissions			
	Total Funds Available		3,421,000	15,427,570
Sponsor	Eligible Capital Projects	Fund Source		
<u>Current Year Programming</u>				
<u>AC Transit Core Capacity Projects</u>				
AC Transit	Replace (50) 40ft Urban Buses - Diesel	§ 5307/5339	1,821,000	
	<i>Subtotal - Core Capacity projects</i>		<i>1,821,000</i>	<i>-</i>
	Total Amount Programmed to AC Transit		1,821,000	-
Caltrain	Preventive Maintenance	§ 5337 FG		
Caltrain	Systemwide Track Rehabilitation	§ 5337 FG		
Caltrain	Comm. System/Signal Rehab.	§ 5337 FG		
Caltrain	TVM Project	§ 5337 FG		
	Total Amount Programmed to Caltrain		-	672,081
ECCTA	Transit Bus Replacements	§ 5307/§ 5339		
	Total Amount Programmed to ECCTA		173,521	
LAVTA	Replacement Vehicles	§ 5307/§ 5339		
LAVTA	AVL	§ 5307		
LAVTA	Fareboxes	§ 5307		
LAVTA	Radios	§ 5307		
	Total Amount Programmed to LAVTA		435,866	
SamTrans	SamTrans-Purchase of Replacement Minivans	§ 5307		
	Total Amount Programmed to SamTrans			27,919
<u>SFMTA Core Capacity Projects</u>				
SFMTA	Light Rail Vehicle Replacement Procurements			14,727,570
	<i>Subtotal - Core Capacity projects</i>			<i>14,727,570</i>
	Total Amount Programmed to SFMTA		-	14,727,570
SolTrans	Preventive Maintenance	§ 5307		
SolTrans	SolTrans Electric Bus Charging Infrastructure	§ 5339		
	Total Amount Programmed to SolTrans		54,185	
Westcat	Paratransit Revenue Vehicle Replacement	§ 5307		
	Total Amount Programmed to WestCAT		34,343	
WETA	Ferry Channel Dredging	§ 5337 FG		
WETA	Ferry Vessel Replacement - MV Intintoli	§ 5339		
	Total Amount Programmed to WETA		902,085	
Fund Balance			-	-

Notes:

Date: April 28, 2021
W.I.: 1512
Referred by: PAC

Attachment B
Resolution No. 4457
Page 1 of 1

**ALLOCATION OF AB 664 NET BRIDGE TOLL REVENUE
FY 2020-21 Program**

PO/Acct. Code	Project Sponsor	Project	East Bay Allocation	West Bay Allocation	Approval Date
21-4457-01/5850	AC Transit	Replace (50) 40ft Urban Buses - Diesel	\$1,821,000		4/28/2021
21-4457-02/5850	SFMTA	Light Rail Vehicle Replacement Procurements		\$14,727,570	4/28/2021
21-4457-03/5850	ECCTA	Transit Bus Replacements	\$173,521		4/28/2021
21-4457-04/5850	LAVTA	See Attachment A List of Projects	\$435,866		4/28/2021
21-4457-05/5850	SolTrans	See Attachment A List of Projects	\$54,185		4/28/2021
21-4457-06/5850	WestCat	Paratransit Revenue Vehicle Replacement	\$34,343		4/28/2021
21-4457-07/5850	WETA	See Attachment A List of Projects	\$902,085		4/28/2021
21-4457-08/5850	Caltrain	See Attachment A List of Projects		\$672,081	4/28/2021
21-4457-09/5850	SamTrans	SamTrans-Purchase of Replacement Minivans		\$27,919	4/28/2021
Total Allocations			\$3,421,000	\$15,427,570	Grand Total
					\$18,848,570

Date: January 28, 2015
W.I.: 1511
Referred by: PAC
Revised: 09/23/15-C 01/27/16-C
12/21/16-C 03/22/17-C
12/20/17-C 06/27/18-C
01/23/19-C 05/22/19-C
09/25/19-C 07/22/20-C
04/28/21-C

ABSTRACT

Resolution No. 4169, Revised

This resolution establishes the program of projects for BATA Project Savings and allocates these funds to eligible projects.

The following attachment is provided with this resolution:

Attachment A – Program of Projects

Attachment B – Allocations

This resolution was revised on September 23, 2015 to update the conditions associated with the programming of \$84 million of BATA project savings to SFMTA's Light Rail Vehicle purchase (LRV) project, in order to reflect the updated amount of AB 664 funds programmed to the project.

This resolution was revised on January 27, 2016 to program and allocate \$24,922,916 in BATA Project Savings towards AC Transit's Fleet Replacement consistent with the Core Capacity Challenge Grant Program funding plan.

This resolution was revised on December 21, 2016 to de-program \$23,014,657 in BATA Project Savings funds from SFMTA's LRV project due to receipt of TIRCP funding of the same amount in FY2015-16 and update the conditions associated with the programming to reflect the updated amount of AB 664 and BATA Project Savings funds programmed to the project.

This resolution was revised on March 22, 2017 to program and allocate \$5,248,522 in BATA Project Savings funds to AC Transit and program \$23,040,236 and allocate \$4,649,495 in BATA Project Savings funds to SFMTA towards their Fleet Replacement projects.

ABSTRACT

MTC Resolution No. 4169, Revised

Page 2

This resolution was revised on December 20, 2017 program and allocate \$20,167,986 in BATA Project Savings funds to AC Transit and program \$83,921,695 and allocate \$8,091,805 in BATA Project Savings funds to SFMTA toward their Fleet Replacement projects.

This resolution was revised on June 27, 2018 to allocate \$37,270,041 in BATA Project Savings funds to SFMTA toward their Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program, and de-program \$26,867,000 in BATA Project Savings funds from SFMTA's LRV project due to receipt of TIRCP funding of the same amount in FY2017-18 and update the conditions associated with the programming to reflect the updated amount of BATA Project Savings funds programmed to the project.

