



Metropolitan Transportation Commission

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

Meeting Agenda

Metropolitan Transportation Commission

Alfredo Pedroza, Chair Nick Josefowitz, Vice Chair

Wednesday, April 28, 2021

9:35 AM

Board Room - 1st Floor (REMOTE)

The Metropolitan Transportation Commission is scheduled to meet on Wednesday, April 28, 2021 at 9:35 a.m., in the Bay Area Metro Center (Remotely). In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 issued by Governor Newsom on March 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, the meeting will be conducted via webcast, teleconference, and Zoom for committee, commission, or board members who will participate in the meeting from individual remote locations. A Zoom panelist link for meeting participants will be sent separately to committee, commission, or board members.

The meeting webcast will be available at
<https://mtc.ca.gov/whats-happening/meetings/live-webcasts>.

Members of the public are encouraged to participate remotely via Zoom at the following link or phone number.

Attendee Link: <https://bayareametro.zoom.us/j/89894715397>

iPhone One-tap: US: +16699006833,,89894715397# or +14086380968,,89894715397#

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

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

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

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

Webinar ID: 898 9471 5397

International numbers available: <https://bayareametro.zoom.us/j/kc1ITHsGLJ>

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

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

2. Pledge of Allegiance / Acknowledgement of the Flag

3. Compensation Announcement (Clerk)

4. Chair's Report (Pedroza)

- 4a. [21-0657](#) MTC Resolution No. 4476 - Resolution of Appreciation for Jim Macrae on the occasion of his retirement from MTC.

Action: Commission Approval

- 4b. [21-0658](#) MTC Resolution No. 4477 - Resolution of Appreciation for Joel Markowitz on the occasion of his retirement from MTC.

Action: Commission Approval

5. Policy Advisory Council Report (Randi Kinman)

6. Executive Director's Report (McMillan)

7. Commissioner Comments

8. Consent Calendar:

- 8a. [21-0551](#) Minutes of the March 24, 2021 meeting

Action: Commission Approval

Attachments: [8a - 21-0551 - Mar 24 Draft Commission Minutes.pdf](#)

- 8b. [21-0553](#) Monthly Report of Transit Operator Statistics on Healthy Transit Plan Performance

Action: Information

Attachments: [8b - 21-0553 - Monthly Report of Transit Operator Statistics.pdf](#)

Programming and Allocations Committee

- 8c. [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

Attachments: [8c - 21-0434 - Reso 3685 - RM2 BRTF.pdf](#)

- 8d. [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

Attachments: [8d - 21-0446 - Reso 4412 - RM3 LONP.pdf](#)

- 8e. [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

Attachments: [8e - 21-0453 - Reso 4428 - Ferry Program and Mktg.pdf](#)

- 8f. [21-0431](#) MTC Resolution No. 4475, Revised. 2021 Transportation Improvement Program (TIP) Amendment 2021-03

Action: Commission Approval

Attachments: [8f - 21-0431 - Reso 4475 - TIP Amendment 2021-03.pdf](#)

- 8g. [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

Attachments: [8g - 21-0527 - Reso 4202 - GGB FHIP.pdf](#)

- 8h. [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

Attachments: [8h - 21-0541 - Reso-4453 and 4461 - FTA5311.pdf](#)

Joint MTC ABAG Legislation Committee

- 8i. [21-0318](#) Advocacy Principles to Guide Legislation Aimed at Improving the Bay Area's Transit System. Advocacy principles to guide MTC's legislative advocacy regarding Assemblymember Chiu's anticipated 2021 legislation aimed at improving the performance and connectivity of the Bay Area's public transit system.

Action: Commission Approval

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

Committee Reports

9. Administration Committee (Glover)

- 9a. [21-0472](#) MTC Resolution No. 4421, Revised - FY 2020-21 Overall Work Program (OWP) Amendment No. 3

A request that the Committee refer MTC Resolution No. 4421, Revised, the Metropolitan Transportation Commission (MTC) FY 2020-21 Overall Work Program (OWP), Amendment No. 3 to the Commission, which decreases our final grant transportation planning funds from the Federal Highway Administration (FHWA) PL by \$487,343 and the Federal Transit Administration (FTA) 5303 planning funds by \$173,178. Although MTC has a funding rescission, MTC is still committed to completing the transportation planning activities for FY 2020-21. This also includes revisions to the scope of work and revenue and expenses line items within work elements.

Action: Commission Approval

Attachments: [9a - 21-0472 - Reso-4421 - FY 2020-21-OWP_Amendment#3.pdf](#)

- 9b. [21-0473](#) MTC Resolution No. 4458 - FY 2021-22 Overall Work Program (OWP), Planning Certification, and Authorization for Execution of Agreements for Federal and State Planning Grants.

A request for approval of the FY 2021-22 OWP, which guides the collaborative metropolitan transportation planning process involving MTC, ABAG, Caltrans, and other local transportation partners and for authorization to enter into agreements for transportation planning funds.

Action: Commission Approval

Attachments: [9b - 21-0473 - Reso 4458 - FY 2021-22-OWP.pdf](#)

10. Programming and Allocations Committee (Rabbit)

- 10a. [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

Attachments: [10a - 21-0445 - Resos 4202 and 4412 - SB1 RM3.pdf](#)

- 10b.** [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

Attachments: [10b - 21-0433 - Reso 4403 - ATP Cycle 5.pdf](#)

- 10c.** [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

Attachments: [10c - 21-0454 - Resos 4430 and 4431 - Allocation to Operators.pdf](#)

- 10d.** [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

Attachments: [10d - 21-0470 - Resos-4456-4457-4169-4272 - TCP Program FY21.pdf](#)

11. Operations Committee (Dutra-Vernaci)

11a. [21-0426](#) Regional Express Lanes Strategic Plan

Adoption of a Bay Area Express Lanes Strategic Plan, which links the broader Express Lanes Network purpose, goals, and strategies to the regional strategic goals of Plan Bay Area 2050. Based on over a year of research and collaboration with Bay Area express lane partners, staff proposes recommendations and near-term actions that represent concrete steps to move the Express Lanes Network forward and link it to regional strategic goals.

Action: Commission Approval

Attachments: [11a - 21-0426 - Regional Express Lane Strategic Plan to Commission.pdf](#)
[11a - 21-0426 - Attach A-Regional Exp Lanes Strategic Plan Recommendations](#)
[11a - 21-0426 - Attach B-PowerPoint_Express Lanes Strategic Plan.pdf](#)
[11a - 21-0426 - Attach C-Regional Express Lanes Strategic Plan.pdf](#)
[11a - 21-0426 - Attach D-Appendices to Regional Express Lanes Strategic Plan](#)

12. Joint MTC ABAG Legislation Committee (Liccardo)

12a. [21-0534](#) Assembly Bill 629 (Chiu): Seamless and Resilient Transit Act

Requires MTC to designate transit priority corridors to support fast and reliable transit service and to create a pilot of a multi-operator transit fare pass. MTC develop a regional transit mapping and wayfinding system and operators comply with it by a specified date. Sets new rules for transit operators with respect to real time transit information.

Action: Support and Seek Amendments / MTC Commission Approval

Attachments: [12a - 21-0534 - AB 629_ChIU.pdf](#)
[12a - Public Comment - Coates.pdf](#)

- 12b.** [21-0393](#) Resiliency/Climate Adaptation Advocacy Principles
- Adopt advocacy principles to guide legislative engagement on climate adaptation legislation, including but not limited to: Assembly Bill 11 (Ward), Assembly Bill 50 (Boerner-Horvath), and Assembly Bill 51 (Quirk) and Assembly Bill 897 (Mullin) as well as resilience-related bond proposals, Assembly Bill 1500 (Garcia) and Senate Bill 45 (Portantino). And update on actions taken by the ABAG Executive Board since the Committees' action and referral on March 12, 2021 will be presented by staff.
- Action:** Support / ABAG Executive Board Approval
Support / MTC Commission Approval
- Attachments:** [12b - 21-0393 - Regional Resilience Advocacy Principles SummarySheet.pdf](#)
[12b - 21-0393 - Attachment A-Regional Resilience Advocacy Principles.pdf](#)
[12b - 21-0393 - Attachment B-Regional Resilience Advocacy Principles.pdf](#)
[12b - 21-0393 - Attachment C-Slide on Principles.pdf](#)
- 12c.** [21-0530](#) Assembly Bill 917 (Bloom): Camera-Based Enforcement for Transit Stops and Transit Only Lanes
- Expands an existing pilot program authorizing camera-based enforcement for parking violations in a transit-only traffic lane or transit stop or station.
- Action:** Support / MTC Commission Approval
- Attachments:** [12c - 21-0530 - AB 917 Bloom.pdf](#)
- 12d.** [21-0531](#) Assembly Bill 476 (Mullin): Transit Bus on Shoulder Pilot Program
- Authorizes the Department of Transportation (Caltrans) to establish a pilot program of up to eight projects allowing for the operation of transit buses on the shoulders of state highways.
- Action:** Support and Seek Amendments / MTC Commission Approval
- Attachments:** [12d - 21-0531 - AB 476 Mullin.pdf](#)
- 12e.** [21-0533](#) Assembly Bill 43 (Friedman): Vision Zero-Setting Speed Limits to Enhance Roadway Safety
- Provides greater flexibility to local jurisdictions to set speed limits on streets with high injuries and fatalities.
- Action:** Support / ABAG Executive Board Approval
Support / MTC Commission Approval
- Attachments:** [12e - 21-0533 - AB 43 Friedman.pdf](#)

- 12f.** [21-0532](#) Assembly Bill 550 (Chiu): Vision Zero: Speed Safety Cameras
- Establishes a speed-safety camera pilot program in highway work and local zones.
- Action:** Support / ABAG Executive Board Approval
Support / MTC Commission Approval
- Attachments:** [12f - 21-0532 - AB 550 Chiu.pdf](#)

13. Commission Approval

- 13a.** [21-0552](#) Public Transit Network Management Evaluation: Bay Area Transit Organization Structure Consultant Bench, Category C: VIA Architecture, Inc. (\$200,000)
- A request for Commission approval to negotiate and enter into a contract with VIA Architecture, Inc. for the term of May 1, 2021 to August 31, 2021 to inform the Blue Ribbon Transit Recovery Task Force's (BTRTF) evaluation of public transit network management options.
- Action:** Commission Approval
- Attachments:** [13a - 21-0552 - ViaArchitect_Contract_Public Transit Network Management Eva](#)

14. Public Comment / Other Business

15. Adjournment / Next Meetings:

The next meeting of the Metropolitan Transportation Commission is scheduled to be held on Wednesday, May 26, 2021 at 9:35 a.m. remotely and by webcast. Any changes to the schedule will be duly noticed to the public.

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

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

Record of Meeting: Commission meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) 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 Commission members, key staff and others as appropriate. Copies will be available at the meeting.

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0657 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 4/13/2021 **In control:** Metropolitan Transportation Commission
On agenda: 4/28/2021 **Final action:**
Title: MTC Resolution No. 4476 - Resolution of Appreciation for Jim Macrae on the occasion of his retirement from MTC.
Sponsors:
Indexes:
Code sections:
Attachments:

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution No. 4476 - Resolution of Appreciation for Jim Macrae on the occasion of his retirement from MTC.

Recommended Action:
Commission Approval



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0658 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 4/13/2021 **In control:** Metropolitan Transportation Commission
On agenda: 4/28/2021 **Final action:**
Title: MTC Resolution No. 4477 - Resolution of Appreciation for Joel Markowitz on the occasion of his retirement from MTC.

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4477 - Resolution of Appreciation for Joel Markowitz on the occasion of his retirement from MTC.

Recommended Action:

Commission Approval



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0551 **Version:** 1 **Name:**
Type: Minutes **Status:** Commission Approval
File created: 3/25/2021 **In control:** Metropolitan Transportation Commission
On agenda: 4/28/2021 **Final action:**
Title: Minutes of the March 24, 2021 meeting
Sponsors:
Indexes:
Code sections:
Attachments: [8a - 21-0551 - Mar 24 Draft Commission Minutes.pdf](#)

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

Recommended Action:
Commission Approval



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

Meeting Minutes

Metropolitan Transportation Commission

Alfredo Pedroza, Chair Nick Josefowitz, Vice Chair

Wednesday, March 24, 2021

9:50 AM

Board Room - 1st Floor (REMOTE)

Call Remote Meeting to Order

1. Roll Call / Confirm Quorum

Present: 17 - Commissioner Pedroza, Commissioner Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Liccardo, Commission Chair Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Sperling, and Commissioner Worth

Non-Voting Commissioners Present: Commissioner El-Tawansy and Commissioner Giacomini

2. Chair's Report (Pedroza)

[21-0522](#) Moment of Silence

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

2a. [21-0510](#) Ad Hoc BAHFA Oversight Committee

Establishment of an Ad Hoc BAHFA Oversight Committee.

Action: Information

2b. [21-0170](#) New Committee Assignments

Action: Commission Approval

Upon the motion by Commissioner Glover and the second by Commissioner Liccardo, the Commission unanimously approved the New Committee Assignments. The motion carried by the following vote:

Aye: 17 - Commissioner Pedroza, Commissioner Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Liccardo, Commission Chair Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Sperling and Commissioner Worth

- 2c. [21-0509](#) MTC Resolution No. 4460 - Resolution of Appreciation for Peg Yamada on the occasion of her retirement from MTC.

Action: Commission Approval

Upon the motion by Commissioner Worth and the second by Commissioner Papan, the Commission unanimously adopted MTC Resolution No. 4460. The motion carried by the following vote:

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

3. Policy Advisory Council Report (Randi Kinman)

4. Executive Director's Report (McMillan)

[21-0535](#) E.D. Report

5. Commissioner Comments

6. Consent Calendar:

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

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

- 6a. [21-0360](#) Minutes of the February 24, 2021 meeting

Action: Commission Approval

- 6b. [21-0361](#) Monthly Report of Transit Operator Statistics on Healthy Transit Plan Performance

Action: Information

Programming and Allocations Committee

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

Action: Commission Approval

Presenter: Judis Santos

Legislation Committee

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

Action: MTC Commission Approval

Presenter: Marti Paschal

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

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

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

Action: Commission Approval

Presenter: Anne Spevack

Upon the motion by Commissioner Josefowitz and the second by Commissioner Papan, the Commission unanimously adopted MTC Resolution No. 4273, Revised. The motion carried by the following vote:

Aye: 17 - Commissioner Pedroza, Commissioner Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Liccardo, Commission Chair Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Sperling and Commissioner Worth

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

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

Action: Commission Approval

Presenter: Theresa Romell

Written public comment was received from Laura Tolkoﬀ of SPUR.

Upon the motion by Commissioner Josefowitz and the second by Commissioner Dutra-Vernaci, the Commission unanimously adopted MTC Resolution No. 4453, Revised. The motion carried by the following vote:

Aye: 17 - Commissioner Pedroza, Commissioner Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Liccardo, Commission Chair Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Sperling and Commissioner Worth

8. Legislation Committee (Chair)

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

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

Action: Information

Presenter: Rebecca Long

The following members of the public were called to speak: Roland Lebrun, Ken Bukowski, and Aleta Dupree.

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

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

Action: Support and Seek Amendments / MTC Commission Approval

Presenter: Rebecca Long

Written public comments were received from William Cline, Ellen Koivisto, Derek Pavlik, and David Stanislawski.

Aleta Dupree was called to speak.

Upon the motion by Commissioner Pedroza and the second by Commissioner Rabbitt, the Commission unanimously adopted a support and seek amendment position on AB 455. The motion carried by the following vote:

Aye: 17 - Commissioner Pedroza, Commissioner Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Liccardo, Commission Chair Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Sperling and Commissioner Worth

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

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

Action: Support / MTC Commission Approval

Presenter: Rebecca Long

Aleta Dupree was called to speak.

Upon the motion by Commissioner Pedroza and the second by Commissioner Glover, the Commission unanimously adopted a support position on SB 623. The motion carried by the following vote:

Aye: 17 - Commissioner Pedroza, Commissioner Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Liccardo, Commission Chair Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Sperling and Commissioner Worth

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

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

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

Presenter: Rebecca Long

The Resiliency/Climate Adaptation Advocacy Principles was deferred until April.

9. Public Comment / Other Business

Aleta Dupree was called to speak.

10. Adjournment / Next Meetings:

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0553 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 3/25/2021 **In control:** Metropolitan Transportation Commission

On agenda: 4/28/2021 **Final action:**

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

Sponsors:

Indexes:

Code sections:

Attachments: [8b - 21-0553 - Monthly Report of Transit Operator Statistics.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Monthly Report of Transit Operator Statistics on Healthy Transit Plan Performance

Recommended Action:

Information

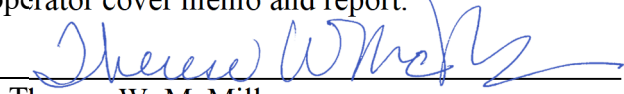
Metropolitan Transportation Commission

April 28, 2021

Agenda Item 8b - 21-0553

Monthly Report of Transit Operator Statistics on Healthy Transit Plan Performance

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


Therese W. McMillan



April 21, 2021

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

Dear Chair Pedroza:

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

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

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

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

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

April 21, 2021

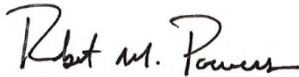
Page 2

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

Sincerely,



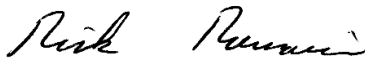
Michael Hursh,
General Manager
Alameda-Contra Costa
Transit District (AC Transit)



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



Michelle Bouchard,
Acting Executive Director
Caltrain



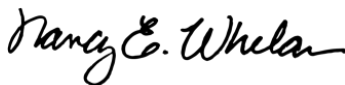
Rick Ramacier,
General Manager
County Connection



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



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



Nancy Whelan,
General Manager
Marin Transit



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



Jared Hall,
Transit Manager
Petaluma Transit



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



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



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



Carter Mau,
Acting General Manager/CEO
San Mateo County Transit
District (samTrans)



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



Beth Kranda,
Executive Director
Solano County Transit
(SolTrans)

A stylized signature in blue ink, appearing to read 'B. Albee'.

Bryan Albee,
Transit Systems Manager
Sonoma County Transit

A signature in black ink, appearing to read 'Jeanne Krieg'.

Jeanne Krieg,
Chief Executive Officer
Tri Delta Transit

A signature in black ink, appearing to read 'Michael S. Tree'.

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

A signature in blue ink, appearing to read 'Joan Malloy'.

Joan Malloy,
City Manager
Union City Transit

A signature in blue ink, appearing to read 'Evelyn Tran'.

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

A signature in blue ink, appearing to read 'Charles Anderson'.

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

Bay Area Transit Agencies Update on Healthy Transit Plan Public Dashboard April 21, 2021

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

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

Metric	Outcomes
Passengers Properly Wearing Face Coverings	<p>24 of 25 agencies achieved a 5-star rating, meaning at least 95% of passengers are properly¹ wearing face coverings on transit.</p> <p>FAST received a 4.5-star rating with 94% of passengers properly wearing face coverings on transit. Most of the occurrences of non-compliance were passengers waiting on the bus island area. TSA/CDC posters are posted along with LED Signage notifications, and verbal reminders are also provided (if the passenger is approachable and with ample distance) that masks must be worn on the bus island as well as the bus, per TSA/CDC law. Even when there is only one person waiting that person is still considered non-compliant.</p>
Vehicle Capacity for Safe Distancing	<p>23 of 25 agencies achieved a 5-star rating, meaning at least 95% of vehicles have capacity to allow for physical distancing of 6 feet while riding.² Where systems are falling short of 5-stars it illustrates the continuing need for transit service of transit-dependent and essential workers.</p> <p>AC Transit achieved a 4-star rating with 86% of vehicles having capacity to allow for physical distancing of 6 feet while riding. AC Transit’s ridership has stabilized over the last few months while the agency is still adhering to a 6ft physical distancing guideline. However, AC Transit still receives regular reports of passenger pass-ups due to capacity limits. AC Transit does not have the resources to increase frequency to address the pass-up of customers likely trying to make essential trips. This problem will be exacerbated with the reopening of schools in several school districts as of April 19. AC Transit</p>

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

² The Healthy Transit Plan includes guidance that public transportation customers are expected to remain a minimum of 3 feet or optimally 6 feet, as practicable. For this period of reporting, based on current public health orders, operators applied a 6-foot metric. However, as the region moves further into recovery a 3-foot metric (coupled with high rates of face covering compliance) may become more appropriate. For this reason, the plan does not recommend a minimum compliance level.

	<p>would like to work with local counties, other transit operators and our labor unions to reduce physical distancing requirements on our buses when safe to do so.</p> <p>SFMTA achieved a 4.5-star rating with 94% of vehicles having capacity to allow for physical distancing of 6 feet while riding. SFMTA primarily relies on customer compliance with distancing requirements. If the vehicle occupancy exceeds the capacity limit, our operators are permitted to skip a stop or avoid picking up passengers by signaling “DROP OFF ONLY.” Our on-street ambassadors, deployed to busy stops, also remind customers of the distancing policy and encourage them not to board if a bus is full. However, these pass-ups or denied boardings are incredibly disruptive to our riders, can cause far-reaching impacts to their lives, and raise significant concerns particularly with respect to equity. As a result, roughly 10% of daily trips have occupancies greater than the capacity limit largely due to when demand rises acutely at specific times and locations.</p>
Employees Properly Wearing Face Coverings	All agencies achieved 5-star ratings, meaning at least 95% of employees are properly wearing face coverings at work.
Contact Tracing	All agencies achieved 5-star ratings, meaning at least 95% of employee known exposures or positive COVID 19 cases have internal contact tracing completed or underway. A five-star rating is also applied if no potential exposures or cases exist.

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

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

Participating Agencies

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

Healthy Transit Plan Dashboard Monthly Update – April 2021

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

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: [8c - 21-0434 - Reso 3685 - RM2 BRTF.pdf](#)
[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

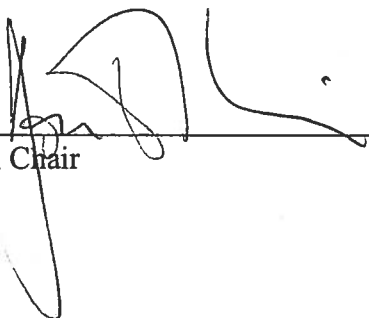
RESOLVED, that the allocation and reimbursement of RM2 funds are further conditioned upon the project specific conditions as set forth in Attachment B; and, be it further

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

375 Beale Street, Suite 800
San Francisco, CA 94105

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: [8d - 21-0446 - Reso 4412 - RM3 LONP.pdf](#)
[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.

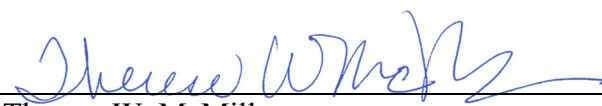
Staff has reviewed the Initial Project Reports and LONP requests and recommend issuing LONPs. Issuing LONPs will preserve the eligibility of activities related to the above-mentioned projects in Alameda and Solano Counties occurring after the issuance of the LONP, for future RM3 allocation and reimbursement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

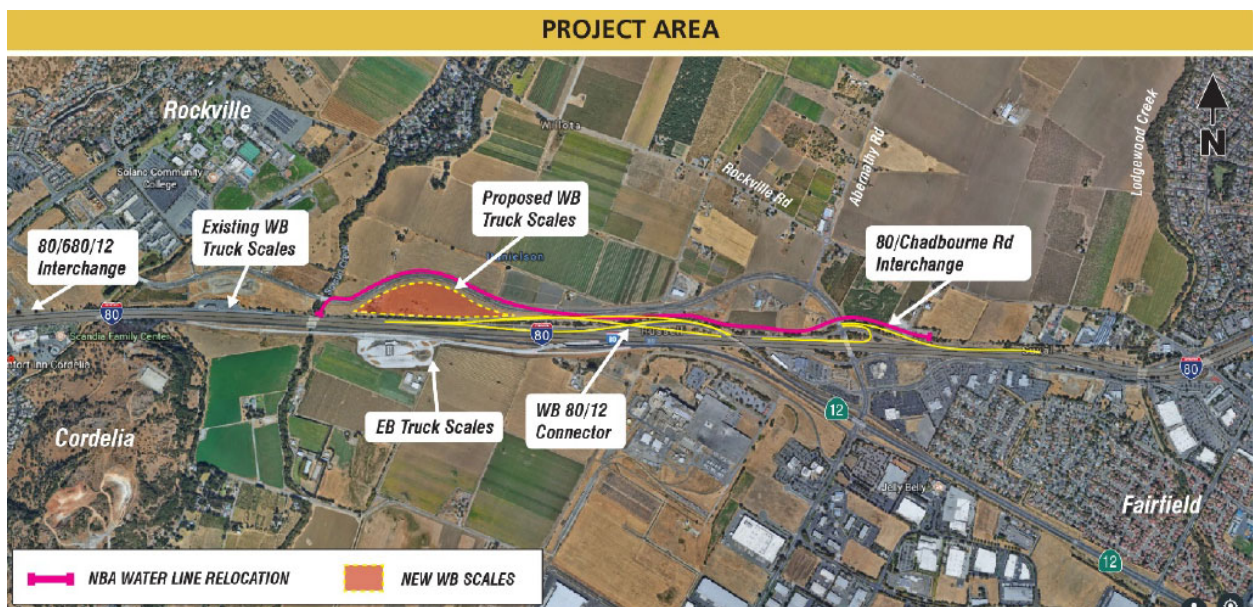
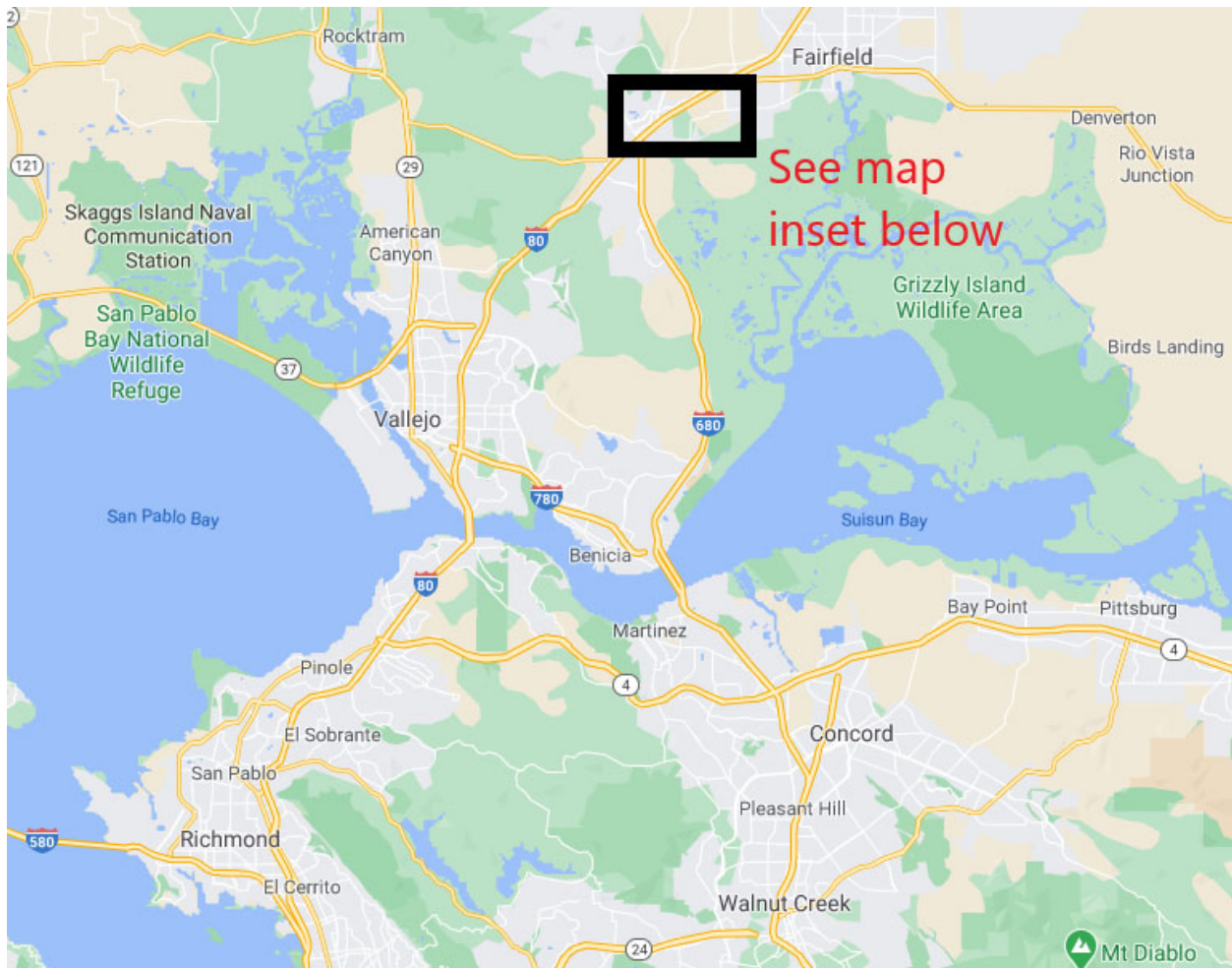
Attachments: Attachment A: Project Area Maps
MTC Resolution No. 4412, Revised can be found under Agenda Item 3a to this packet.


Therese W. McMillan



Attachment A-2

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





Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

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: [8e - 21-0453 - Reso 4428 - Ferry Program and Mktg.pdf](#)
[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

375 Beale Street, Suite 800
San Francisco, CA 94105

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: [8f - 21-0431 - Reso 4475 - TIP Amendment 2021-03.pdf](#)
[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: [8g - 21-0527 - Reso 4202 - GGB FHIP.pdf](#)
[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: [8h - 21-0541 - Reso-4453 and 4461 - FTA5311.pdf](#)
[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.

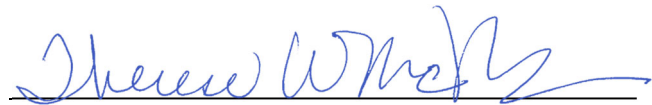
Next Steps

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

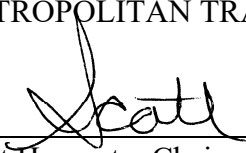
RESOLVED, that MTC approves FY2020-21 Emergency Transit Operations Programming Policy as set forth in Attachment C; and, be it further

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

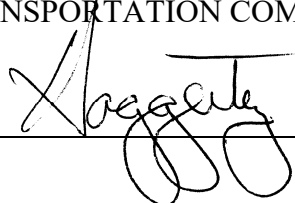
RESOLVED, that the Executive Director of MTC, or their designee, is authorized and directed to modify the Program of Projects as listed in Attachment A to meet requirements of FTA; and, be it further

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 #:	21-0318	Version:	1	Name:	
Type:	Report	Status:		Commission Approval	
File created:	2/2/2021	In control:		Joint MTC ABAG Legislation Committee	
On agenda:	4/28/2021	Final action:			
Title:	Advocacy Principles to Guide Legislation Aimed at Improving the Bay Area's Transit System. Advocacy principles to guide MTC's legislative advocacy regarding Assemblymember Chiu's anticipated 2021 legislation aimed at improving the performance and connectivity of the Bay Area's public transit system.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	8i - 21-0318 - Principles for Transit Transformation Legislation.pdf 6i - 21-0318 - Principles for Transit Transformation Legislation.pdf Correspondence Principles for Transit Transformation Legislation.pdf				

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

Subject:

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

Presenter:

Rebecca Long

Recommended Action:

Commission Approval

Attachments:

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

March 12, 2021

Agenda Item 3a

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

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

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

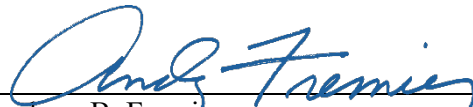
- a. Standardized discount and eligibility discounts for fares and a pilot program for a multi-agency accumulator pass pilot project to cap total daily, weekly or monthly amounts
- b. Clipper integration with Capitol Corridor and ACE
- c. Development & adoption of a regional transit mapping and wayfinding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

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

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

Attachments:

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



Andrew B. Fremier,

Draft: 3/2/21

MTC Principles and Proposed Concepts for Seamless Transit Legislation

Background

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

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

Proposed Principles

1. Provide Tangible, Near-Term Benefits for Riders

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

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

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

2. Increase the Priority of Service Coordination

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

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

3. Give Transit Greater Priority on Local Roads and Highways

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

from future Task Force discussions, such as:

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

4. Transit Network Management: Formalize Transit Coordination & Collaboration

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

5. Improve Access to Transit Hubs

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

6. Avoid Rushing Complex Items that Require More Evaluation

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



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

Dear Committee Members,

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

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



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



**Connect effortlessly with other
sustainable transportation**



Put riders first



**Plan communities and transportation
together**



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



**Prioritize reforms to create a
seamless network**



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

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

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

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

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

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

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

Thank you,

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

Ian Griffiths
Policy Director, Seamless Bay Area



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0472 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 3/9/2021 **In control:** Administration Committee
On agenda: 4/14/2021 **Final action:**
Title: MTC Resolution No. 4421, Revised - FY 2020-21 Overall Work Program (OWP) Amendment No. 3

A request that the Committee refer MTC Resolution No. 4421, Revised, the Metropolitan Transportation Commission (MTC) FY 2020-21 Overall Work Program (OWP), Amendment No. 3 to the Commission, which decreases our final grant transportation planning funds from the Federal Highway Administration (FHWA) PL by \$487,343 and the Federal Transit Administration (FTA) 5303 planning funds by \$173,178. Although MTC has a funding rescission, MTC is still committed to completing the transportation planning activities for FY 2020-21. This also includes revisions to the scope of work and revenue and expenses line items within work elements.

Sponsors:

Indexes:

Code sections:

Attachments: [9a - 21-0472 - Reso-4421 - FY 2020-21-OWP Amendment#3.pdf](#)
[3a - 21-0472 - Reso-4421 - FY 2020-21-OWP Amendment#3.pdf](#)

Date	Ver.	Action By	Action	Result
4/14/2021	1	Administration Committee		

Subject:

MTC Resolution No. 4421, Revised - FY 2020-21 Overall Work Program (OWP) Amendment No. 3

A request that the Committee refer MTC Resolution No. 4421, Revised, the Metropolitan Transportation Commission (MTC) FY 2020-21 Overall Work Program (OWP), Amendment No. 3 to the Commission, which decreases our final grant transportation planning funds from the Federal Highway Administration (FHWA) PL by \$487,343 and the Federal Transit Administration (FTA) 5303 planning funds by \$173,178. Although MTC has a funding rescission, MTC is still committed to completing the transportation planning activities for FY 2020-21. This also includes revisions to the scope of work and revenue and expenses line items within work elements.

Presenter:

Brian Mayhew

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Administration Committee

April 14, 2021

Agenda Item 3a - 21-0472

MTC Resolution No. 4421- Revised - FY 2020-21 Overall Work Program (OWP) Amendment No. 3

Subject: A request that the Committee refer MTC Resolution No. 4421, Revised, the Metropolitan Transportation Commission (MTC) FY 2020-21 Overall Work Program (OWP), Amendment No. 3 to the Commission, which reflects a decrease in the final allocation of planning funds from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). In addition to the total funding reduction of \$660,521, Amendment No. 3 includes modifications to the scope of work, as well as changes to revenue and expense line items within the work elements.

Background: The Fixing America's Surface Transportation Act (FAST Act) calls for the development of the OWP by the federally designated Metropolitan Planning Organization (MPO). MTC, as the federally designated MPO for the nine-county San Francisco Bay Area region, annually develops and maintains the OWP. The OWP is the principal document governing the budget, allocation, and use of federal and state transportation planning funds in the nine-county San Francisco Bay Area region.

The OWP is subject to periodic adjustments during the operating year. These adjustments are the result of changes in funding levels as well modifications in the scope of work, project tasks and deliverables. These periodic adjustments are reported to our federal and state partners through amendments to the adopted OWP.

Amendment No. 3 reduces the final MTC grant allocation for FY 2020-21. The final allocation was provided by Caltrans and is detailed below:

Fund	Current year Allocated Programmed Amount	Final Best Estimate	Increase/(Decrease)
FHWA PL	\$ 8,540,197	\$ 8,052,854	\$ (487,343)
FTA 5303	\$ 3,730,640	\$ 3,557,462	\$ (173,178)

The OWP Amendment No. 3 includes revenue and expense shifts within work elements to account for the decreased funding, as well as the required Caltrans changes to the scope of work, task and deliverables.

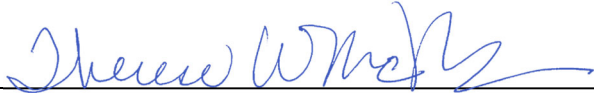
After Commission approval of the FY 2020-21 OWP Amendment No. 3, any remaining revisions proposed by Caltrans will be incorporated in the final OWP. Despite the rescission of funds, MTC expects to complete the transportation planning activities for FY 2020-21 adopted in the OWP..

An electronic version of the FY 2020-21 OWP and amendments is available to view/download at the following link:

<https://mtc.ca.gov/overall-work-program-owp>

Recommendation: Staff recommends that the Committee refer MTC Resolution No. 4421, Revised to the Commission for approval.

Attachments: MTC Resolution No. 4421, Revised, FY 2020-21 Overall Work Program (OWP) Amendment No. 3



Therese W. McMillan

Date: May 27, 2020
W.I.: 1152
Referred by: Administration Committee
Revised: 10/28/20-C
02/24/21-C
04/28/21-C

ABSTRACT

MTC Resolution No. 4421, Revised

This resolution approves MTC's Overall Work Program (OWP) for transportation planning activities in the nine-county San Francisco Bay Area for FY 2020-21, certifies that the planning process of the Metropolitan Transportation Commission (MTC) is in conformance with the applicable joint metropolitan transportation planning and programming regulations of the U.S. Department of Transportation (DOT), and authorizes MTC's Executive Director to apply for and execute agreements with the DOT for grants to aid in the financing of the OWP.

Further discussion of the OWP is contained in the MTC Administration Committee Summary Sheet dated May 13, 2020 and the Administration Committee Summary sheets dated October 14, 2020, February 10, 2021 and April 14, 2021.

Attachment C to the resolution was revised to include a new grant award funded by Senate Bill 1 (SB1) State Highway Account (SHA) Sustainable Communities in the amount of \$539,534; to shift a previously-awarded FTA 5304 Bay Area Regional Rail Partnerships: Project Delivery and Governance Project planning grant in the amount of \$400,000 to a new work element (WE 1517) at the request of Caltrans; and to add \$620,000 (WE 1618) to continue implementation activities on the California Air Resource Board (CARB) grant funded-Car Sharing and Mobility Hubs in Affordable Housing Pilot Project.