This resolution was revised on January 23, 2019 to update the programming conditions on SFMTA's LRV Expansion programming from FY2014-15, program an additional \$24,999,671 and allocate \$59,118,014 to SFMTA's LRV Expansion, and program \$5 million for SFMTA projects to execute a funding exchange for their Central Subway project.

This resolution was revised on May 22, 2019 to deprogram \$5 million and remove a project from SFMTA's programming to reflect changes made in the Transit Capital Priorities Program.

This resolution was revised on September 25, 2019 to allocate \$45,729,959 in BATA Project Savings funds to SFMTA toward their Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program, and remove a funding condition related to financing.

This resolution was revised on July 22, 2020 to revise AC Transit's FY2016-17 through FY2019-20 BATA Project Savings programming to match their updated fleet plan, and allocate a total of \$7,890,353 in BATA Project Savings funds to AC Transit (\$3,607,227) and SFMTA (\$4,283,126) toward their Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program, and remove funding conditions on SFMTA programming related to financing.

This resolution was revised on April 28, 2021 to program and allocate a total of \$10,904,715 in BATA Project Savings funds to AC Transit (\$4,912,063) and SFMTA (\$5,992,652) toward their

ABSTRACT

MTC Resolution No. 4169, Revised

Page 3

Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program.

Further discussion of this action is contained in the MTC Programming and Allocations Committee summary sheet dated January 14, 2015, September 9, 2015, January 13, 2016, December 14, 2016, March 8, 2017, December 13, 2017, June 13, 2018, January 9, 2019, May 8, 2019, September 4, 2019, July 8, 2020, and April 14, 2021.

Date: January 28, 2015
W.I.: 1511
Referred by: PAC

RE: Programming and allocation of BATA Project Savings

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4169

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

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

WHEREAS, pursuant to Streets and Highways Code (SHC) Section 31010(b), funds generated in excess of those needed to meet the toll commitments as specified by paragraph (4) of subdivision (b) of Section 188.5 of the SHC shall be available to BATA for funding projects consistent with SHC Sections 30913 and 30914; and

WHEREAS, the BATA Project Savings are bridge toll funds made available from project and financing savings on BATA’s Regional Measure 1 and Toll Bridge Seismic Retrofit programs; and

WHEREAS, MTC adopted Resolution No. 4123, Revised, which established an investment plan for MTC’s Transit Core Capacity Challenge Grant Program that targets federal, state, and regional funds to high-priority transit capital projects between FY2014-15 and FY2029-30, and as part of this investment plan, BATA Project Savings were assigned to certain projects; and

WHEREAS, BATA staff has determined that the Transit Core Capacity Challenge Grant Program is a bridge improvement project that improves the operations of the state-owned toll bridges; and

WHEREAS, BATA has adopted BATA Resolution No. 111, Revised, to amend the BATA budget to include the Transit Core Capacity Challenge Grant Program; and

WHEREAS, BATA has adopted BATA Resolution No. 72, Revised, to amend the BATA Long Range Plan to include the Transit Core Capacity Challenge Grant Program; now, therefore, be it

RESOLVED, that MTC approves the program of projects for BATA Project Savings, for the purposes, and subject to the conditions listed on Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that MTC approves the allocation and reimbursement of BATA Project Savings in accordance with the amount, conditions and reimbursement schedule for the phase, and activities as set forth in Attachment B; and, be it further

RESOLVED, that should the allocation of BATA Project Savings be conditioned on the execution of a funding agreement, that the Executive Director or his designee is authorized to negotiate and enter into a funding agreement with claimant that includes the provisions contained in Attachment A and B.

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on January 28, 2015.

Date: January 28, 2015
W.I.: 1511
Referred by: PAC
Revised: 09/23/15-C 01/27/16-C
12/21/16-C 03/22/17-C
12/20/17-C 06/27/18-C
01/23/19-C 05/22/19-C
09/25/19-C 07/22/20-C
04/28/21-C

Attachment A
Resolution No. 4169
Page 1 of 2

PROGRAM OF BATA PROJECT SAVINGS FUND PROJECTS

FY2014-15 Program of Projects

Operator	Project	Amount	Conditions
SFMTA	Fleet Expansion - LRV Purchase	34,118,343	This programming counts toward MTC share of replacement LRVs.
Total FY2014-15 Programming:		34,118,343	

FY2015-16 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Replace 29 40-ft Artic Urban buses		
	Purchase 10 40-ft urban buses - Zero-Emission Fuel Cell		
	Purchase 10 double-decker diesel buses		
	<i>Total AC Transit Programming</i>	<i>24,922,916</i>	
Total FY2015-16 Programming:		24,922,916	

FY2016-17 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Purchase 36 Coach Buses (MCIs)		
	<i>Total AC Transit Programming</i>	<i>5,248,522</i>	
SFMTA Projects			
	Replacement of 60' Trolley Coaches		
	<i>Total SFMTA Programming</i>	<i>12,967,639</i>	
Total FY2016-17 Programming:		18,216,161	

FY2017-18 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Purchase 40-ft Urban Buses		
	<i>Total AC Transit Programming</i>	<i>16,560,759</i>	
SFMTA Projects			
	Replacement of 40-ft Trolley Coaches		
	Replacement of 60-ft Motor Coaches		
	Replacement of 30-ft Motor Coaches		
	<i>Total SFMTA Programming</i>	<i>79,638,569</i>	
Total FY2017-18 Programming:		96,199,328	

Date: January 28, 2015
W.I.: 1511
Referred by: PAC
Revised: 09/23/15-C 01/27/16-C
12/21/16-C 03/22/17-C
12/20/17-C 06/27/18-C
01/23/19-C 05/22/19-C
09/25/19-C 07/22/20-C
04/28/21-C