Amendment No. 2 to the FY 2020-21 OWP adds the following unspent carryover from FY 2019-20: Federal Highway Administration Planning (FHWA PL) - \$675,632.27; Federal Transit Administration (FTA) 5303 Statewide and Metropolitan Planning - \$2,286,188.01; FTA 5304 Strategic Partnerships - \$466,559; Road Maintenance and Rehabilitation Account Senate Bill (SB) 1 Sustainable Communities Formula (FY 2018-19) - \$330,515.61; Road Maintenance and Rehabilitation Account SB1 Sustainable Communities Formula (FY 2019-20) - \$528,796.00; Road Maintenance and Rehabilitation Account SB1 Sustainable Communities Competitive (FY 2018-19) - \$117,007.65; Public Transportation Account (PTA) Adaptation Planning - \$500,000.

Amendment No. 3 to the FY 2020-21 OWP adjusts the FHWA PL and FTA 5303 final allocation. FHWA PL funds were rescinded by \$487,343 and FTA 5303 funds by \$173,178. The OWP Amendment No. 3 includes revenue and expense shifts within work elements to account for the decreased funding, as well as the required Caltrans changes to the scope of work, task, and deliverables.

Re: Overall Work Program for Fiscal Year 2020-21, Certification of Compliance with Requirements of Federal Metropolitan Transportation Planning and Programming Regulations, and Authorization to Apply for and Execute Agreements for Federal Grants.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4421

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 is also the designated Metropolitan Planning Organization (MPO) for the Bay Area and is charged with carrying out the metropolitan transportation planning and programming process required to maintain the region's eligibility for federal funds for transportation planning, capital improvements, and operations; and

WHEREAS, MTC has articulated goals and objectives for the region's transportation system through its current Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) entitled Plan Bay Area 2040, which was adopted in July 2017; and

WHEREAS, MTC has developed, in cooperation with the State of California and with publicly-owned operators of mass transportation services, a work program for carrying out continuing, comprehensive, and cooperative transportation planning; and

WHEREAS, an Overall Work Program (OWP) for planning activities in the Bay Area for FY 2020-21 has been prepared by MTC, the Association of Bay Area Governments, the California Department of Transportation (Caltrans), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA); and

WHEREAS, the OWP for Fiscal Year 2020-21 includes Caltrans' Unified Work Program for the fiscal year to achieve the goals and objectives in MTC's Regional Transportation Plan (RTP); and

WHEREAS, MTC's Administration Committee has reviewed and recommended adoption of the OWP for FY 2020-21; and

WHEREAS, 23 Code of Federal Regulations (CFR) 450.334 requires that the designated MPO certify each year that the planning process is being conducted in conformance with the applicable requirements; and

WHEREAS, MTC desires to apply for and execute one or more agreements with the United States Department of Transportation (DOT) for a grant(s) to aid in the financing of MTC's Overall Work Program for fiscal year 2020-21; now, therefore, be it

RESOLVED, that MTC does hereby adopt the FY 2020-21 OWP and proposed budget therein, attached hereto as Attachment A to this Resolution and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC certifies that MTC's planning process is addressing the major issues in the metropolitan area and will be conducted in accordance with 23 CFR 450.334 and the Fixing America's Surface Transportation Act (FAST Act) and applicable requirements that are set forth in Attachment B to this Resolution and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC's Administration Committee shall monitor, direct, and update the OWP as necessary during Fiscal Year 2020-21 and shall incorporate any amendments into appropriate supplements to the OWP; and be it further


RESOLVED, that the Executive Director or her designee is authorized to apply for and execute any agreements with DOT for grants to aid in the financing of MTC's Overall Work Program included in Attachment A to this Resolution and to execute any subsequent amendments to such agreement(s) consistent with Attachment C to this Resolution; and be it further

RESOLVED, that the Executive Director or designee is authorized to execute and file with such application assurances or other documentation requested by DOT of


MTC's compliance with applicable federal statutory and regulatory requirements; and be it further

RESOLVED, that the Executive Director or designee is authorized to make administrative changes to the grant application(s) so long as such changes do not affect the total amount of the grant or scope of work.

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 May 27, 2020.

Date: May 27, 2020
W.I.: 1152
Referred by: Admin

Attachment A
Resolution No. 4421
Page 1 of 1

Attachment A is the FY 2020-21 Overall Work Program for Planning Activities in the San Francisco Bay Area. Copies are on file at the MTC library.

Attachment B
Resolution No. 4421
Page 1 of 1

In accordance with 23 CFR 450.334 and 450.218, and the Fixing America's Surface Transportation Act (the "FAST Act"), Metropolitan Transportation Commission ("MTC"), the Metropolitan Planning Organization for the San Francisco Bay Area, hereby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area, and is being conducted in accordance with all applicable requirements, including:

- (1) 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and Part 450 of Subchapter E of Chapter 1 of Title 23 of the Code of Federal Regulations;
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub.L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Date: May 27, 2020
W.I.: 1152
Referred by: Admin
10/28/20-C
02/24/21-C
04/28/21-C

Attachment C
Resolution No. 4421
Page 1 of 2

Attachment C includes all amendments and supplements to the FY 2020-21 Overall Work Program for Planning Activities in the San Francisco Bay Area. Copies are on file at the MTC offices.

Amendment No. 1 to the FY 2020-21 OWP adds a new grant award from the Senate Bill 1 (SB1) State Highway Account (SHA) for \$539,534 which will fund the Vehicle Miles Traveled Reduction Planning for Priority Development Areas project; shifts \$400,000 in FTA 5304 grant funding for the Bay Area Regional Rail Partnerships: Project Delivery and Governance Project from Work Element 1517 to 1521; and adds \$620,000 (WE 1618) in California Air Resources Board (CARB) grant-funding in order to continue implementation activities on the Car Sharing and Mobility Hubs in Affordable Housing Pilot Project.

Amendment No. 2 to the FY 2020-21 OWP adds the following unspent carryover from FY 2019-20: Federal Highway Administration Planning (FHWA PL) - \$675,632.27; Federal Transit Administration (FTA) 5303 Statewide and Metropolitan Planning - \$2,286,188.01; FTA 5304 Strategic Partnerships - \$466,559; Road Maintenance and Rehabilitation Account Senate Bill (SB) 1 Sustainable Communities Formula (FY 2018-19) - \$330,515.61; Road Maintenance and Rehabilitation Account SB1 Sustainable Communities Formula (FY 2019-20) - \$528,796.00; Road Maintenance and Rehabilitation Account SB1 Sustainable Communities Competitive (FY 2018-19) - \$117,007.65; Public Transportation Account (PTA) Adaptation Planning - \$500,000.

Amendment No. 3 to the FY 2020-21 OWP adjusts the FHWA PL and FTA 5303 final allocation. FHWA PL funds were rescinded by \$487,343 and FTA 5303 funds by \$173,178. The OWP Amendment No. 3 includes revenue and expense shifts within work elements to account for the decreased funding, as well as the required Caltrans changes to the scope of work, task, and deliverables.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	21-0473	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	3/9/2021	In control:		Administration Committee	
On agenda:	4/14/2021	Final action:			
Title:	MTC Resolution No. 4458 - FY 2021-22 Overall Work Program (OWP), Planning Certification, and Authorization for Execution of Agreements for Federal and State Planning Grants.				

A request for approval of the FY 2021-22 OWP, which guides the collaborative metropolitan transportation planning process involving MTC, ABAG, Caltrans, and other local transportation partners and for authorization to enter into agreements for transportation planning funds.

Sponsors:

Indexes:

Code sections:

Attachments: [9b - 21-0473 - Reso 4458 - FY 2021-22-OWP.pdf](#)
[3b - 21-0473 - Reso 4458 - FY 2021-22-OWP.pdf](#)

Date	Ver.	Action By	Action	Result
4/14/2021	1	Administration Committee		

Subject:

MTC Resolution No. 4458 - FY 2021-22 Overall Work Program (OWP), Planning Certification, and Authorization for Execution of Agreements for Federal and State Planning Grants.

A request for approval of the FY 2021-22 OWP, which guides the collaborative metropolitan transportation planning process involving MTC, ABAG, Caltrans, and other local transportation partners and for authorization to enter into agreements for transportation planning funds.

Presenter:

Brian Mayhew

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Administration Committee

April 14, 2021

Agenda Item 3b - 21-0473

MTC Resolution No. 4458

FY 2021-22 Overall Work Program (OWP), Planning Certification, and Authorization for Execution of Agreements for Federal and State Planning Grants

Subject: A request that the Committee refer MTC Resolution No. 4458 to the Commission for approval.

Background: Resolution No. 4458 would approve MTC's Overall Work Program (OWP) for transportation planning activities in the nine-county San Francisco Bay Area for FY 2021-22, certify that the planning process of the Metropolitan Transportation Commission (MTC) is in conformance with the applicable joint metropolitan transportation planning and programming regulations of the U.S. Department of Transportation (DOT), and authorize MTC's Executive Director to apply for and execute agreements with the DOT for grants to aid in the financing of the OWP.

The Fixing America's Surface Transportation Act (FAST Act) calls for the development of the OWP by the federally designated Metropolitan Planning Organization (MPO). MTC, as the federally designated MPO for the nine-county San Francisco Bay Area region, annually develops and maintains the OWP. The OWP is the principal document governing the budget, allocation, and use of federal and state transportation planning funds in the nine-county San Francisco Bay Area region.

The Draft FY 2021-22 OWP is developed in consultation and coordination with the region's transit operators, congestion mitigation agencies (CMAs), the Association of Bay Area Governments, Caltrans, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). The Draft FY 2021-22 OWP includes Caltrans' Unified Work Program and transportation and air quality related planning activities proposed for the nine-county San Francisco Bay Area region for the state fiscal year July 1, 2021 to June 30, 2022.

The Draft FY 2021-22 OWP incorporates the California Planning Emphasis Areas (PEAs) developed by Caltrans for California MPOs, as listed below:

- Core Planning Functions
- Performance Management
- State of Good Repair

On December 2, 2020 MTC held the annual OWP Planning meeting with FHWA, FTA and Caltrans. The meeting attendees discussed the FY 2021-22 OWP; highlights of the discussion included the following:

- FY 2020-21 activities carried over to FY 2021-22

- New activities in FY 2021-22
- New activities with FY 2021-22 Senate Bill 1 (SB1) Sustainable Communities formula grant funds
- FY 2021-22 milestones to be accomplished.
- Performance based planning and programming activities
- Planning impacts due to Coronavirus Disease (COVID-19)
- Currently, there are no FY 2021-22 Federal Planning Emphasis Areas (PEAs). When FHWA, FTA, and Caltrans provide the Federal PEAs, MTC will prepare a formal amendment for the OWP.

Assumptions that were included in the FY 2021-22 OWP include:

- SB1 funding amount is the same as the current year's resolution approved amount.

MTC staff provided the OWP for review to Caltrans, FHWA and FTA in March 2021. MTC staff incorporated the comments received from the state and federal agencies in this final Draft FY 2021-22 OWP, as appropriate.

Attached for your review and consideration for referral to the Commission is MTC Resolution No. 4458, which includes the following actions:

- Approves the final OWP for FY 2021-22
- Authorizes the programming of approximately \$20.1 million in FY 2021-22 transportation planning funds as follows:

FY 2021-22 FTA 5303	\$ 4,093,241
FY 2020-21 FTA 5303 Estimated Carry Over (C/O)	1,861,764
FY 2019-20 FTA 5304 - BART Metro C/O	466,559
FY 2020-21 FTA 5304 Rail Partnership Estimated C/O	400,000
FY 2021-22 FHWA Planning (PL)	8,271,690
FY 2020-21 FHWA PL Estimated C/O	775,700
FY 2020-21 FHWA State Planning and Research (SP&R)	500,000
FY 2020-21 SB1 Formula Funds C/O	40,000
FY 2019-20 SB1 Formula Funds C/O	177,060
FY 2020-21 SB1 State Highway Account (SHA) C/O	539,534
FY 2021-22 SB1 Formula Funds	2,106,140
FY 2021-22 SB1 Adaptation Planning	400,000
FY 2019-20 SB1 Adaptation Planning C/O	493,000
Total	\$ 20,124,688

- Ensures that MTC has enough Toll Credits for a match by programming estimated carryover, which will not be spent until completion of the audit and the reconciliation of the final expenditures are approved by Caltrans. (Toll Credits are used as a “soft match” substitute for the non-federal share of most highway

and public transportation projects, reducing the burden on states and freeing funding for other transportation projects).

- Certifies that MTC's planning process will be implemented in accordance with applicable statutes and regulations; and
- Authorizes the Executive Director or her designee to apply for grants and execute agreements to secure federal and other funds for transportation planning activities in FY 2021-22.

In addition to the transportation planning funds authorized in Resolution No. 4458, the MTC Budget Summary table included in the FY 2021-22 OWP contains operating and capital projects and funding.

Commission approval is the first step in authorizing the FY 2021-22 expenditure of federal and state funds. Following approval by the Commission, Caltrans will review and approve the OWP, which must then be included in the MTC Operating budget for FY 2021-22

An electronic version of the FY 2021-22 OWP can be reviewed at the following link: <https://mtc.ca.gov/overall-work-program-owp>

Recommendation: Staff recommends that the Committee refer MTC Resolution No. 4458 to the Commission for approval.

Attachments: MTC Resolution No.4458 – Overall Work Program


Therese W. McMillan

Date: April 28, 2021
W.I.: 1152
Referred by: Administration Committee

ABSTRACT

MTC Resolution No. 4458

This resolution approves MTC's Overall Work Program (OWP) for transportation planning activities in the nine-county San Francisco Bay Area for FY 2021-22, certifies that the planning process of the Metropolitan Transportation Commission (MTC) is in conformance with the applicable joint metropolitan transportation planning and programming regulations of the U.S. Department of Transportation (DOT), and authorizes MTC's Executive Director to apply for and execute agreements with the DOT for grants to aid in the financing of the OWP.

Re: Overall Work Program for Fiscal Year 2021-22, Certification of Compliance with Requirements of Federal Metropolitan Transportation Planning and Programming Regulations, and Authorization to Apply for and Execute Agreements for Federal Grants.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4458

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 is also the designated Metropolitan Planning Organization (MPO) for the Bay Area and is charged with carrying out the metropolitan transportation planning and programming process required to maintain the region's eligibility for federal funds for transportation planning, capital improvements, and operations; and

WHEREAS, MTC has articulated goals and objectives for the region's transportation system through its current Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) entitled Plan Bay Area 2040, which was adopted in July 2017; and

WHEREAS, MTC has developed, in cooperation with the State of California and with publicly-owned operators of mass transportation services, a work program for carrying out continuing, comprehensive, and cooperative transportation planning; and

WHEREAS, an Overall Work Program (OWP) for planning activities in the Bay Area for FY 2021-22 has been prepared by MTC, the Association of Bay Area Governments, the California Department of Transportation (Caltrans), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA); and

WHEREAS, the OWP for Fiscal Year 2021-22 includes Caltrans' Unified Work Program for the fiscal year to achieve the goals and objectives in MTC's Regional Transportation Plan (RTP); and

WHEREAS, MTC's Administration Committee has reviewed and recommended adoption of the OWP for FY 2021-22; and

WHEREAS, 23 Code of Federal Regulations (CFR) 450.334 requires that the designated MPO certify each year that the planning process is being conducted in conformance with the applicable requirements; and

WHEREAS, MTC desires to apply for and execute one or more agreements with the United States Department of Transportation (DOT) for a grant(s) to aid in the financing of MTC's Overall Work Program for fiscal year 2021-22; now, therefore, be it

RESOLVED, that MTC does hereby adopt the FY 2021-22 OWP and proposed budget therein, attached hereto as Attachment A to this Resolution and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC certifies that MTC's planning process is addressing the major issues in the metropolitan area and will be conducted in accordance with 23 CFR 450.334 and the Fixing America's Surface Transportation Act (FAST Act) and applicable requirements that are set forth in Attachment B to this Resolution and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC's Administration Committee shall monitor, direct, and update the OWP as necessary during Fiscal Year 2021-22 and shall incorporate any amendments into appropriate supplements to the OWP; and be it further

RESOLVED, that the Executive Director or her designee is authorized to apply for and execute any agreements with DOT for grants to aid in the financing of MTC's Overall Work Program included in Attachment A to this Resolution and to execute any subsequent amendments to such agreement(s) consistent with Attachment C to this Resolution; and be it further

RESOLVED, that the Executive Director or designee is authorized to execute and file with such application assurances or other documentation requested by DOT of

MTC's compliance with applicable federal statutory and regulatory requirements; and be it further

RESOLVED, that the Executive Director or designee is authorized to make administrative changes to the grant application(s) so long as such changes do not affect the total amount of the grant or scope of work.

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.

Date: April 28, 2021
W.I.: 1152
Referred by: Administration Committee

Attachment A
Resolution No. 4458
Page 1 of 1

Attachment A is the FY 2021-22 Overall Work Program for Planning Activities in the San Francisco Bay Area. Copies are on file at the MTC library.

Attachment B
Resolution No. 4458
Page 1 of 1

In accordance with 23 CFR 450.334 and 450.218, and the Fixing America's Surface Transportation Act (the "FAST Act"), Metropolitan Transportation Commission ("MTC"), the Metropolitan Planning Organization for the San Francisco Bay Area, hereby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area, and is being conducted in accordance with all applicable requirements, including:

- (1) 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and Part 450 of Subchapter E of Chapter 1 of Title 23 of the Code of Federal Regulations;
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub.L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Date: April 28, 2021
W.I.: 1152
Referred by: Administration Committee

Attachment C
Resolution No. 4458
Page 1 of 1

Attachment C includes all amendments and supplements to the FY 2021-22 Overall Work Program for Planning Activities in the San Francisco Bay Area. Copies are on file at the MTC offices.



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: [10a - 21-0445 - Resos 4202 and 4412 - SB1 RM3.pdf](#)
[3a - 21-0445 - Resos 4202 and 4412 - SB1 RM3.pdf](#)

Date	Ver.	Action By	Action	Result
4/14/2021	1	Programming and Allocations Committee		

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

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

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.

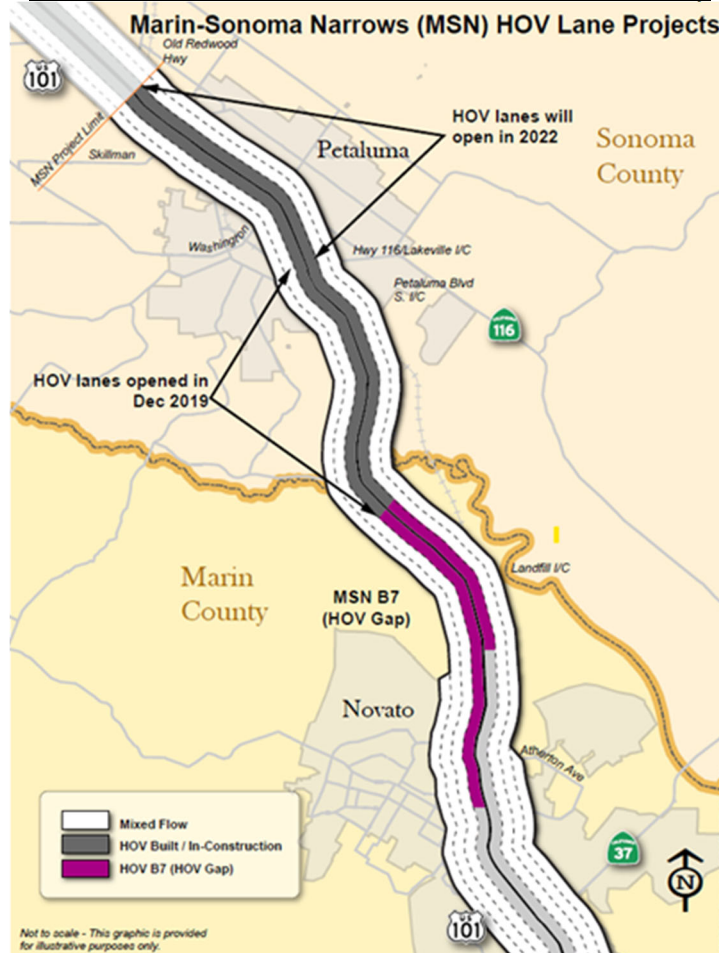
4) Although the proposal is highway-focused, despite considerable needs in other areas such as transit and active transportation, when RM3 is affirmed by the courts and MTC is repaid for the loaned federal funds, these non-federal funds will be distributed among all modes pending the outcome of the OBAG 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:

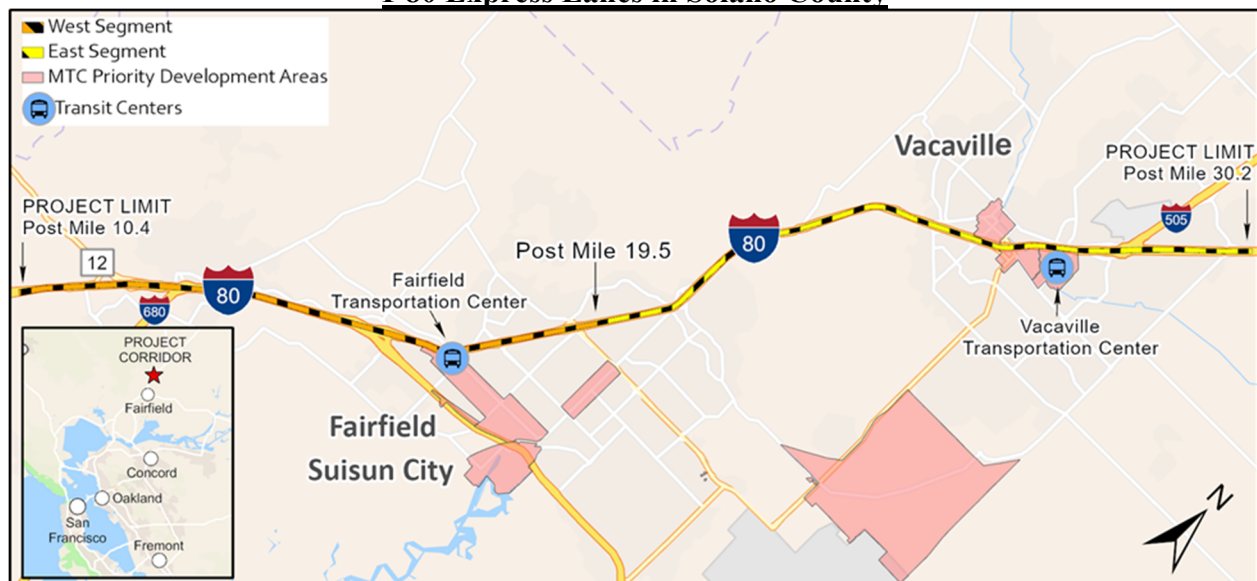
Refer MTC Resolution Nos. 4202, Revised and 4412, Revised to the Commission for approval.

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 (NVRTA) 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

ABSTRACT

MTC Resolution No. 4202, Revised

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

Page 11

(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	
CCTA: Community-Based Transportation Plans	Contra Costa	MTC	\$215,000	
TAM: Community-Based Transportation Plans	Marin	MTC	\$75,000	
NVTA: Community-Based Transportation Plans	Napa	MTC	\$75,000	
SFCTA: Community-Based Transportation Plans	San Francisco	MTC	\$175,000	
C/CAG: Community-Based Transportation Plans	San Mateo	MTC	\$120,000	
VTAs: 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

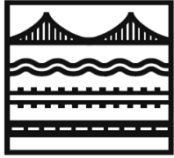
RESOLVED, that a certified copy of this resolution and applicable attachments shall be forwarded to the project sponsor.

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. 2021-01 on 4/22/2021, approving a \$80,878,000 RM3 LONP request. TAM will use local option sales tax (Measure AA), SB1 Local Partnership Formulaic Program, SB1 Solutions for Congested Corridor Program, STIP funds, and MTC-loaned federal discretionary funds to construct the project.		
Detailed Project Description		
Marin-Sonoma Narrows (MSN) Contract B7 Project will widen US 101 to construct a southbound HOV lane from 0.3 miles south of the Marin/Sonoma County line to just south of the Franklin Avenue Overhead (6.0 miles), and a northbound HOV lane from 1.7 miles north of Atherton Avenue Overcrossing to 0.3 miles south of the Marin/Sonoma County line (3.5 miles). The MSN Contract B8 will relocate all the necessary overhead utilities outside of the freeway ROW, provide additional Class II bike lanes and address all remaining access control issues along this project segment.		
LONP Phase	LONP Amount (in \$1,000s)	LONP Approval Date
CON	\$80,878	28-Apr-21
Scope - Activities eligible for future allocation and reimbursement if RM3 funds become available		
The LONP preserves future RM3 eligibility for costs related to the construction phase of the MSN project incurred after the LONP approval date.		
Conditions - In addition to the successful outcome of RM3 litigation, eligibility for future allocation and reimbursement is conditioned upon the following:		
1	Reimbursement subject to executed funding agreement between MTC and TAM defining terms and conditions of MTC loan of federal discretionary funding to TAM for the US-101 Marin-Sonoma Narrows project.	
2	LONP reimbursement of MTC Federal STP/CMAQ funds from BATA to TAM shall be repaid to MTC and deposited into the Exchange Fund Program (Res. 3989) for further distribution via the One Bay Area Grant (OBAG) framework.	



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. 2021-06 on 4/14/2021, 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.	



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: [10b - 21-0433 - Reso 4403 - ATP Cycle 5.pdf](#)
[3b - 21-0433 - Reso 4403 - ATP Cycle 5.pdf](#)

Date	Ver.	Action By	Action	Result
4/14/2021	1	Programming and Allocations Committee		

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”);
- 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

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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

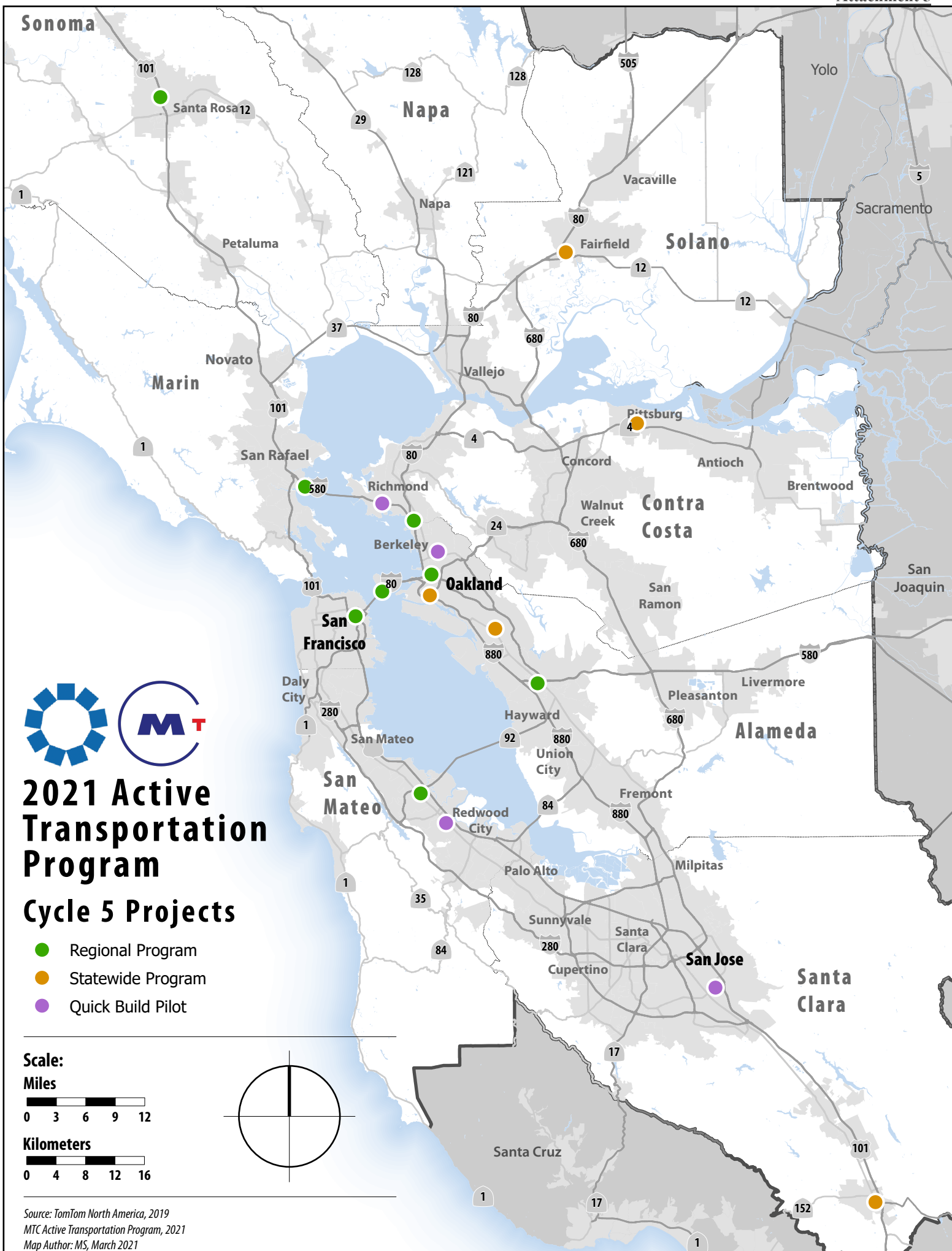
Co	Agency	Project Title	Total Project Cost (\$1,000s)	Total Fund Request (\$1,000s)	MTC Reg'l Score (out of 110)
MRN	MTC	Richmond-San Rafael Bridge Shared Use Path Gap Closure	\$ 5,612	\$ 4,302	101.0
ALA	Alameda County PW	E. Lewelling Boulevard Safe and Complete Street for Active Transportation	\$ 9,233	\$ 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



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

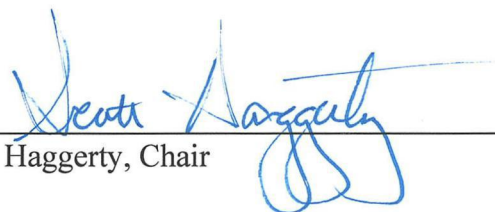
RESOLVED, that MTC approves the guidelines to be used in the evaluation of candidate projects for inclusion in the ATP, as set forth in Attachment A of this resolution, and be it further

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: [10c - 21-0454 - Resos 4430 and 4431 - Allocation to Operators.pdf](#)
[3c - 21-0454 - Resos 4430 and 4431 - Allocation to Operators.pdf](#)

Date	Ver.	Action By	Action	Result
4/14/2021	1	Programming and Allocations Committee		

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

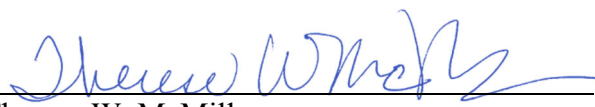
Before the start of FY 2020-21, MTC notified claimants that TDA allocations would be limited to 75 percent of the estimated revenue for the fiscal year to account for the anticipated decrease in sales tax revenue since initial estimates were developed pre-pandemic. As part of submitting TDA revenue estimates 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

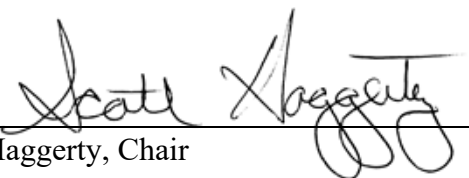
RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

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

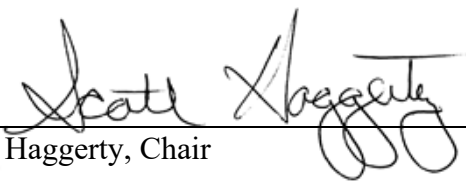
RESOLVED, that MTC approves the allocation of fiscal year 2020-21 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution;

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: [10d - 21-0470 - Resos-4456-4457-4169-4272 - TCP Program FY21.pdf](#)
[4a - 21-0470 - Resos-4456-4457-4169-4272 - TCP Program FY21.pdf](#)

Date	Ver.	Action By	Action	Result
4/14/2021	1	Programming and Allocations Committee		

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 Rehabil	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

A handwritten signature in blue ink, appearing to read "Amy Rein Worth", is written over a horizontal line.

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

Page 3

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**Funds Available for Capital Programming**

22,919,064	22,919,064	-	-
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
 03/25/20-C 06/24/20-C
 12/16/20-C 04/28/21-C

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
 04/22/20-C 06/24/20-C
 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
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	VTa	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
04/22/20-C 06/24/20-C
04/28/21-C

Attachment D
Resolution No. 4272
Page 2 of 2

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

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0426 **Version:** 1 **Name:**
Type: Report **Status:** Commission Approval
File created: 3/1/2021 **In control:** Operations Committee
On agenda: 4/9/2021 **Final action:**
Title: Regional Express Lanes Strategic Plan

Adoption of a Bay Area Express Lanes Strategic Plan, which links the broader Express Lanes Network purpose, goals, and strategies to the regional strategic goals of Plan Bay Area 2050. Based on over a year of research and collaboration with Bay Area express lane partners, staff proposes recommendations and near-term actions that represent concrete steps to move the Express Lanes Network forward and link it to regional strategic goals.

Sponsors:

Indexes:

Code sections:

Attachments: [11a - 21-0426 - Regional Express Lane Strategic Plan to Commission.pdf](#)
[11a - 21-0426 - Attach A-Regional Exp Lanes Strategic Plan Recommendations.pdf](#)
[11a - 21-0426 - Attach B-PowerPoint Express Lanes Strategic Plan.pdf](#)
[11a - 21-0426 - Attach C-Regional Express Lanes Strategic Plan.pdf](#)
[11a - 21-0426 - Attach D-Appendices to Regional Express Lanes Strategic Plan.pdf](#)
[5b Express Lanes Strategic Plan Summary Sheet and Attach A.pdf](#)
[5bi PowerPoint Express Lanes Strategic Plan.pdf](#)
[5bii Attach C Regional Express Lanes Strategic Plan.pdf](#)
[5biii Attach D Appendices to Regional Express Lanes Strategic Plan.pdf](#)

Date	Ver.	Action By	Action	Result
4/9/2021	1	Operations Committee		

Subject:

Regional Express Lanes Strategic Plan

Adoption of a Bay Area Express Lanes Strategic Plan, which links the broader Express Lanes Network purpose, goals, and strategies to the regional strategic goals of Plan Bay Area 2050. Based on over a year of research and collaboration with Bay Area express lane partners, staff proposes recommendations and near-term actions that represent concrete steps to move the Express Lanes Network forward and link it to regional strategic goals.

Presenter:

Jim Macrae

Recommended Action:

Commission Approval

Attachments:

Metropolitan Transportation Commission

April 28, 2021

Agenda Item 11a - 21-0426

Regional Express Lanes Strategic Plan

Subject: Adoption of a Bay Area Express Lanes Strategic Plan, which links the broader Express Lanes Network purpose, goals, and strategies to the regional strategic goals of Plan Bay Area 2050 and other MTC initiatives. Based on over a year of research and collaboration with Bay Area express lane partners, staff proposes recommendations and near-term actions that represent concrete steps to move the Express Lanes Network forward and link it to regional strategic goals.

Background: Over the last year, a working group of Bay Area Express Lanes partners, Caltrans, and California Highway Patrol has regularly met to work on the Bay Area Express Lanes Strategic Plan (Strategic Plan). The Strategic Plan includes:

1. An express lane network to be built over 30 years that reflects key policies and goals of Plan Bay Area 2050; and
2. A detailed narrative that sets forth agreed upon goals, policies, and strategies to guide implementation of the network.

Staff presented the Express Lanes Strategic Plan at the April 9, 2021 Operations Committee meeting. The Committee unanimously approved the Plan under two conditions:

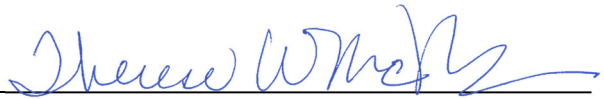
1. That the Strategic Plan be updated to state in the Strategic Investment Principles section that leveraging opportunities to garner more significant funding through partnerships with local project delivery entities enhances a project's merit and readiness; and
2. That, upon completion of the recommended strategies from the Blue Ribbon Transit Task Force and Plan Bay Area 2050's Implementation Plan, staff will update the express bus section of the Express Lanes Strategic Plan, update its supporting white paper, and return to this Committee to present updated express bus strategies.

Attachment 1 to this memo details the edits that staff have made to the Regional Express Lanes Strategic Plan in response to the Committee's direction. Attachments C and D are the updated documents that reflect the edits in Attachment 1.

Issues: None identified.

Recommendation: Staff recommends the Commission adopt the Regional Express Lanes Strategic Plan.

Attachments: Attachment 1 – Regional Express Lanes Strategic Plan Edits to April 9, 2021 Version
Attachment A – Regional Express Lanes Strategic Plan Recommendations and Near-Term Actions for Express Lane Partners
Attachment B – PowerPoint
Attachment C – *Connecting the Bay Area; Express Lanes Network 2021 Strategic Plan*
Attachment D – Appendices to the Regional Express Lanes Strategic Plan



Therese W. McMillan

Regional Express Lanes Strategic Plan Edits to April 9, 2021 Version

Staff has made the following edits to the Regional Express Lanes Strategic Plan in response to the Commissioners' direction at the April 9, 2021 Operations Committee meeting. All edits are underlined. The Strategic Investment Principles edits are intended to emphasize that adding local funds to a project can reinforce both investment principles of merit and project readiness.

1. In Strategic Investment Principles section – bottom of page 25:
“The strategic investment principles framework in Figure 7, below, can incentivize projects to align with regional goals and to include local or other funding sources as part of its funding application.”
2. In Strategic Investment Principles section – page 26
“A key motivation of producing this framework is to more strongly emphasize the importance of a variety of project merits in considering project eligibility for funding. However, project readiness, from completed environmental analysis to a project being fully funded through local or other sources outside of the current request, will continue to be considered in various contexts. In this regard, the structure of the framework allows enough flexibility to change emphasis depending upon the requirements of specific funding sources.”
3. In Strategic Investment Principles section – page 26
Update to Figure 7: See highlighted edit in black, bold, underlined text. Staff made similar edits to the Strategic Investment Principles white paper.