Attachment A
Resolution No. 4169
Page 2 of 2

PROGRAM OF BATA PROJECT SAVINGS FUND PROJECTS

FY2018-19 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Replace 50 40-ft buses		
	<i>Total AC Transit Programming</i>	2,321,181	
SFMTA Projects			
	Fleet Expansion - LRV Purchase		Note: \$24,999,671 programmed in January 2019. Programming counts toward MTC share of replacement LRVs.
	40-ft Motor Coach Midlife Overhaul		
	Replace 35 Paratransit Cutaway Vans		
	<i>Total SFMTA Programming</i>	27,452,111	
Total FY2018-19 Programming:		29,773,292	

FY2019-20 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Preventive Maintenance		
	<i>Total AC Transit Programming</i>	1,286,046	
SFMTA Projects			
	Muni Rail Replacement		
	40-ft Motor Coach Midlife Overhaul		
	<i>Total SFMTA Programming</i>	1,830,686	
Total FY2019-20 Programming:		3,116,732	

FY2020-21 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Replace (50) 40ft Urban Buses - Diesel		
	<i>Total AC Transit Programming</i>	4,912,063	
SFMTA Projects			
	Light Rail Vehicle Replacement Procurements		
	<i>Total SFMTA Programming</i>	5,992,652	
Total FY2020-21 Programming:		10,904,715	

Date: January 28, 2015
W.I.: 1511
Referred by: PAC
Revised: 01/27/16-C 03/22/17-C
12/20/17-C 06/27/18-C
01/23/19-C 09/25/19-C
07/22/20-C 04/28/21-C

Attachment B
Resolution No. 4169
Page 1 of 1

ALLOCATIONS TO BATA PROJECT SAVINGS FUNDED PROJECTS

Operator	Project	Date	Amount	Allocation No.	Notes
AC Transit	Projects Listed on Attachment A	1/27/2016	24,922,916	16-4169-01	See Notes below
AC Transit	Projects Listed on Attachment A	3/22/2017	5,248,522	17-4169-01	See Notes below
SFMTA	Projects Listed on Attachment A	3/22/2017	4,649,495	17-4169-02	See Notes below
AC Transit	Projects Listed on Attachment A	12/20/2017	16,560,759	18-4169-01	See Notes below
SFMTA	Projects Listed on Attachment A	12/20/2017	4,956,713	18-4169-02	See Notes below
SFMTA	Projects Listed on Attachment A	6/27/2018	37,270,041	18-4169-03	See Notes below
SFMTA	Projects Listed on Attachment A	1/23/2019	59,118,014	19-4169-01	See Notes below
SFMTA	Projects Listed on Attachment A	9/25/2019	45,729,959	20-4169-01	See Notes below
AC Transit	Projects Listed on Attachment A	7/22/2020	3,607,227	21-4169-01	See Notes below
SFMTA	Projects Listed on Attachment A	7/22/2020	4,283,126	21-4169-02	See Notes below
SFMTA	Light Rail Vehicle Replacement	4/28/2021	4,912,063	21-4169-03	See Notes below
AC Transit	Replace (50) 40ft Urban Buses -Diesel	4/28/2021	5,992,652	21-4169-04	See Notes below
Total Allocations:			217,251,487		

Notes:

- ¹ Acceptance of allocations requires operator agreement to comply with the provisions of the AB 664 Net Bridge Toll Revenues section of MTC Resolution No. 4015 and that any BATA Project Savings funds received shall be subject to MTC Resolution No. 4015, unless otherwise agreed to herein.

Date: March 22, 2017
W.I.: 1512
Referred By: PAC
Revised: 07/26/17-C 12/20/17-C
06/27/18-C 01/23/19-C
05/22/19-C 06/26/19-C
09/25/19-C 12/18/19-C
03/25/20-C 04/22/20-C
06/24/20-C 12/16/20-C
04/28/21-C

ABSTRACT

Resolution No. 4272, Revised

This resolution approves the FY2016-17 through FY2019-20 Transit Capital Priorities preliminary program of projects for inclusion in the Transportation Improvement Program (TIP). The program includes projects funded with FTA Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities Formula Programs and initially only programs funds in the first year – FY2016-17. In addition, One Bay Area Grant Cycle 2 (OBAG 2) Transit Priorities funds are being programmed in MTC Resolution No. 4202, Revised, and AB 664 Bridge Toll revenues and BATA Project Savings are programmed in MTC Resolution No. 4262 and Resolution No. 4169, Revised, respectively, for FY2016-17 through FY2019-20 Transit Capital Priorities projects. This resolution will be amended to add the remainder of the FY2016-17 through FY2019-20 Transit Capital Priorities program at a future date.

This resolution supersedes and replaces MTC Resolution No. 4219.

This Resolution includes the following attachments:

Attachment A – FY2016-17 Program of Projects

Attachment B – FY2017-18 Program of Projects

Attachment C – FY2018-19 Program of Projects

Attachment D – FY2019-20 Program of Projects

Attachment E – FY2016-17 through FY2019-20 Programming Notes

Attachment A of this resolution was revised on July 26, 2017 to make revisions to the Transit Capital Priorities (TCP) program of projects for FY2016-17 as requested by operators and to reconcile the program to expected final FTA apportionments for the same year.

ABSTRACT

MTC Resolution No. 4272, Revised

Page 2

Attachments A through E of this resolution were revised on December 20, 2017 to program the remainder of FY2017-18 through FY2019-20 TCP programming and make revisions to two projects in the FY2016-17 program of projects as requested by operators.

Attachments A through E of this resolution were revised on June 27, 2018 to make revisions to the TCP program of projects as requested by operators and to reconcile the program to final FY2017-18 FTA apportionments.

Attachments C and E of this resolution were revised on January 23, 2019 to make revisions to the TCP program of projects to reflect a fund exchange with SFMTA for the Central Subway Project and make other revisions to programming as requested by Marin Transit and VTA.

Attachments C through E of this resolution were revised on May 22, 2019 to make revisions to the TCP program of projects as requested by operators and to reconcile the program to final FY2018-19 FTA apportionments.

Attachments C and D of this resolution were revised on June 26, 2019 to make revisions to the TCP program of projects as requested by operators, correct errata in GGBHTD's FY2019-20 programming, and reconcile the small urbanized area Section 5339 formula programming with final FY2018-19 FTA apportionments.

Attachments A, B, C, and E of this resolution were revised on September 25, 2019 to de-program \$2 million of FY2016-17 Section 5307 funds from the ECCTA Bus Replacement project and reprogram \$1 million of FY2017-18 and \$512,543 of FY2018-19 Section 5339 funds from ECCTA Fare Collection and Bus Replacement projects to the ECCTA Oakley Park & Ride project.

Attachments B and D of this resolution were revised on December 18, 2019 to reprogram \$5.6 million of FY2017-18 FTA Section 5337 funds from WETA Ferry Vessel Rehabilitation to Ferry Vessel Replacement, update project titles accordingly, and reprogram \$1 million of FY2019-20 FTA Section 5307 funds from SFMTA Paratransit Operations Assistance to SFMTA Zero-Emission Bus Procurement.

ABSTRACT

MTC Resolution No. 4272, Revised

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Attachments A through E of this resolution were revised on March 25, 2020 to make revisions to the TCP program of projects as requested by operators and to reconcile the program to final FY2019-20 FTA apportionments.

Attachments D and E of this resolution were revised on April 22, 2020 to make revisions to reconcile the programming with final FY2019-20 FTA apportionments, add programming for Sonoma-Marín Area Rail Transit (SMART), and make other revisions at operators' request and consistent with the TCP Process and Criteria.

Attachments A through E of this resolution were revised on June 24, 2020 to make revisions and technical corrections to the TCP program of projects as requested by operators and consistent with the TCP Process and Criteria.

Attachments B and C of this resolution were revised on December 16, 2020 to make revisions to the TCP program of projects as requested by operators consistent with the TCP Process and Criteria.

Attachments C and D of this resolution were revised on April 28, 2021 to make revisions to the TCP program of projects as requested by operators consistent with the TCP Process and Criteria, and to reprogram approximately \$35 million in funding from MTC Financing Repayment Obligations to the BART Railcar Replacement Program.

Further discussion of the TCP program of projects is contained in the Programming and Allocations Committee summary sheets dated March 8, 2017, July 12, 2017, December 13, 2017, June 13, 2018, January 9, 2019, May 8, 2019, June 12, 2019, September 4, 2019, December 11, 2019, March 11, 2020, June 10, 2020, December 9, 2020, and April 14, 2021, and the Commission summary sheet dated April 22, 2020.

Date: March 22, 2017
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4272

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 is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC is the designated recipient of the Federal Transit Administration (FTA) Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities 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 and Section 5339 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

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators in the region and with Caltrans to establish priorities for the transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria used in the selection and ranking of such projects are set forth in MTC Resolution No. 4242; and

WHEREAS, the projects to be included in the TIP are set forth in the detailed project listings in Attachments A-D, which are incorporated herein as though set forth at length; now, therefore, be it


RESOLVED, that MTC adopts the FY 2016-17 through FY2019-20 Transit Capital Priorities program of projects to be included in the TIP as set forth in Attachments A-D; and, be it further

RESOLVED, that this resolution supersedes and replaces MTC Resolution 4219, previously approved and adopting a program of projects for the FY2016-17 and FY2017-18 Transit Capital Priorities program; and, be it further

RESOLVED, that the Executive Director or designee is authorized to revise Attachments A-E as necessary to reflect the programming of projects as the projects are revised in the TIP; and be it further

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

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

W.I.: 1512

Referred by: PAC

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

Attachment C

Resolution No. 4272

Page 1 of 2

FY 2018-19 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
Actual Apportionments			476,218,214	229,832,145	230,892,790	15,493,279
Previous Year Carryover			10,471,956	7,109,963	1,961,180	1,400,813
Funds Available for Programming			486,690,170	236,942,109	232,853,970	16,894,092

Lifeline Set-Aside

Reserved	Various	Reserved for programming in Lifeline Transportation Program	3,508,001	3,508,001		
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ADA Operating Set-Aside

ALA990076	AC Transit	ADA Paratransit Assistance	4,394,476	4,394,476		
ALA170079	ACE	Railcar Midlife Overhaul	9,920	9,920		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements	865,835	865,835		
CC-99T001	CCCTA	ADA Paratransit Assistance	1,207,623	1,207,623		
MRN150014	GGBHTD	Ferry Major Components Rehab	171,757	171,757		
ALA990077	LAVTA	ADA Paratransit Operating Subsidy	406,769	406,769		
MRN110047	MCTD	ADA Paratransit Assistance	687,028	687,028		
NAP030004	Napa Vine	ADA Operating Assistance	68,209	68,209		
SON150007	Petaluma	ADA Set-Aside	86,485	86,485		
SON170003	Santa Rosa	ADA Operating Assistance	245,955	245,955		
SM-990026	SamTrans	ADA Paratransit Operating Subsidy	1,854,074	1,854,074		
SF-990022	SFMTA	ADA Paratransit Operating Support	4,343,542	4,343,542		
SOL110025	SolTrans	ADA Paratransit Operating Subsidy	294,296	294,296		
SON150013	Sonoma County	Replacement Bus Purchase	31,966	31,966		
CC-030035	ECCTA	ADA Operating Assistance	556,469	556,469		
ALA170039	Union City	ADA Set-Aside	133,210	133,210		
SCL050046	VTA	ADA Operating Set-Aside	3,808,721	3,808,721		
CC-990045	Westcat	ADA Paratransit Operating Subsidy	244,729	244,729		