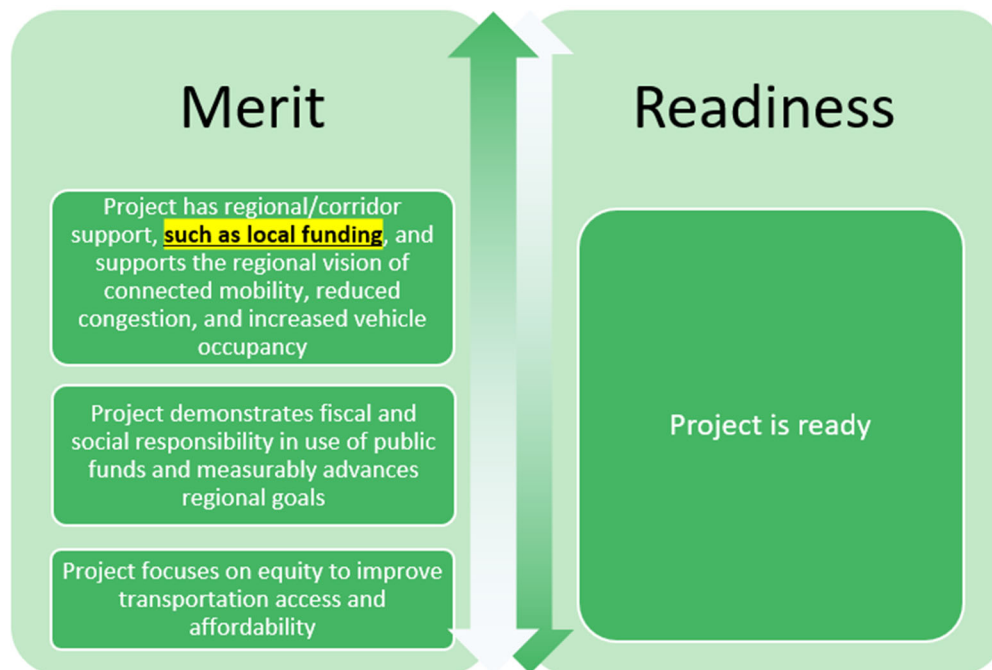


Figure 7: The strategic investment principles framework allows merit-based principles to be more strongly emphasized, while maintaining flexibility if certain funding sources prioritize readiness

4. In Section 1.1, Overview, page 6.

Staff stressed more explicitly how the Express Lanes Strategic Plan is a living document with expected updates to it.

“As a living regional document, the Strategic Plan is meant to be updated over time by a collaboration of all express lane partners, particularly in reference to near-term actions and regional developments on the topics of equity, regional consistency, enforcement, transit priority, and the concurrent development of a more robust regional transit and express bus network.”

5. In Section 4.2.5, Plan Bay Area, page 45.

The edit is another reference to how the Express Lanes Strategic Plan is a living document with expected updates in the future.

“This Strategic Plan is being released in advance of the Plan Bay Area 2050 Implementation Plan. As an immediate next step, MTC plans to leverage these findings, recommendations, and actions to further inform, integrate with, and advance regional strategic goals. Additionally, as Plan Bay Area 2050 concludes and strategies start to become operationalized, MTC will continue to update this Strategic Plan in collaboration with regional partners and the Commission. This living document is intended to serve as an up-to-date reference on critical forthcoming developments in the region, particularly strengthening the regional transit and express bus network and other near-term actions described above.”

6. In Section 4.3, Conclusion, page 45.

We added one final update in relationship to the need for future updates to the Strategic Plan.

“By creating a consistent strategy for implementing the network over the next thirty years, and continually updating this Strategic Plan to document these strategies, the region can create a network that delivers significant benefits to users while also reducing GHG impacts, increasing transit and carpool use, and promoting transportation equity in the Bay Area.”

Regional Express Lanes Strategic Plan Recommendations and Near-Term Actions for Express Lane Partners

Note: The Strategic Plan recommendations differ from near-term actions in two ways:

1. The recommendations are longer term; and
2. All recommendations require partner support and coordination for successful execution. The near-term actions are MTC's to lead except for the execution of a Consistent Operating Policy Memorandum of Understanding, which will require all partners' participation. The designated lead for each item is noted in parentheses below.

RECOMMENDATIONS	
GHG/VMT Reduction	Promote regional- and county-level mitigation solutions. (All partners)
	Advocate for legislation to allow general purpose to express lane conversion pilots. (CTAs and MTC)
Express Bus	Work with transit planners and operators to enhance transit priority and improve accessibility to the express lanes for express buses and other high-occupancy modes. (All partners)
	Since express buses will not perform well everywhere, establish clear criteria and performance metrics to prioritize investments. (TBD)
	Advocate for operators and planners to increase connectivity and communication. (All partners)
	Identify opportunities to link transit and Transportation Demand Management (TDM) investments with SB-743 mitigation strategies while acknowledging operations funding challenges. (All partners)
Strategic Investment Principles	Evaluate projects for future funding by:
	<ol style="list-style-type: none"> 1. Merit (Connected Mobility, Benefits and Costs, and Equity) 2. Readiness (MTC)
Funding and Financing Strategies	Advocate and seek opportunities for state and federal funding (All partners).
	Monitor future regional funding initiatives (All partners).
NEAR-TERM ACTIONS	
Equity	Execute a means-based tolling pilot that ties into the FasTrak® Customer Service Center Equity Action Plan to analyze how providing reduced toll rates to low-income users delivers equitable benefits and affects express lane operations. Undertake other equity initiatives and coordinate where applicable. (MTC)
Consistent Operating Policies	Come to a regional consensus on a process for reviewing toll and operating policies for consistency and execute a Memorandum of Understanding (MOU) with CTAs, BAIFA, Caltrans, and CHP. (All partners)
Enforcement	Continue work on current, automated HOV enforcement pilots, including camera-based occupancy detection and app-based occupancy declaration; Track other emerging technologies. (MTC)
Road Pricing Strategies	Incorporate key Express Lanes Network questions in a study of highway pricing strategies to begin in 2022. (MTC)
Plan Bay Area 2050	Integrate the findings and recommendations from the Express Lanes Network Strategic Plan to inform the Implementation Plan of Plan Bay Area 2050, where appropriate, to further advance regional strategies. (MTC)

Bay Area Express Lanes Strategic Plan

Operations Committee Meeting

April 9, 2021



METROPOLITAN TRANSPORTATION COMMISSION

Background:

Simultaneous Efforts, in Concert with Partners

Summer 20

Fall 20

Winter 20

Spring 21

Plan Bay
Area 2050



Finalized Network

Strategic
Plan



- Express Bus
- Equity
- GHG/VMT Reduction
- Road Pricing Strategies
- Interconnectedness
- Consistent Operating Policies
- Financing Strategies
- Strategic Funding Principles

Equity: BAIFA FasTrak® START pilot

Strategic Plan Adoption



BAY AREA EXPRESS LANES

Key Components

Purpose



Overview



Background



Network



Vision



Process



Recommendation



Findings



Achieving Goals



Building the Network



Planning for Change



Continuing Work



Recommendations



Near-Term Actions



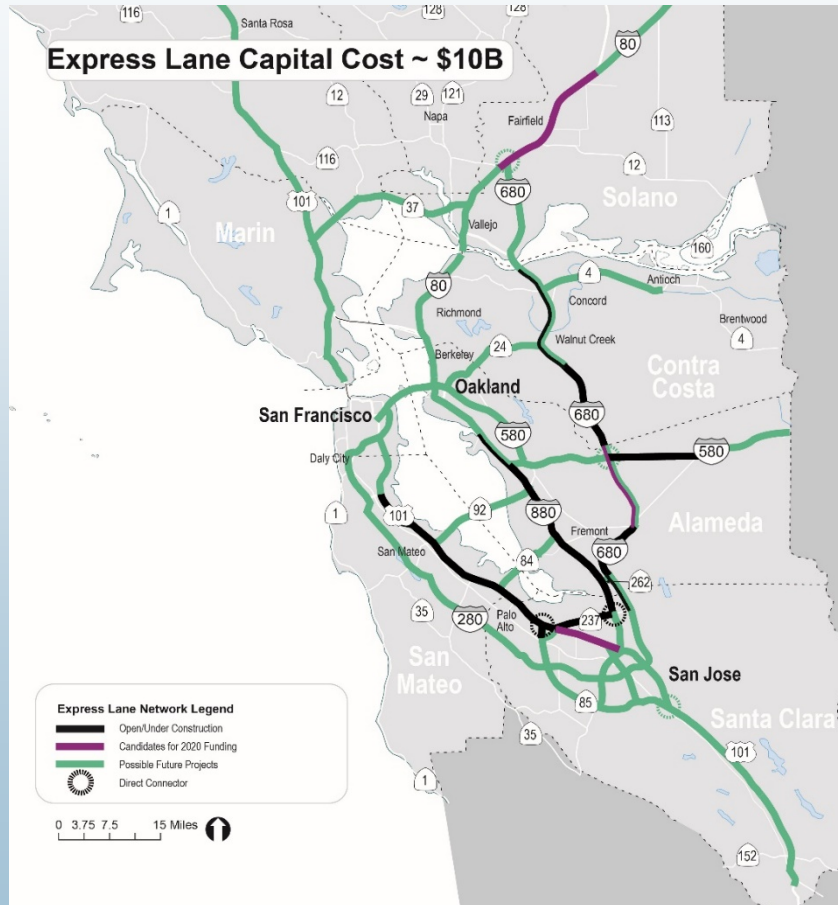
BAY AREA EXPRESS LANES

2: Network

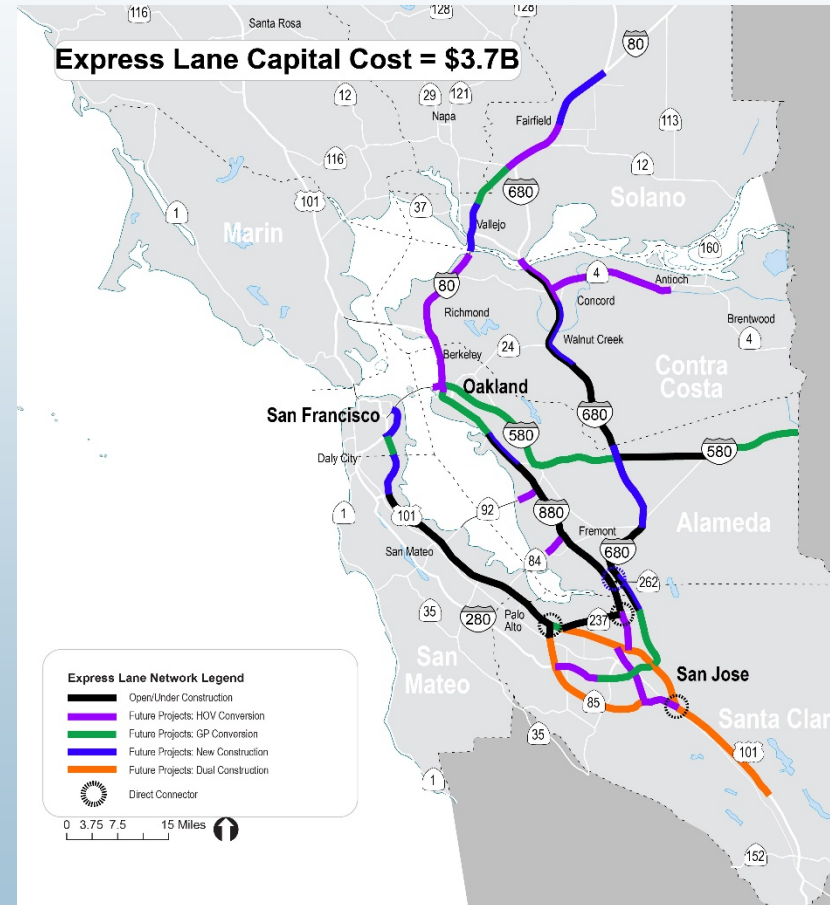


2: Network

Vision



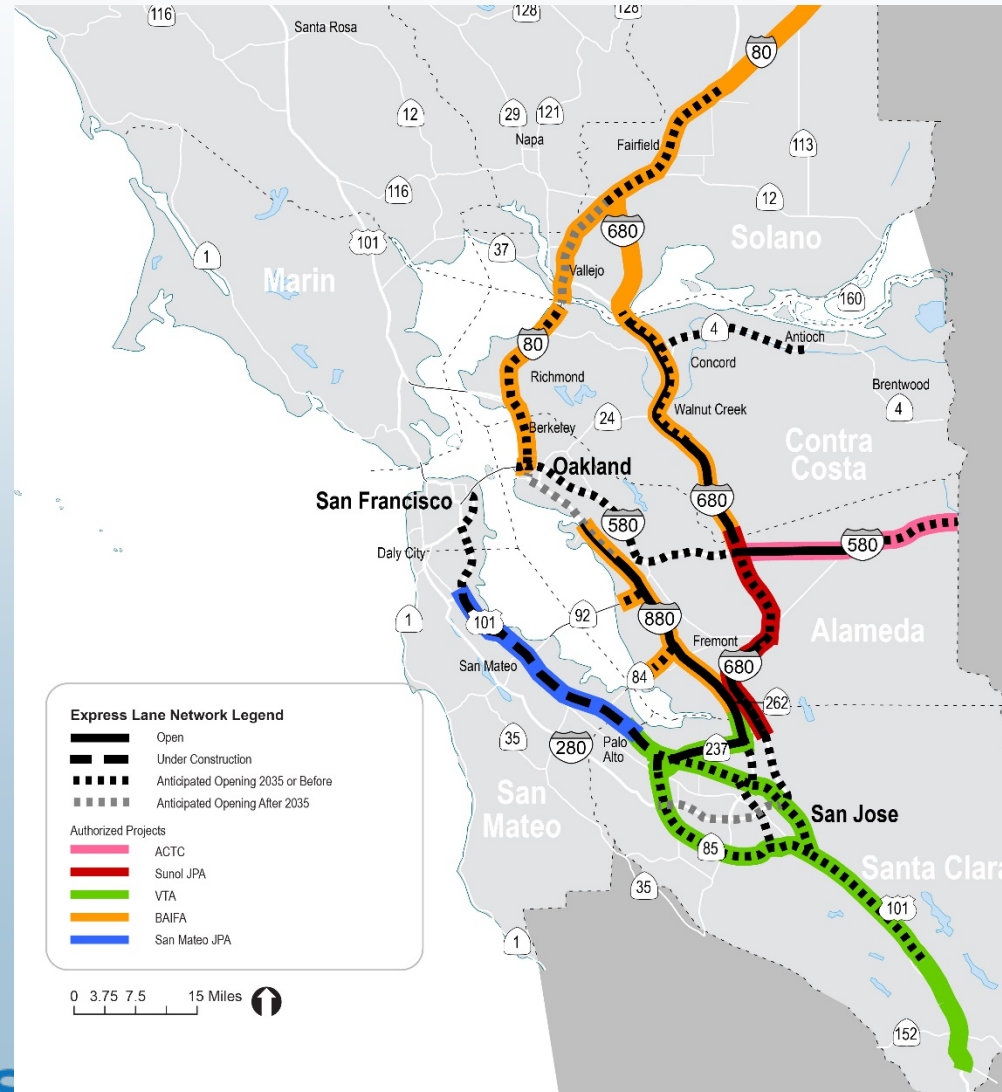
Plan Bay Area 2050 Network



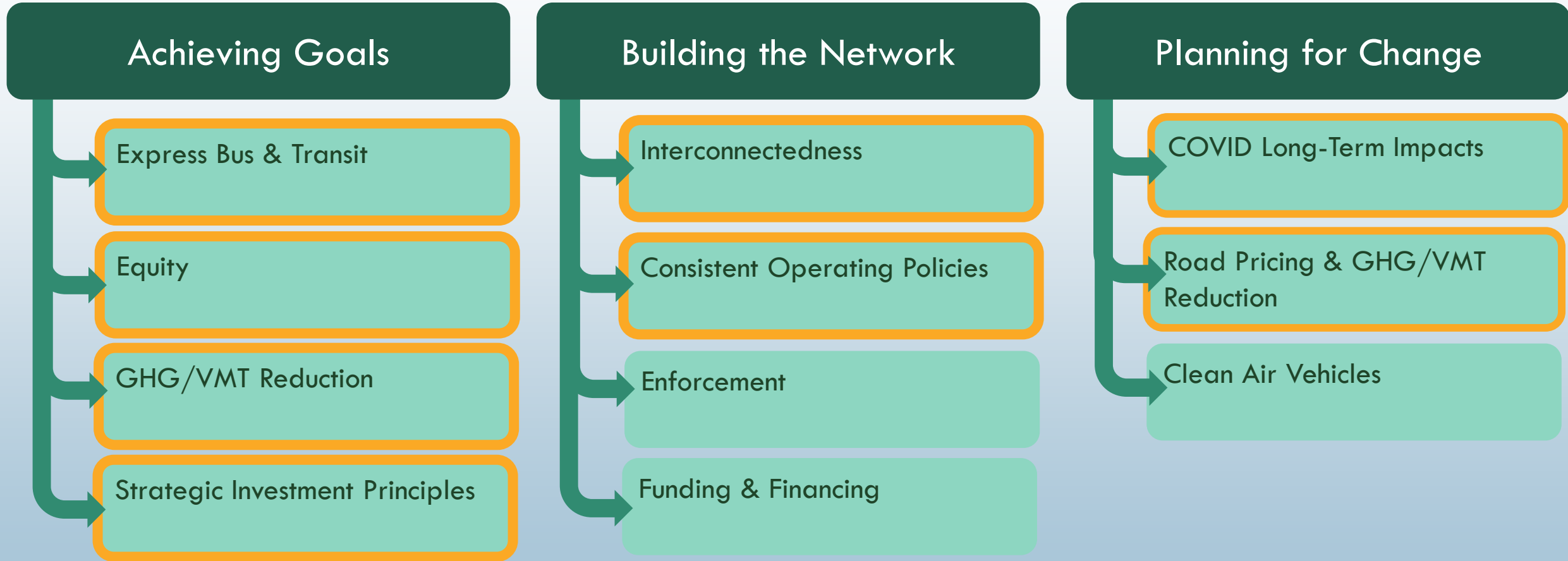
PBA 2050 Network Stats:

- ~750 lane-miles
- By stage:
 - 130 in operation
 - 70 under construction
 - 250 in environmental/design
 - 130 in planning
 - 170 remaining
- By type:
 - 290 HOV Conversion
 - 140 GP Conversion
 - 140 New Lane
 - 170 Dual Lane

2: Network by Agency and Timing



3: Findings



3: Findings – Express Bus and Transit

Achieving Goals



Express Bus & Transit

Equity

GHG/VMT Reduction

Strategic Investment Principles

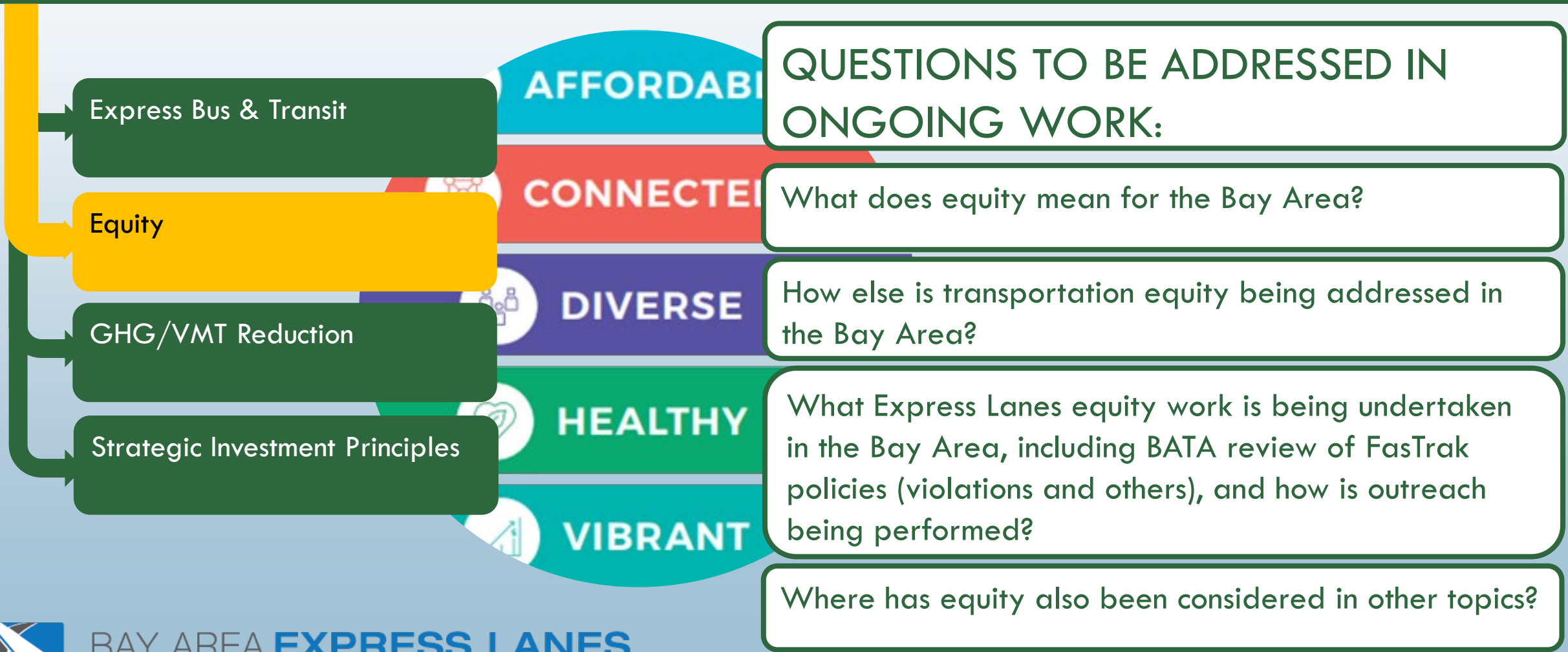
RECOMMENDATIONS:

1. Work with transit planners and operators to enhance transit priority and improve accessibility to the express lanes for express buses and other high-occupancy modes
2. Since express buses will not perform well everywhere, work with partners on criteria and performance metrics to prioritize investments
3. Advocate for transit operators and planners to increase connectivity and communication of transit services
4. Identify opportunities to link transit and transit demand management (TDM) investments with SB-743 mitigation strategies while acknowledging operations funding challenges



3: Findings - Equity

Achieving Goals



3: Findings – GHG/VMT Reduction

Achieving Goals



Express Bus & Transit

Equity

GHG/VMT Reduction

Strategic Investment Principles

RECOMMENDATIONS:

1. Participate with partners to promote regional- and county-level mitigation solutions
2. Advocate for legislation to allow General Purpose (GP) to Express Lane (EL) conversion pilots



3: Findings – Strategic Investment Principles

Achieving Goals



Express Bus & Transit

Equity

GHG/VMT Reduction

Strategic Investment Principles

RECOMMENDATIONS:

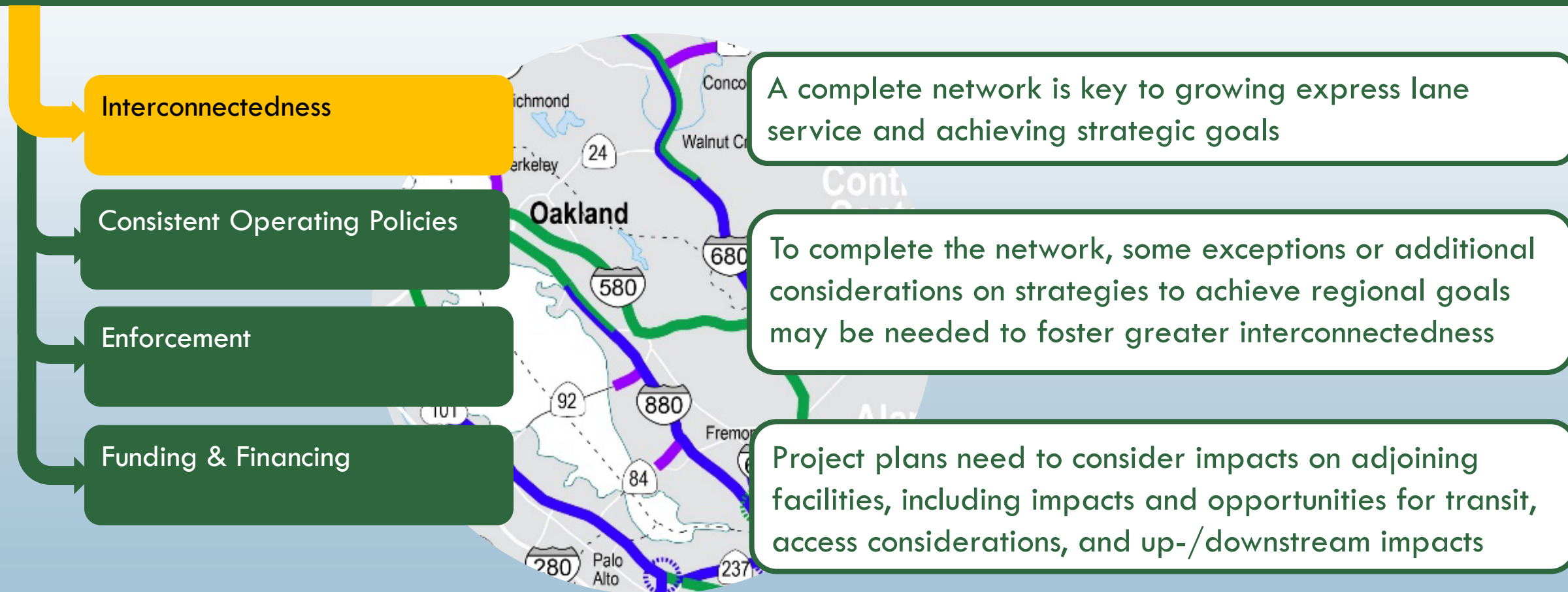
Evaluate projects for future funding by:

1. Merit (Connected Mobility, Benefits and Costs, Equity)
2. Readiness



3: Findings – Interconnectedness

Building the Network



3: Findings – Consistent Operating Policies

Building the Network



Operations Policy	Consistent? (Adopted Operator Policies)*
Hours of Operation**	✓
HOV Occupancy***	✓
Toll Discounts (HOV/Clean Air Vehicles)	✓
Violation Penalties/Fees	✓
Automated Occupancy Enforcement	Future Policy
Equity Programs	Future Policy

* San Mateo JPA has yet to adopt policies

** Determined by Caltrans

*** Based on corridor traffic



3: Findings – Consistent Operating Policies

Building the Network

Interconnectedness

Consistent Operating Policies

Enforcement

Funding & Financing

NEAR TERM ACTIONS:

1. Formalize a consensus-building process through an MOU
2. Introduce a framework to help understand what level of consistency makes sense for each policy



3: Findings – Expectations for Upcoming Disruptions

Planning for Change



COVID Long-Term Impacts

Road Pricing & GHG/VMT Reduction

Clean Air Vehicles

- Reduced transit and carpool ridership, at least temporarily
- Sustained increase in remote work, which reduces revenue

Key express lanes questions for road pricing study:

1. How will congestion be impacted?
2. What are possible operational changes for express lanes?
3. How will debt obligations be satisfied?
4. How will express lane and road pricing policies be administered?

- SB 743 developments
- Possible Plan Bay Area 2050 demand management strategies: speed limit decreases, remote working
- Possible Federal climate initiatives



4: Continuing and Future Work

Recommendations

GHG/VMT Reduction

1. Promote regional- & county-level mitigation solutions (All Partners)
2. Advocate for legislation to allow General Purpose to Express Lane conversion pilots (CTAs & MTC)

Funding and Financing Strategies

1. Advocate and seek opportunities for state and federal funding (All Partners)
2. Monitor future regional funding initiatives (All Partners)

Express Bus & Transit

1. Work with transit planners and operators to enhance transit priority and improve accessibility to the express lanes for express buses and other high-occupancy modes (All Partners)
2. Since express buses will not perform well everywhere, establish criteria and performance metrics to prioritize investments (TBD)
3. Advocate for operators and planners to increase connectivity and communication (All Partners)
4. Identify opportunities to link transit & TDM investments with SB-743 mitigation strategies while acknowledging operations funding challenges (All Partners)

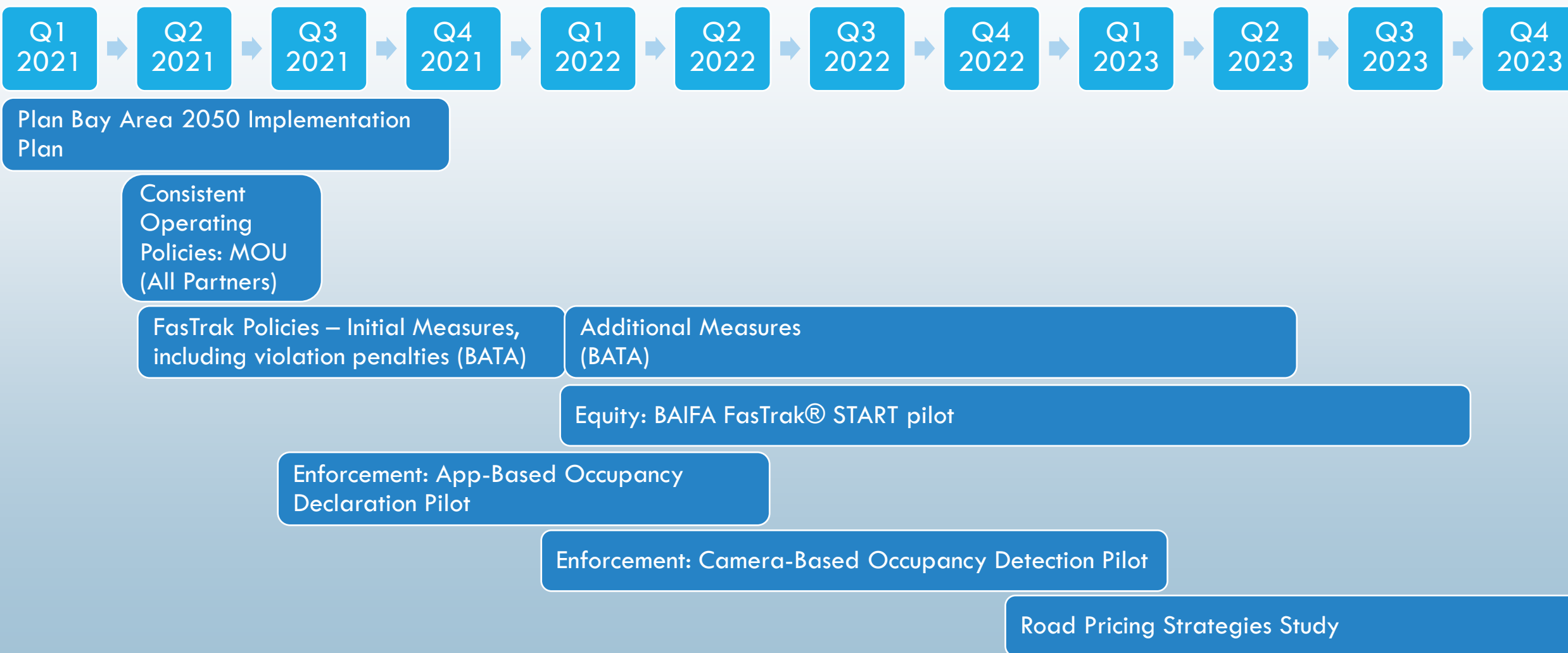
Strategic Investment Principles

Evaluate projects for future funding by:

1. Merit (Connected Mobility, Benefits and Costs, Equity)
2. Readiness (MTC)

4: Continuing and Future Work

Near-Term Actions (led by MTC except as indicated)



5: Continuing and Future Work

Closing Thoughts

1. Express lanes provide a much needed benefit to help Bay Area residents make transportation choices that will help achieve our regional goals.
2. We can overcome challenges by continuing to work together collaboratively as a region.
3. Even with uncertainty in the future, the region is committed to the Express Lanes being a tool to help:
 1. Reduce regional GHG impacts from transportation
 2. Provide priority to transit and carpools
 3. Promote equity in the region



An aerial photograph of a multi-lane highway. Several cars are visible in different lanes, moving away from the viewer. The road has white dashed lane markings. In the lower-left lane, the words "EXPRESS" and "LANE" are painted in large white letters on the asphalt. A semi-transparent white box with a blue gradient is overlaid on the top-left corner of the image, containing contact information.

Contact Information:

Jim Macrae

Assistant Director, Express Lanes

jmacrae@bayareametro.gov

(415) 778-6714

Connecting the Bay Area

Express Lanes Network 2021 Strategic Plan
April 2, 2021



**METROPOLITAN
TRANSPORTATION
COMMISSION**

EXPRESS LANE

 TOLL TO

Airway Blvd/Isabel Ave  \$0.30


Greenville Rd  \$1.10

HOV 2+ WITH  NO TOLL

EXIT 4B
El Chorro Road
Fallon Road

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EXPLRS

Executive Summary

The Express Lanes Network 2021 Strategic Plan describes how the Metropolitan Transportation Commission (MTC) seeks to implement a system of managed lanes in the San Francisco Bay Area that is not only cost-effective and self-supporting, but also helps achieve the regional goals of reducing greenhouse gas emissions, supporting transit priority, promoting use of transit and other high-occupancy modes, and advancing equity throughout the region in accordance with Plan Bay Area 2050 and MTC's Equity Platform. Having collaborated on the Strategic Plan with regional express lanes partners for over a year, MTC hopes to transform the broader Express Lanes Network purpose, goals, and strategies into concrete actions that will keep both the network and the region thriving over the next thirty years.

The Strategic Plan is organized into four parts as shown below in Figure 1.



Figure 1: Strategic Plan Organization

Vision and Goals

The Bay Area Express Lanes Network is conceived as a robust regional network of dedicated lanes that primarily serves people in carpools and buses. The network leverages the investment made in the region's High-Occupancy Vehicle (HOV) lanes by making use of existing capacity to move more people, closing gaps in or expanding the managed lane system, and improving operations to provide priority to carpools and buses, thereby expanding their use. The development of the network is a cooperative effort between MTC, several Bay Area County Transportation Authorities (CTAs), Caltrans, and the California Highway Patrol (CHP), with input from other stakeholders who are invested in the success of the network like transit operators and those advancing equity, carpooling and vanpooling.

As the region continues to build out the Express Lanes Network, several parallel regional developments have been gaining momentum, warranting a renewed scope and vision for the network. These include:

- A commitment to ensuring equitable access to mobility options for all Bay Area residents, with intentional focus on those with the least resources to truly improve access to opportunity;
- An increased attention on utilizing the Express Lanes Network to prioritize regional transit service;
- A strong emphasis on strategies to reduce vehicle-miles traveled (VMT) and greenhouse gas (GHG) emissions; and
- A general desire to increase the cost effectiveness of the network buildout.

The Express Lanes Network's program goals reflect these broader regional trends:

Express Lanes Network Goals

1. Manage congestion and bring reliability to the traveling public
2. Increase person throughput by creating a seamless network that incentivizes the use of transit, vanpools, and carpools
3. Minimize greenhouse gas emissions
4. Focus on equity to improve transportation access and affordability, especially for Communities of Concern¹
5. Deliver Bay Area Express Lanes Network in a timely manner
6. Be responsible in the use of public funds

Strategy

The Strategic Plan includes research on a variety of topics to explore how the network can achieve these goals and align with regional priorities. Strategic Plan topics are organized into the following focus areas:

1. Achieving Goals: The operational and programmatic strategies, as well as additional infrastructure investments beyond those typically considered for baseline express lane functionality, that will help the Express Lanes Network better align with regional goals;
2. Building the Network: Moving beyond how we achieve goals into the practical considerations of how the network is being built and what is important for the network's healthy functioning; and
3. Planning for Change: Looking further into the future to establish expectations for upcoming disruptive events, policies, and technologies.

These focus areas break down further into individual areas of study. Achieving Goals incorporates GHG/VMT reduction, transit, equity, and strategic investment principles; Building the Network emphasizes the importance of interconnectedness, enforcement, consistent operating policies, and funding and financing; and Planning for Change looks at the potential impacts of the COVID-19 pandemic, additional expected regional and state GHG reduction strategies, and clean air vehicles. Many of these topics are expanded upon in individual white papers, which are separately included as Appendices in Section 5.

¹ Communities of Concern are census tracts identified under Plan Bay Area 2050 whose demographic characteristics place them in excess of established thresholds for a combination of factors, including concentration of the population that is minority, low income, limited English proficiency, zero-vehicle, seniors 75 and older, disabled, single-parent families, and/or severely rent-burdened.

Continuing Work

The Strategic Plan findings inspired MTC to offer the following recommendations and near-term actions for the express lane partners:

Recommendations	GHG/VMT Reduction	Promote regional- and county-level mitigation solutions. Advocate for legislation that allows pilots for the conversion of general purpose lanes to express lanes.
	Express Bus & Transit	Work with transit planners and operators to enhance transit priority and improve accessibility to the express lanes for express buses and other high-occupancy modes through capital investments.
		Since express bus may not perform well everywhere, establish clear criteria and performance metrics to prioritize corridors and guide investments in express bus services.
		Advocate for transit operators to increase transit network connectivity, coordination, and communication to take full advantage of the regional Express Lanes Network.
	Strategic Investment Principles	Identify opportunities to link transit & transportation demand management (TDM) investments with SB-743 mitigation strategies while acknowledging operations funding challenges.
		Adopt the framework and investment principles based on two categories: Merit and Readiness, where merit considers factors like equity, greenhouse gas reduction, and cost-effectiveness, among others.
Near-Term Actions	Funding and Financing Strategies	Actively pursue state and federal funding opportunities.
		Advocate to include the Express Lanes Network buildout in any future regional funding measure.
	Equity	Execute a means-based tolling pilot that ties into the FasTrak® Customer Service Center Equity Action Plan to analyze how providing reduced toll rates to low-income users delivers equitable benefits and affects express lane operations. Undertake other equity initiatives and coordinate where applicable.
	Consistent Operating Policies	Come to a regional consensus on a process for reviewing toll and operating policies for consistency and execute a Memorandum of Understanding (MOU) with CTAs, BAIFA, Caltrans, and CHP.
	Enforcement	Continue work on current, automated HOV enforcement pilots, including camera-based occupancy detection and app-based occupancy declaration; Track other emerging technologies.
	Road Pricing Strategies	Incorporate key Express Lanes Network questions in a study of highway pricing strategies to begin in 2022.
	Plan Bay Area 2050	Integrate the findings and recommendations from the Express Lanes Network Strategic Plan to inform the Implementation Plan of Plan Bay Area 2050, where appropriate, to further advance regional strategies.