Total Program Set-asides and Commitments	22,919,064	22,919,064	-	-
Funds Available for Capital Programming	463,771,106	214,023,045	232,853,970	16,894,092

Capital Projects

ALA170081	AC Transit	Replace 50 40-ft diesel buses	8,556,284	1,097,938		7,458,346
ALA170029	AC Transit	Preventive Maintenance	5,717,246	5,717,246		
ALA990052	AC Transit	Paratransit Van Capital Costs	1,580,574	1,580,574		
ALA170079	ACE	Railcar Midlife Overhaul	3,070,079	1,409,473	1,660,606	
ALA170048	ACE	FG: Capital Access Fees and Track/Signal Maintenance	1,490,000		1,490,000	
REG090037	BART	Railcar Replacement Program	45,466,817	22,227,925	23,238,892	
BRT97100B	BART	Rail, Way, and Structures Program	17,000,000		17,000,000	
BRT030005	BART	Traction Power	10,000,000		10,000,000	
BRT030004	BART	Train Control	10,000,000		10,000,000	
ALA190014	BART	Elevator Renovation Program	7,000,000		7,000,000	
ALA090065	BART	Fare Collection Equipment	6,211,000	6,211,000		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements	1,896,182		1,896,182	
SF-010028	Caltrain	Caltrain Electrification - EMU Procurement	67,582,236	67,582,236		
SM-03006B	Caltrain	Systemwide Track Rehabilitation	13,193,000		13,193,000	
SM-050041	Caltrain	Comm. System/Signal Rehab.	1,200,000		1,200,000	
SM-170010	Caltrain	TVM Rehab & Clipper Functionality (ADA Set-Aside)	222,104		222,104	
NEW	ECCTA	Oakley Park & Ride	512,543			512,543
SOL010006	Fairfield	Operating Assistance	2,597,033	2,597,033		
SOL110041	Fairfield	Bus Replacement	336,529			336,529
MRN030010	GGBHTD	Ferry Fixed Guideway Connectors	13,500,000		13,500,000	
MRN050025	GGBHTD	Facilities Rehabilitation	8,600,000	8,600,000		
MRN170024	GGBHTD	Replace 14 Paratransit Vehicle	1,044,680			1,044,680
MRN150015	GGBHTD	Ferry Vessel Propulsion Systems Rehab	500,000		500,000	
ALA190005	LAVTA	Hybrid Bus Battery Pack Replacement	169,830			169,830
MRN170006	MCTD	Replace Articulated Vehicles	7,216,000	7,216,000		
NAP970010	Napa Vine	Operating Assistance	2,623,951	2,623,951		
NAP170003	Napa Vine	NVTA - Vine Transit Bus Maintenance Facility	205,812			205,812
SON170017	Petaluma	AVL Model Upgrade	60,000	60,000		
SM150011	SamTrans	Purchase of Replacement Minivans	619,920	619,920		
SON150008	Santa Rosa	Fixed Route Bus Replacement	1,309,308	431,309		877,999
SON090023	Santa Rosa	Operating Assistance	1,095,895	1,095,895		
SON090024	Santa Rosa	Preventive Maintenance	611,309	611,309		
SF-970170	SFMTA	Overhead Line Rehabilitation	20,000,000		20,000,000	
SF-170018	SFMTA	60' Motor Coach Mid-Life Overhaul	19,392,931	19,392,931		
SF-170019	SFMTA	40' Motor Coach Mid-Life Overhaul	16,928,241	16,928,241		
SF-970170	SFMTA	Muni Rail Replacement	16,736,000		16,736,000	
SF-090012	SFMTA	LRV Replacement	13,220,000		13,220,000	
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation	8,640,000		8,640,000	

Date: February 22, 2017

W.I.: 1512

Referred by: PAC

Revised: 12/20/17-C 06/27/18-C
 01/23/19-C 05/22/19-C
 06/26/19-C 09/25/19-C
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Attachment C
 Resolution No. 4272

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FY 2018-19 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
SF-99T005	SFMTA	Rehab Historic Streetcars	8,000,000		8,000,000	
SF-190004	SFMTA	Fixed Guideway Facilities Condition Assessment Implementation Projects	5,900,000	5,000,000	900,000	
SF-190003	SFMTA	Muni Metro East Facility - Boiler Replacement	4,100,000		4,100,000	
SF-190002	SFMTA	L-Taraval Improvement Project - SGR Project Elements	4,070,000		4,070,000	
SF 99T002	SFMTA	Cable Car Infrastructure	4,000,000		4,000,000	
SF-030013	SFMTA	Wayside Fare Collection	2,000,000		2,000,000	
SF-070005	SFMTA	Van Ness BRT - SGR Project Elements	1,830,000		1,830,000	
SF-970073	SFMTA	Cable Car Vehicle Renovation Program	1,042,907		1,042,907	
SF-170006	SFMTA	Station-Area Pedestrian and Bicycle Access Improvements	1,000,000		1,000,000	
SF-150007	SFMTA	Farebox Replacement	336,000	336,000		
SOL110040	SolTrans	Operating Assistance	2,419,610	2,419,610		
SOL070032	SolTrans	Preventive Maintenance	1,000,000	1,000,000		
SOL190017	SolTrans	Infrastructure: Electric Bus Charging Infrastructure	457,580			457,580
SON030005	Sonoma County	Preventive Maintenance	1,280,000	1,280,000		
SON170006	Sonoma County	Replacement Bus Purchase	446,684	446,684		
SON150013	Sonoma County	Replacement Bus Purchase	220,141			220,141
SOL010007	Vacaville	Operating Assistance	890,000	890,000		
SCL050001	VTA	Standard & Small Bus Replacement	17,204,124	13,665,061	-	3,539,063
SCL090044	VTA	OCS Rehabilitation Program	12,520,000		12,520,000	
SCL 050002	VTA	Rail Replacement Program	5,692,305		5,692,305	
SCL190027	VTA	SCADA Hardware, Software, & Network Upgrade	4,447,296		4,447,296	
SCL190023	VTA	Bus CCTV Replacement	2,640,000	2,640,000		
SCL190024	VTA	Transit Center Park & Ride Rehabilitation	1,600,000	1,600,000		
SCL190026	VTA	HVAC Replacement	1,448,265	1,448,265		
SCL110099	VTA	LRV Bridge Repair/Hamilton Structural Stabilization	1,080,000		1,080,000	
SCL190025	VTA	Gigabit Ethernet Network	960,000	960,000		
SCL170010	VTA	Replace Guadalupe Train Wash	800,000		800,000	
SCL170009	VTA	Chaboya Yard Well Removal	120,000	120,000		
CC-170010	WestCAT	Replacement of (9) 40ft Revenue Vehicles	3,877,781	3,877,781		
CC-150021	WestCAT	AVL & APC System Procurement & Installation	294,105	294,105		
CC-170020	WestCAT	Replace (2) Minivans	255,840	255,840		
CC-170011	WestCAT	Purchase of (9) Fast Fare Electronic Fareboxes	128,241	128,241		
CC-170013	WestCAT	Purchase of (2) Radio systems for (2) Cut Away Vans	1,600	1,600		
SF-110053	WETA	Ferry Vessel Replacement - Bay Breeze	15,306,920		15,306,920	
REG090057	WETA	Ferry Major Component Rehabilitation	720,000		720,000	
Total Capital Projects			444,194,903	202,366,168	227,006,212	14,822,523
Total Programmed			467,113,967	225,285,232	227,006,212	14,822,523
Fund Balance			19,576,203	11,656,877	5,847,758	2,071,569

Date: March 22, 2017

W.I.: 1512

Referred by: PAC

Revised: 12/20/17-C 06/27/18-C
 05/22/19-C 06/26/19-C
 12/18/19-C 03/25/20-C
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Attachment D
 Resolution No. 4272
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FY 2019-20 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
Final Apportionments			470,042,633	239,075,753	214,847,302	16,119,578
Previous Year Carryover			19,576,203	11,656,877	5,847,758	2,071,569
Funds Available for Programming			489,618,836	250,732,630	220,695,060	18,191,147

MTC Debt Service

REG170023	MTC	TCP Financing Repayment Obligations	-	-	-	
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Lifeline Set-Aside

Reserved	Various	Reserved for programming in Lifeline Transportation Program	3,580,439	3,580,439		
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ADA Operating Set-Aside

ALA990076	AC Transit	ADA Paratransit Assistance	4,461,934	4,461,934		
ALA170079	ACE	Railcar Midlife Overhaul	14,346	14,346		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements	2,800,403	2,800,403		
SM-170010	Caltrain	TVM Rehab & Clipper Functionality (ADA Set-Aside)	62,350	62,350		
CC-99T001	CCCTA	ADA Paratransit Assistance	1,218,311	1,218,311		
MRN150014	GGBHTD	Ferry Major Component Rehabilitation	174,393	174,393		
ALA990077	LAVTA	ADA Paratransit Operating Subsidy	412,325	412,325		
MRN110047	MCTD	ADA Paratransit Assistance	697,574	697,574		
NAP030004	Napa Vine	ADA Operating Assistance	70,704	70,704		
SON150007	Petaluma	ADA Set-Aside	89,821	89,821		
SM-990026	SamTrans	ADA Paratransit Operating Subsidy	1,882,536	1,882,536		
SON170003	Santa Rosa	ADA Operating Assistance	251,035	251,035		
SF-990022	SFMTA	ADA Paratransit Operating Support	3,410,218	3,410,218		
SOL110025	SolTrans	ADA Paratransit Operating Subsidy	305,060	305,060		
SON170006	Sonoma County	SCT Replacement Bus Purchase	33,199	33,199		
CC-030035	ECCTA	ADA Operating Assistance	571,422	571,422		
ALA170039	Union City	ADA Set-Aside	135,255	135,255		
SCL050046	MTA	ADA Operating Set-Aside	3,970,716	3,970,716		
CC-990045	Westcat	ADA Paratransit Operating Subsidy	248,485	248,485		
REG090057	WETA	Ferry Major Component Rehabilitation	17,418	17,418		

Total Program Set-asides and Commitments	24,407,946	24,407,946	-	-
Funds Available for Capital Programming	465,210,891	226,324,684	220,695,060	18,191,147