Abbreviations

BART	Bay Area Rapid Transit
BATA	Bay Area Toll Authority
BUILD	Better Utilizing Investments to Leverage Development Transportation Discretionary Grant
CAV	Clean Air Vehicles
CV/AV	Connected Vehicles and Autonomous Vehicles
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CTOC	California Toll Operators Committee
FAST	Fixing America's Surface Transportation Act
GHG	Greenhouse Gas
HOV	High-Occupancy Vehicle
INFRA	Infrastructure for Rebuilding America Discretionary Grant Program
LPP	State-Local Partnership Program
MOU	Memorandum of Understanding
MTC	Metropolitan Transportation Commission
P3	Public-Private Partnership
RCSC	FasTrak® Regional Customer Service Center
RM3	Regional Measure 3
SB-743	Senate Bill 743
SCCP	Solutions for Congested Corridors Program
SOV	Single-Occupancy Vehicle
TAC	Technical Advisory Committee
TCEP	Trade Corridor Enhancement Program
TDM	Transportation Demand Management
TIFIA	Transportation Infrastructure Finance and Innovation Act
VMT	Vehicle-Miles Traveled
VOD	Vehicle Occupancy Detection



1 Purpose

1.1 Overview

The Bay Area Express Lanes Network is a system of managed lanes currently operating and expanding throughout the region's highway network. The express lanes use pricing to manage traffic and maintain reliable travel conditions to increase person throughput. Like High-Occupancy Vehicle (HOV) lanes, the express lanes provide a free travel time benefit to people traveling in a high-occupancy mode, thus encouraging carpooling and transit usage. Vehicles not meeting carpool eligibility requirements can also benefit by paying a toll to use available capacity in the express lanes. This provides a source of revenue to fund the development, maintenance, rehabilitation, and operation of the express lanes. Net toll revenue can be reinvested in the corridors for other transportation or equity improvements.

The purpose of this Strategic Plan is to chart a vision for the continued buildout of the Express Lanes Network in a way that aligns with the regional goals and priorities identified under Plan Bay Area 2050,² the Bay Area's Regional Transportation Plan and Sustainable Communities Strategy expected to be adopted in July 2021. Plan Bay Area 2050 is focused on creating a future for the Bay Area that is affordable, connected, diverse, healthy, and vibrant for all. While MTC has authored the Strategic Plan, in collaboration with express lane partners, the findings and near-term actions will need to be embraced and pursued by all the express lane partners to achieve this vision.

As a living regional document, the Strategic Plan is meant to be updated over time by a collaboration of all express lane partners, particularly in reference to near-term actions and regional developments on the topics of equity, regional consistency, enforcement, transit priority, and the concurrent development of a more robust regional transit and express bus network. The Strategic Plan also informs other plans that contribute to the continued buildout of the network. In addition to working towards achieving the broader vision for the region by informing the development of the Plan Bay Area 2050 Implementation Plan, the Strategic Plan serves to help express lane operators and stakeholders create consistent expectations and best practices on how to balance the practicalities of local buildout with regional, state, and federal initiatives and directives.

1.2 Background

The buildout of the Bay Area Express Lanes Network is being carried out by several Bay Area agencies, each with their own authority to implement and operate a portion of the overall network, as shown in Figure 2, below. To ensure a seamless, holistic vision, the Metropolitan Transportation Commission (MTC), express lane operators, and other local, regional and state authorities and stakeholders have collaborated to develop this Strategic Plan for the continued buildout and operation of the Express Lanes Network, largely through participation in the Regional Express Lanes Technical Advisory Committee (TAC). This committee, which includes agencies vested in planning, implementing, and operating the Express Lanes Network, works to maintain communication and build consensus around many express lanes-related topics.

² https://www.planbayarea.org/sites/default/files/pdfs_referenced/PBA2050_Draft_BPStrategies_071320_0.pdf

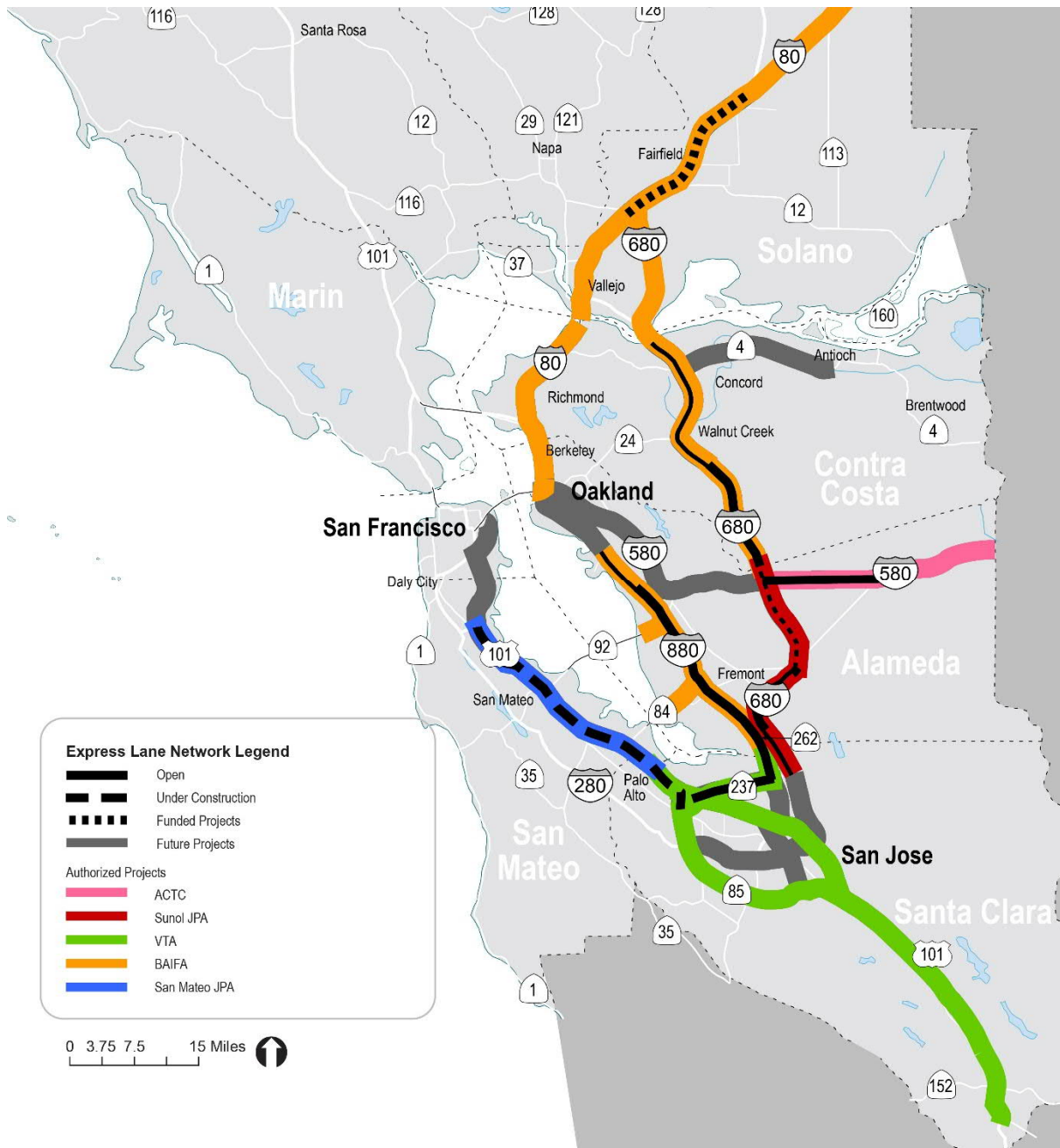


Figure 2: The Express Lanes Network is planned to be built, maintained and operated by many different operators, who must cooperate to deliver a single network to users.

Development of the Strategic Plan began in late 2019, and has been undertaken in two phases (see Figure 3):

- Phase 1, described in Section 2, below, worked to reduce an expansive vision of the Express Lanes Network to a financially constrained network recommendation for inclusion in Plan Bay Area 2050 that included projects that best met strategic goals.
- Phase 2, described in Section 3, Strategy, explored and researched topic areas of regional significance that will inform the buildout and operation of the network. Many of these topics are discussed in detail in expanded white papers, which are included as appendices in Section 5.

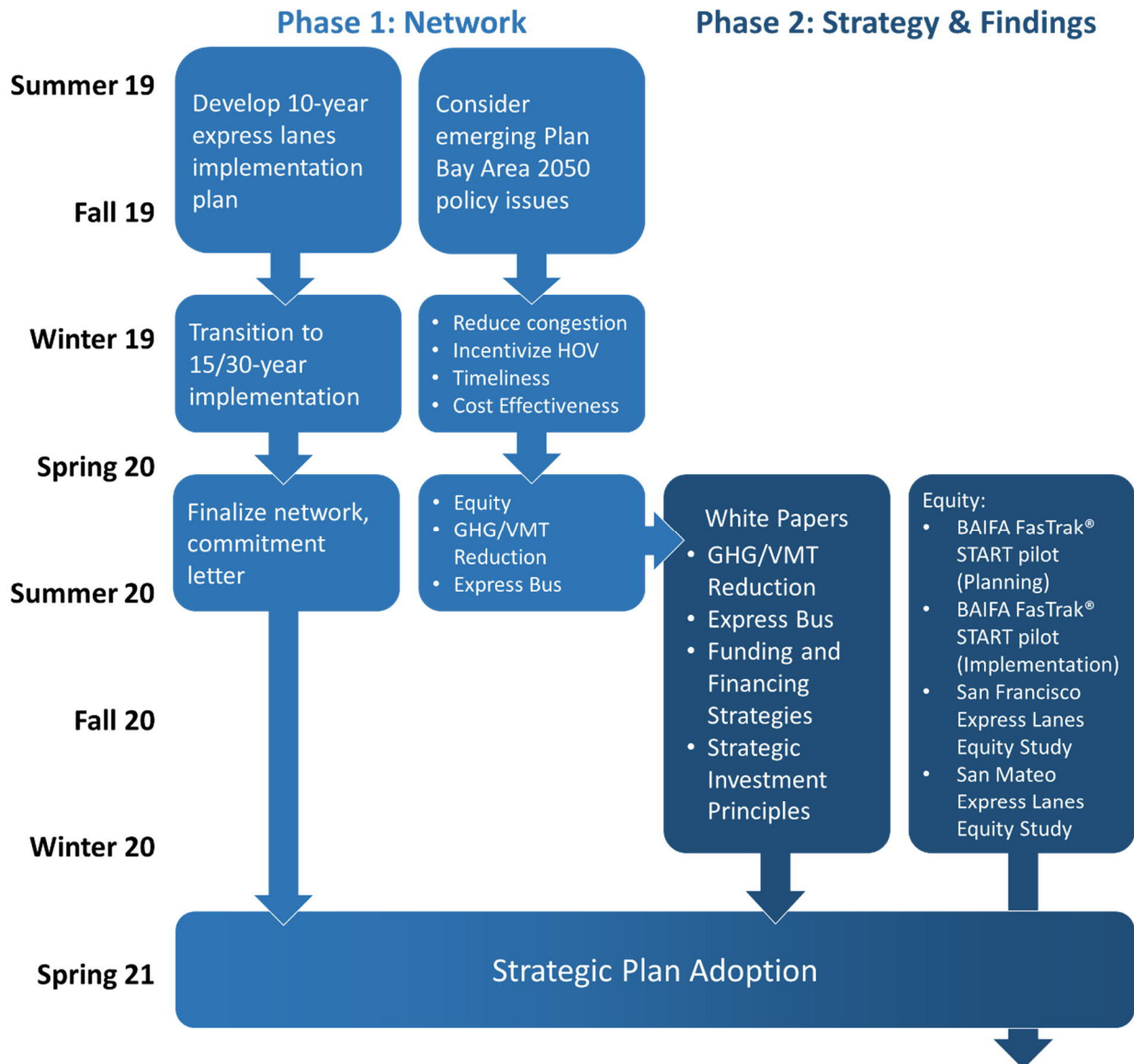


Figure 3: The Strategic Plan is a multi-phase process occurring over two years. Adoption represents the culmination of that process but is also only the start of an ongoing collaboration.

Taken together, these efforts present a comprehensive strategy that seeks to maximize the Express Lanes Network’s ability to achieve its demand management function as well as other important goals for the region. The Strategic Plan provides guidance and principles, based on network and regional goals, to build out the Express Lanes Network. The Plan also provides recommendations on programs, policies, and operations to further support regional goals, presented in Section 4, below: Continuing Work.



2 Network

2.1 Vision

The Bay Area Express Lanes Network is conceived as a robust regional network of dedicated lanes that primarily serve carpools and buses. The network leverages the investment made in the region's HOV lanes by making use of available capacity to move more people, closing gaps in or expanding the managed lane system, and improving operations to provide priority to carpools and buses, thereby expanding their use. The development of the network is a cooperative effort between MTC, several Bay Area County Transportation Authorities (CTAs), Caltrans, and the California Highway Patrol (CHP), with input from other stakeholders who are invested in the success of the network, like equity advocates, carpool/vanpool service providers, and transit operators.

The unconstrained vision for the network was conceptualized as converting all regional HOV lanes, filling in remaining gaps, and expanding to county borders. This vision includes an expansive array of express lanes, shown in Figure 4, with several internal connections and multiple connections along the gateway corridors. This connects the Bay Area to the greater Northern California Megaregion, including the Sacramento area to the northeast, the northern San Joaquin Valley to the east, and the Monterey Bay area to the south.

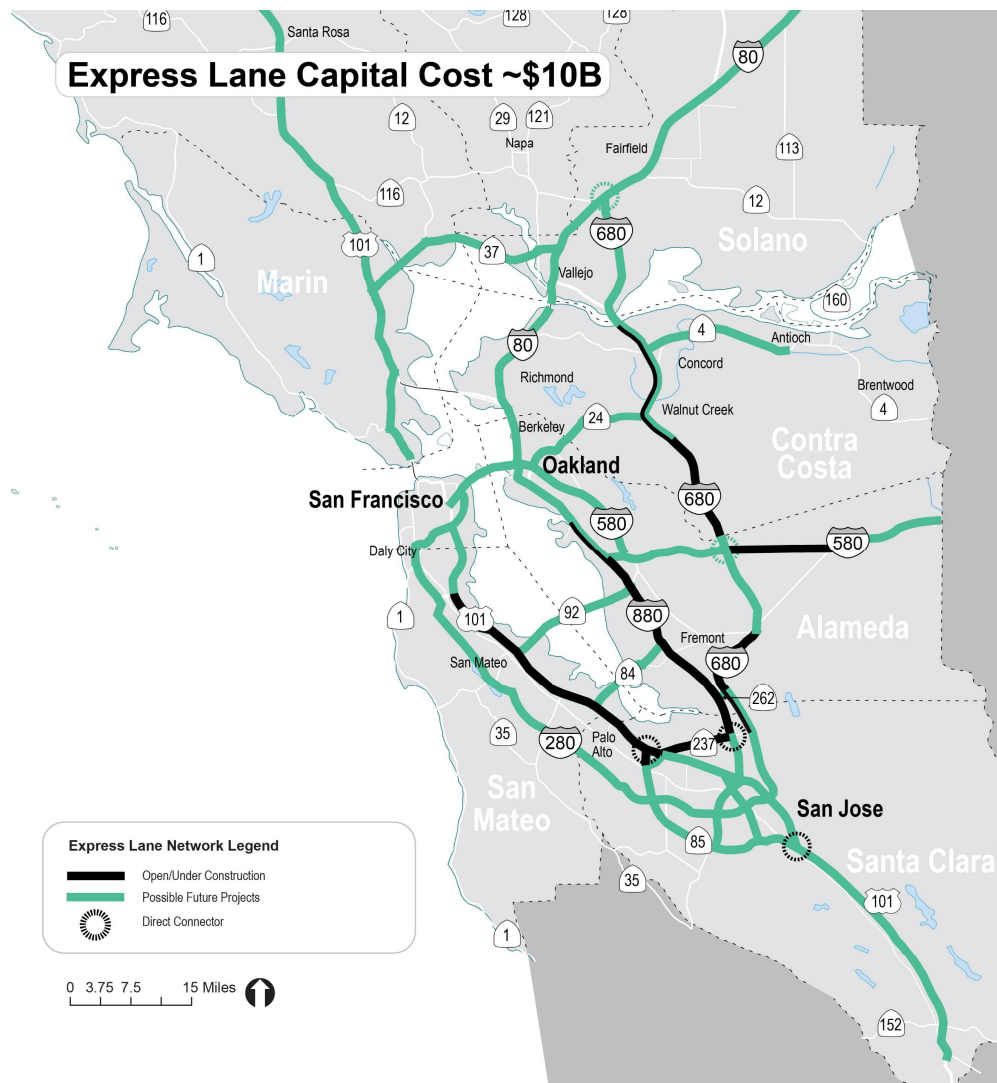


Figure 4: The full Express Lane Network Vision was extensive, but also prohibitively expensive.

2.2 Process to Refine the Network

As the region continues to build out the Express Lanes Network, several parallel regional efforts have been gaining momentum, warranting a renewed scope and vision for the network. These include:

- A commitment to ensuring equitable access to mobility options for all Bay Area residents, with intentional focus on those with the least resources to truly improve access to opportunity;
- An increased attention on utilizing the Express Lanes Network to prioritize regional transit service;
- A strong emphasis on strategies to reduce vehicle-miles traveled (VMT) and greenhouse gas (GHG) emissions; and
- A general desire to increase the cost effectiveness of the network buildout.

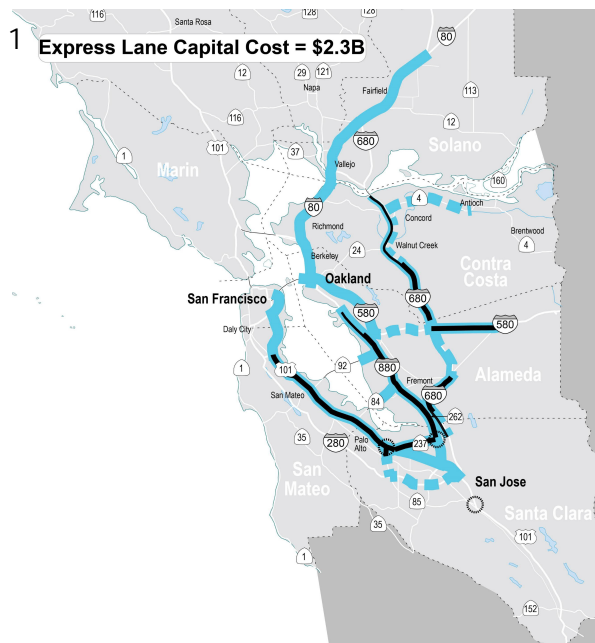
These themes figured prominently in the development of Plan Bay Area 2050. In 2019, a Project Performance Assessment³ revealed opportunities for the network to be more cost effective, equitable, and to be more impactful in achieving the region's GHG reduction goals. In response to these findings, a regional effort was undertaken to reshape the Express Lanes Network. This process included the establishment of a set of overarching program goals that jointly considered the goals of the Express Lanes Network and the regional goals reflected in Plan Bay Area 2050. As a result, six strategic goals (see table below) were developed to help reshape the vision for the Bay Area Express Lanes Network and better align it with regional and state priorities for equity, GHG emissions, and cost effectiveness.