Capital Projects

ALA170031	AC Transit	Replace 50 40ft Diesel Buses	8,666,696	-		8,666,696
ALA170029	AC Transit	Preventive Maintenance	5,733,468	5,733,468		
ALA990052	AC Transit	Paratransit Van Capital Costs	1,523,374	1,523,374		
ALA170079	ACE	Railcar Midlife Overhaul	2,800,000		2,800,000	
ALA170049	ACE	FG: Capital Access Fees and Track/Signal Maintenance	1,770,000	1,435,563	334,437	
REG090037	BART	Railcar Replacement Program	119,503,454	35,303,598	84,199,856	
BRT97100B	BART	Rail, Way, and Structures Program	17,000,000		17,000,000	
BRT030005	BART	Traction Power	10,000,000		10,000,000	
BRT030004	BART	Train Control	10,000,000		10,000,000	
ALA190014	BART	Elevator Renovation Program	7,000,000		7,000,000	
ALA090065	BART	Fare Collection Equipment	6,211,000		6,211,000	
SF-010028	Caltrain	Caltrain Electrification - EMU Procurement	97,987,868	97,987,868		
SM-03006B	Caltrain	Systemwide Track Rehabilitation	13,171,041		13,171,041	
SM-050041	Caltrain	Comm. System/Signal Rehab.	948,354		948,354	
SM-170010	Caltrain	TVM Rehab & Clipper Functionality (ADA Set-Aside)	441,258		441,258	
REG170022	Clipper	Clipper Next Gen Fare Collection System	14,127,879	14,127,879		
SOL010006	Fairfield	Operating Assistance	2,643,896	2,643,896		
SOL110041	Fairfield	Bus Replacement	350,255			350,255
MRN150014	GGBHTD	Ferry Major Components Rehab	11,390,000		11,390,000	
MRN030010	GGBHTD	Fixed Guideway Connectors	6,060,000		6,060,000	
MRN150015	GGBHTD	Ferry Propulsion Systems Replacement	5,610,000		5,610,000	
MRN170008	GGBHTD	Replace 67 Diesel Buses with Hybrid Buses	5,183,220	5,183,220		
MRN050025	GGBHTD	Facilities Rehab	2,219,491	2,219,491		
SF-170022	GGBHTD	Replace 2 Paratransit Vehicles	150,880	150,880		
NEW	MCTD	Replace 3 Articulated buses with 4 40-ft ZEBs	2,656,800	2,656,800		
NEW	MCTD	Replace Paratransit Vehicles	1,207,040	1,207,040		
MRN150011	MCTD	Replace Nine (9) Shuttle Vehicles	952,020	952,020		
MRN170007	MCTD	Replace 2- 35ft diesel vehicles	697,000	697,000		
MRN110040	MCTD	Preventative Maintenance	70,520	70,520		
NAP970010	Napa Vine	Operating Assistance	2,703,862	2,703,862		
NAP090008	Napa Vine	NVTA Equipment Replacement and Upgrades	214,207			214,207
SON190004	Petaluma	Purchase (2) Replacement Paratransit Vans	150,880	-		150,880
SON170017	Petaluma	AVL System Upgrades	100,000	100,000		

Date: February 22, 2017

W.I.: 1512

Referred by: PAC

Revised: 12/20/17-C 06/27/18-C
 05/22/19-C 06/26/19-C
 12/18/19-C 03/25/20-C
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 04/28/21-C

Attachment D
 Resolution No. 4272
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FY 2019-20 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
SON170005	Petaluma	Transit Yard and Facility Improvements	90,528	85,432		5,096
SON190005	Petaluma	Upgrade Security System	40,000	40,000		
SM150011	SamTrans	Replacement of Cut-away Buses	1,375,140	1,375,140		
SON090023	Santa Rosa	Operating Assistance	1,535,279	1,535,279		
SON090024	Santa Rosa	Preventive Maintenance	648,760	648,760		
SF-970170	SFMTA	Muni Rail Replacement	4,288,000		4,288,000	
NEW	SFMTA	Zero-Emission Bus Procurement	1,000,000	1,000,000		
SOL110040	SolTrans	Operating Assistance	2,485,247	2,485,247		
SOL070032	SolTrans	Preventive Maintenance	1,000,000	1,000,000		
SOL190017	SolTrans	SolTrans Electric Bus Charging Infrastructure	476,244			476,244
SON030005	Sonoma County	SCT Preventive Maintenance	1,280,000	1,280,000		
SON170006	Sonoma County	SCT Replacment Bus Purchase	713,040	483,330		229,710
NEW	SMART	Preventive Maintenance	2,904,588	2,904,588		
NEW	Union City	Electric Bus Procurement	4,440,960	4,440,960		
SOL010007	Vacaville	Operating Assistance	890,000	890,000		
NEW	MTA	Rehabilitation of LRV System Elevators & Escalators	7,440,000		7,440,000	
SCL050001	MTA	Standard and Small Bus Replacement	7,220,578	3,521,503		3,699,075
NEW	MTA	Pedestrian Backgates - non-Vasona	6,560,000		6,560,000	
NEW	MTA	Rail Replacement and Rehabilitation	4,920,000		4,920,000	
SCL150008	MTA	Track Intrusion Abatement	4,000,000	4,000,000		
SCL170047	MTA	Paratransit Fleet Program	3,978,116	3,978,116		
NEW	MTA	Facilities ADA Upgrades	2,560,000	2,560,000		
NEW	MTA	Guadalupe Steam Rack Improvements & Liner Replacement	2,400,000		2,400,000	
NEW	MTA	PA System Hardware & Software Upgrade	2,216,352		2,216,352	
NEW	MTA	Guadalupe Roll-up Doors	2,000,000		2,000,000	
NEW	MTA	Fuel Dispenser & UDC Replacement	1,920,000	1,920,000		
NEW	MTA	Cameras for MTA ACCESS Paratransit Vehicles	1,804,850	1,804,850		
NEW	MTA	Mobile Router/Passenger WiFi	1,200,000	1,200,000		
NEW	MTA	Replace/Upgrade Fire Alarm at Guadalupe & Chaboya	1,200,000	1,200,000		
NEW	MTA	Network & Gigabit Fiber Upgrade	1,200,000	1,200,000		
NEW	MTA	Guadalupe Entrance Security Improvements	1,000,000	-	1,000,000	
NEW	MTA	LRV Station Rehabilitation	776,000		776,000	
NEW	MTA	LRV Station Platform CCTV System Replacement	445,600		445,600	
NEW	MTA	Replace UPSs & PDU in OCC/EOC	377,361	377,361		
CC-170008	WestCAT	Replacement of 6 40' Revenue Vehicles	2,745,360	2,745,360		
CC-170009	WestCAT	Purchase of 6 Fast Fare Electronic Fareboxes	85,494	85,494		
REG090067	WETA	Ferry Fixed Guideway Connectors	6,000,000		6,000,000	
REG090057	WETA	Ferry Major Component Rehabilitation	3,554,140		3,554,140	
Total Capital Projects			448,016,100	217,457,899	216,766,038	13,792,163
Total Programmed			472,424,046	241,865,845	216,766,038	13,792,163
Fund Balance			17,194,791	8,866,785	3,929,022	4,398,984



Metropolitan Transportation Commission

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Legislation Details (With Text)

File #:	21-0448	Version:	1	Name:	
Type:	Resolution	Status:		Informational	
File created:	3/3/2021	In control:		Programming and Allocations Committee	
On agenda:	4/14/2021	Final action:			
Title:	California Transportation Commission (CTC) and State Funding Programs Update				
	Update on California Transportation Commission (CTC) and state funding programs under the CTC's purview.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	5a - 21-0448 - PAC CTC Update.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

California Transportation Commission (CTC) and State Funding Programs Update

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

Presenter:

Kenneth Kao

Recommended Action:

Information

Metropolitan Transportation Commission Programming and Allocations Committee

April 14, 2021

Agenda Item 5a - 21-0448

California Transportation Commission (CTC) and State Funding Programs Update

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

Background: The California Transportation Commission (CTC) is responsible for programming and allocating certain state and federal transportation funds for the planning and implementation of highway, passenger rail, non-motorized facilities, and transit improvements throughout California. Among other transportation funding programs, the CTC approves programming and allocations for the State Transportation Improvement Program (STIP); State Highway Operations and Protection Program (SHOPP); State Active Transportation Program (ATP) and various Senate Bill 1 (SB1) programs including Solutions for Congested Corridors (SCC); Trade Corridor Enhancement Program (TCEP) and the competitive element of the Local Partnership Program (LPP). The CTC allocates funds for projects in the Transit and Intercity Rail Capital Program (TIRCP), following project selection by the California State Transportation Agency (CalSTA).

The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has three (3) CTC members residing in its geographic area: Vice-Chair Bob Alvarado (Executive Officer, Northern California Carpenters Regional Council), Darnell Grisby (Executive Director of Transform), and Carl Guardino (Executive Vice President of Global Government Affairs and Policy for Bloom Energy).

March CTC Meeting (March 24-25, Held Online)

The CTC met and discussed the following issues of regional significance.

Federal COVID Relief Funds and 2021 STIP. With the passage of the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), California is slated to receive \$912 million in relief funds administered by the Federal Highway Administration. For these funds, the CTC approved a 60% state/40% region split. The regional share (\$365 million, or 40% of the \$912 million) is split equally between the State Transportation Improvement Program (STIP), administered by CTC, and the Surface Transportation Block Grant (STBG) Program, administered by Caltrans Local Assistance. Under this approach, the Bay Area will receive about \$65.5 million, with \$30.9 million through the STIP, programmed by the Bay Area County Transportation Agencies, and \$34.6 million through the STBG Program, programmed by MTC. MTC staff will return to this Committee in May with further recommendations for these funds.

Active Transportation Program. In February 2021, the CTC released its staff recommendations for the 2021 Active Transportation Program (ATP Cycle 5) Statewide Component. The statewide component had \$241 million available for distribution, and the CTC approved five projects for funding in the Bay Area for a total of \$51 million in ATP funds, or 21% of the available

funds. The recommended projects in the Bay Area are listed in county order below.

County	Project	ATP State Rec. Amount (\$M)
Alameda	Oakland 7 th Street Connection Project	\$14.2
Alameda	East Oakland Neighborhood Bike Routes	\$17.3
Contra Costa	Contra Costa County North Bailey Rd. Active Transportation Corridor	\$6.2
Santa Clara	Santa Clara County Active and Safe Routes to a Healthier City	\$2.5
Solano	Fairfield West Texas Street Compete Streets Project	\$10.9
Total		\$51.1

State Plans and Policy Updates. Caltrans and CalSTA presented updates on State Planning Documents and Policy Proposals. Caltrans provided updates on the Interregional Transportation Strategic Plan, which guides how Caltrans selects projects for funding from the Interregional Transportation Improvement Program (ITIP), and the State Highway System Management Plan, which lays out the path to a state of good repair for State Highway System assets. CalSTA presented an update on the Draft Climate Action Plan for Transportation Infrastructure (CAPTI). The CAPTI sets prioritization principles for state funding programs to meet statewide greenhouse gas emission reduction targets (part of Executive Order N-19-19). MTC staff will present an update on CAPTI at the Partnership Board meeting in April.

Commissioner Updates. In March, the Governor appointed Darnell Grisby to the CTC, filling the vacancy created upon Yvonne Burke's retirement. Commissioner Grisby is the Executive Director of Transform, headquartered in Oakland.

Allocations, Extensions, and Amendments. The CTC approved the following:

Allocations. For the following allocations, CTC provides a 12-month deadline to award a contract (from the standard 6 months) due to project delivery uncertainty caused by the COVID-19 pandemic.

- Funding allocations for two Active Transportation Program (ATP) projects in Alameda and Contra Costa Counties;
- Funding allocations for two Local Partnership Program (LPP) projects in Contra Costa and Sonoma Counties; and
- Funding allocation for one Trade Corridor Enhancement Program (TCEP) project in Alameda County.

Extensions.

- Allocation extension for one STIP project in San Mateo County and one TIRCP project in Alameda County; and

- Project completion extension for one ATP project in Contra Costa County.

Amendments.

- STIP Amendments for project changes for two projects in Contra Costa County;
- TCEP Amendments for projects in Alameda and Contra Costa Counties;
- LPP Competitive Technical Amendment for one project in Sonoma County.

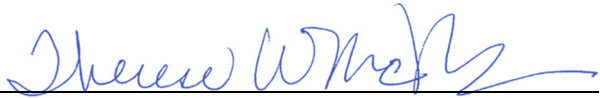
MTC staff continue to work with project sponsors of ATP and other CTC-managed programs to meet CTC delivery deadlines and requirements.

The next CTC meeting is scheduled for May 12-13, 2021, to be held online.

Issues: None.

Recommendation: Information. No action required.

Attachments: None.


Therese W. McMillan