Express Lanes Network Goals	
1.	Manage congestion and bring reliability to the traveling public
2.	Increase person throughput by creating a seamless network that incentivizes the use of transit, vanpools, and carpools
3.	Minimize greenhouse gas emissions
4.	Focus on equity to improve transportation access and affordability, especially for Communities of Concern
5.	Deliver Bay Area Express Lanes Network in a timely manner
6.	Be responsible in the use of public funds

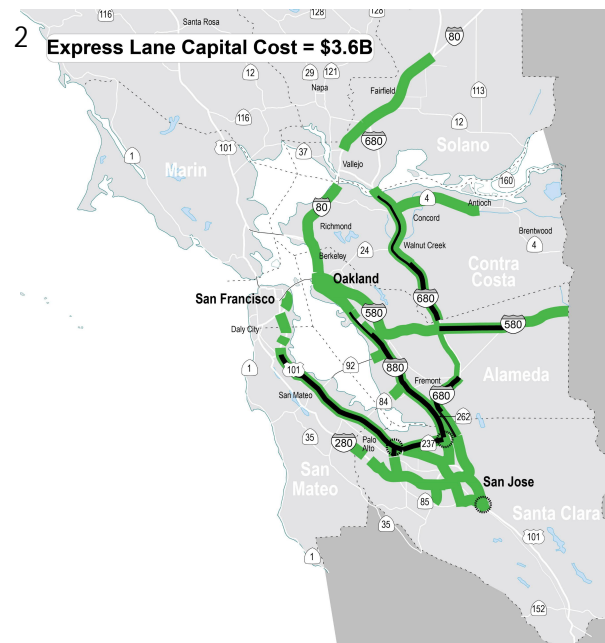
The Express Lanes Network goals informed the development of network scenarios that sought to achieve network and regional priorities while also being financially constrained. Four scenarios were developed (see Figure 5), each one emphasizing a particular theme, as follows:

1. Support a successful express bus network and carpool/vanpool programs to improve person throughput;
2. Reduce GHG emissions;
3. Build a seamless and connected network within the region; and
4. Connect to the megaregion.

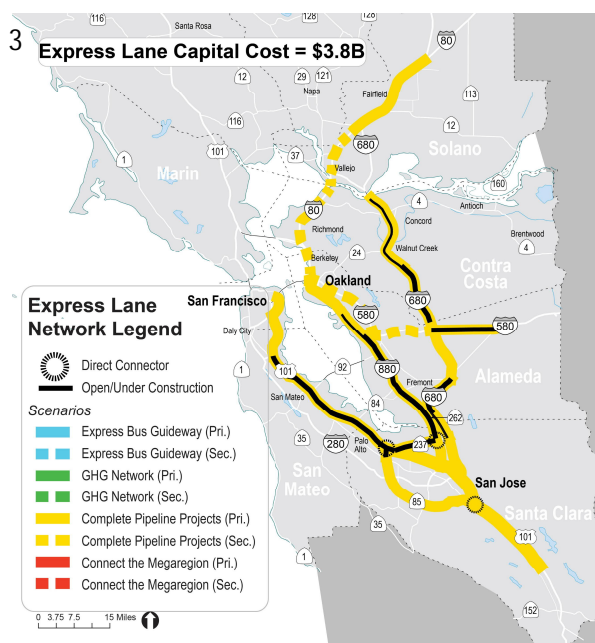
³ https://mtc.ca.gov/sites/default/files/ProjectPerformance_FinalFindings_Jan2020.pdf



Express lanes that coincided with planned or existing express bus routes pointed to transit synergies that may give the express lanes opportunity to support equity and GHG goals.



Projects that do not add capacity through new lane construction are less likely to contribute to GHG emissions in the long-term. Section 3.2.1, below, describes this concept in more detail.



Planned express lanes that connect lanes that are already in operation or under construction help maximize existing investments and better encourage carpool and transit use by providing more widespread benefits.



Connections to the greater region better integrate the Bay Area network with other planned developments, and increase connectivity to Sacramento and other cities in Northern California, as well as San Joaquin to the East and San Benito to the South.

Figure 5: Four Express Lane Network scenarios each emphasizing a different regional strategic goal.

2.3 Network Recommendation

Ultimately, a network scope was selected for inclusion in Plan Bay Area 2050 that best reflected the express lane goals and regional priorities such as GHG reduction and equity, while also presenting a financially constrained network. This network is shown below in Figure 6.

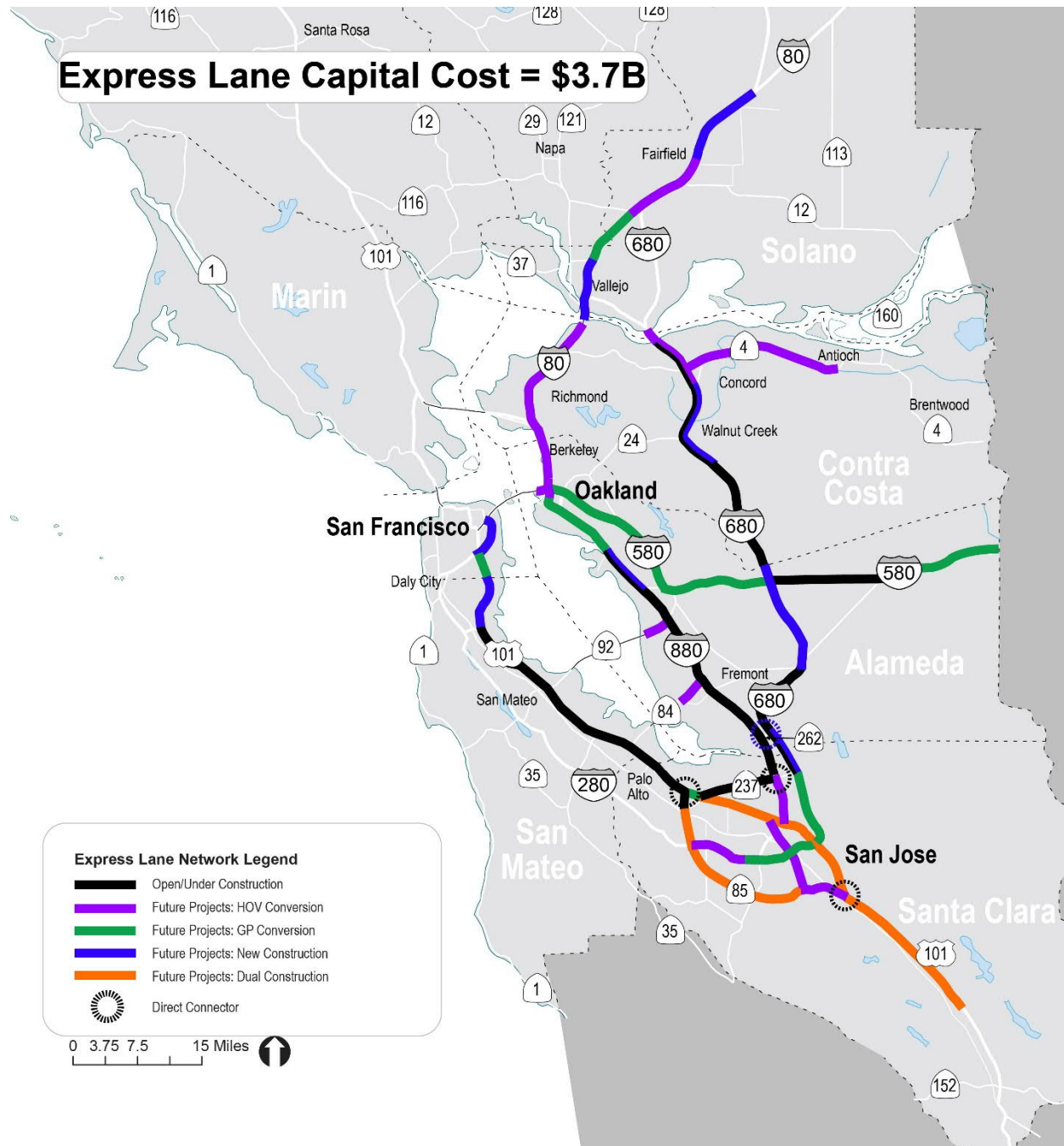


Figure 6: The final network recommendation for Plan Bay Area 2050 reduced the overall cost of the network, while promoting projects which helped achieve other critical goals.

The Express Lanes Network includes the following four project types:

- HOV Conversion: converting an existing HOV lane by adding tolling technology;
- General Purpose Lane Conversion: converting an unmanaged highway lane to an express lane. This is an untested proposal that faces several challenges to implementation, from public perception to existing statute, but is under serious consideration to help reduce GHG emissions and support transit priority and alternatives while completing the network;
- New Lane Construction: building a new express lane on highways where there is no existing HOV lane; or
- Dual Lane Construction: building a new express lane on highways with an existing HOV lane, and converting the HOV lane to an express lane.

As shown in Table 1, below, the resulting system is a network where approximately 60% of lane-miles are planned as conversions, which is an important consideration for GHG reduction. The remaining new construction projects are also important, however, to build out the network and create a consistent travel benefit across the region.

Table 1: Key statistics on the Express Lanes Network recommendation

Project Stage	HOV Conversion		GP Conversion		New Lane		Dual Lane		Total	
	Lane-Miles	Directional Miles	Lane-Miles	Directional Miles	Lane-Miles	Directional Miles	Lane-Miles	Directional Miles	Lane-Miles	Directional Miles
In Tolloed Operation	97	97	0	0	12	12	17	10	126	119
Under Construction	26	26	0	0	40	40	0	0	66	66
Environmental/Design	33	33	17	17	48	48	148	81	246	90
Planning PID or DAA	77	77	17	17	28	28	0	0	122	90
Other	50	50	103	103	7	7	0	0	161	161
Total	284	284	137	137	135	135	165	91	721	615
Cost (\$ millions)	\$ 1,389*		\$ 510		\$ 1,198		\$ 648		\$ 3,746	

*This total includes projects totaling \$845M that have HOV conversion and new lane construction components



3 Strategy

3.1 Context

The process of researching and exploring topics to inform the Strategic Plan began after the recommended scope of the Express Lanes Network was finalized, as described in the previous section. A series of white papers was developed to explore how the network could best achieve the established goals and align with regional priorities. Each white paper topic was discussed at the Express Lanes Technical Advisory Committee, and included:

- VMT/GHG Impacts and Mitigations;
- Express Bus;
- Strategic Investment Principles; and
- Funding and Financing Strategies.

Key takeaways from these white papers are presented in the following sections, along with other topics of regional importance. One of these topics is equity, a critical regional priority that was considered in each white paper and throughout the Strategic Plan. Other topic areas addressed in the following sections include the opportunities and challenges of building an interconnected network, a continuing focus on enforcement, and potential upcoming policies that would have an impact on the network. One topic not addressed in this Plan is express lane design standards which, while critical to the user experience and safety, is governed by State and Federal regulation.

Considering these interrelated topics together is necessary to develop a holistic vision for the Express Lanes Network and to ensure the vision aligns with the greater aims of Plan Bay Area 2050. Many of the individual topics are complex on their own, and that complexity is only magnified through interaction. This leads to considerations that may sometimes be at odds. For example, building a new express lane to connect two existing express lane corridors may be necessary to provide a good travel time benefit for a regional express bus, but without adequately using pricing to manage use by single occupancy vehicles, a new express lane connector also introduces the potential for long-term increases in GHG emissions. These challenging contradictions emphasize the need for flexibility when considering their application across a diverse region, as well as the need for robust mechanisms to maintain communication and collaboration between the Bay Area's express lane operators.

The topics referenced above are organized into the following focus areas:

1. Achieving Goals: The operational and programmatic strategies, as well as additional infrastructure investments beyond what are typically considered for baseline express lane functionality, that will help the Express Lanes Network better align with regional goals;
2. Building the Network: Moving beyond how we are achieving goals into the practical considerations of how the network is being built and what is important for a healthy functioning network; and
3. Planning for Change: Looking further into the future to establish expectations for upcoming disruptive events, policies, and technologies.

These focus areas break down further into individual areas of study. Achieving Goals incorporates GHG/VMT reduction, transit, equity, and strategic investment principles; Building the Network emphasizes the importance of interconnectedness, enforcement, consistent operating policies, and funding and financing; and Planning for Change looks at the potential impacts of the COVID-19 pandemic, additional expected regional and state GHG reduction strategies, and clean air vehicles. These research topics lead into recommendations and future actions, which are outlined by topic in Section 4, Continuing Work.

3.2 Achieving strategic goals and managing demand under continued growth

The six strategic program goals presented in Section 2.2 reflect an emphasis on preserving travel time reliability to promote transit priority, high-occupancy modes, and network alignment with state and regional priorities. This section ties these needs together by focusing on how the future buildout of the Express Lanes Network can help the region achieve state-mandated GHG reduction goals, better serve transit and be more equitable. The section concludes with recommended investment principles to ensure that the region is prioritizing projects that best address these needs for future funding opportunities.

3.2.1 GHG/VMT Reduction

Under Senate Bill 375, the region's long-range transportation plan must demonstrate a 19% per-capita reduction in regional GHG emissions by 2035 when compared to 2005 levels. Furthermore, implementation of more recent legislation (Senate Bill 743, 2013) has led Caltrans to establish VMT as the primary measure of impact for transportation projects during environmental review. The effects of these pieces of legislation require exploration of different project types to continue to build out the Express Lanes Network. When planning an express lane, the decision to convert an existing lane or build a new lane is influenced by the diversity of operational, political, financial, and equity considerations across the Bay Area, as well as the project's effect on GHG emissions.

Lane Conversions

When considering GHG emissions, conversion of existing HOV lanes to express lanes offers the benefit of applying the demand management capabilities of express lanes to existing highway capacity and therefore is not likely increasing VMT in the long term, particularly in comparison to projects that add capacity which may induce travel demand. HOV-to-express lane conversion projects also have the advantage of being able to build off an already established carpool and transit base. This can provide benefits to vehicle- and person-throughput in a less expensive and faster manner compared to new lane construction, assuming the lane is priced to avoid overuse by Single-Occupancy Vehicles (SOV), and HOV usage is maintained at a similar level to that prior to conversion.

Another conversion strategy currently under consideration in the region is the conversion of general purpose lanes to express lanes, a strategy that has the potential to prevent long-term increases to GHG emissions, according to the California Governor's Office of Planning and Research.⁴ At present, this is a proposed concept that will require leadership at the local and state level, as well as clarification at both the federal and state level to pilot. Converting lanes that are already congested may increase GHG in the short-term if it results in cars sitting in traffic for longer periods, though this may be combatted by increasing the availability of effective carpool and transit services. Conversions of general purpose lanes to express lanes also raise political, operational, and public perception challenges that need to be addressed to ensure that these projects are viable and that they maintain or decrease congestion to a point where they avoid counterproductive increases to GHG emissions. However challenging, general purpose lane conversions are important to consider, and studies are needed for each proposed conversion project to ensure its viability as an alternative to new lane construction. New lane construction presents many of its own sometimes contradictory effects on achieving network and strategic goals.

⁴ https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

New Construction

New lane construction in the Bay Area Express Lanes Network is proposed in many cases to close or reduce gaps that currently exist in the HOV lane network or to improve the capacity of an existing HOV facility by adding a new second lane. In some cases, these new lanes are being sought to bring relief to corridors that suffer from recurrent congestion that spills onto local arterial networks during peak periods. Although these strategies can bring operational benefits by serving demand that already exists in a corridor, they have also been shown to contribute to increases in VMT/GHG by creating new demand for the corridor. New lane construction may relieve general purpose lane congestion temporarily and provide short-term relief, possibly even reducing GHG in the short-term by allowing cars to run at more efficient speeds. However, numerous studies have shown that short-term beneficial effects can be overtaken and reversed as general purpose lane capacity is filled up by induced demand.

Induced demand is the concept that expanding road capacity generates new traffic. The extra capacity introduced can serve to encourage more people to drive, either in the form of encouraging existing users to make new, more frequent, or longer trips; shift modes; or by drawing new users to the facility. This has the effect of reversing any short-term congestion relief impacts over time as new trips and longer trips can return the corridor to a congested state. Another type of demand that can result in increased VMT when new capacity is added is latent demand, which is demand that exists to use a facility but is suppressed by the inability of the facility to handle it. Latent demand may manifest in the form of mode shifts or changes in trip route after new capacity is added, further contributing to increased usage of new capacity. Beyond this initial period, longer-term impacts include shifts in land use and increases in car ownership that can also cause increased demand. It is important to note that while adding managed capacity may not create as much induced demand in the long-term as an added general purpose lane, the express lane business model still relies upon filling at least some capacity with single-occupant drivers. Even this reduced capacity increase is likely to induce demand.

Dual lane projects involve converting existing single-lane HOV facilities and adding a second lane to the facility to improve safety and operations, increase capacity, and/or enhance priority for buses and other HOVs. Like HOV conversion projects, these projects build on an existing HOV and transit user base, but because they also add capacity, the concept of induced demand may still factor into these projects. While this concept would add some capacity, it warrants consideration because it also serves to further enhance the performance of express lane systems. In concept, dual lane projects may also convert an existing HOV lane and convert a general purpose lane, a concept likely to be studied for I-80 in Alameda and Contra Costa counties. This would reduce the expense of new construction and reduce the GHG/VMT impacts of widening, but under this strategy the practical challenges and legal context issues described previously for general purpose lane conversions would also need to be considered.

Building one or two lanes of new capacity may increase VMT to a point that requires mitigation under changes to the California Environmental Quality Act (CEQA) guidance in response to Senate Bill 743 (SB-743).⁵ The new capacity may be warranted if it serves to close critical gaps and improve operations. This important topic is further explored in Section 3.4.2.

⁵ Please note: the paper will refer to VMT analysis/mitigation as a requirement of SB-743 for simplicity, however it is actually the CEQA guidelines revised by the Governor's Office of Planning and Research in response to SB-743 that name VMT as a measure to be used to determine impacts. Please see Section 3.4.2.1, below, for more details.

3.2.2 How to Better Serve Transit

In addition to incentivizing carpools, the Express Lanes Network also has many potential benefits for transit, especially by offering a priority, congestion-free guideway for express bus service. A typical express bus service route has a single origin stop or cluster of stops, followed by a long travel segment, ending in a single destination stop or cluster of stops. Like regional express buses, employee shuttle buses would similarly stand to benefit from access to a complete Express Lanes Network.

The Bay Area is currently served by several express bus routes that make multi-county connections and/or provide connectivity to other major transit services like BART, operated by diverse providers including Golden Gate Transit, AC Transit, WestCAT, SamTrans, Soltrans and FAST. However, the concept of regional express bus is still gaining momentum in the Bay Area as roadway congestion, the cost of rail transit infrastructure, and crowding on existing transit services like BART have continued to increase.

MTC asked regional express lane and express bus operators what makes express lanes work best for express bus services. This feedback highlighted the need to involve transit planners and operators as early as possible in express lane design to help identify opportunities to support the needs of transit. An effective express transit service must provide fast travel times, frequent service, and reliable operations to attract riders. The express lanes can and do provide reliable travel conditions, but these benefits must be easily accessible to buses.

Current express lane designs, as well as the lack of direct connectors between express lane facilities, do not necessarily afford express buses effective use of the lanes, hampering the efficacy of both the express lanes and express buses. For buses to gain the significant benefits from express lanes, they must first merge across several lanes of frequently congested traffic to gain access. These weaving and merging challenges often lead to travel time inconsistency, delays, and anxiety for bus operators.

Express bus service that focuses on serving commuters during peak hours would benefit from improved access between express lanes and walk-up stops/stations or park-and-ride facilities. This could be accomplished through construction of direct-access ramps or transit signal priority improvements on connecting local streets. However, the existing limited availability of off-peak service neglects transit users who make trips outside of commute purposes or hours. Future express bus service might focus more on supporting equity by accommodating riders who make trips for all purposes and at off-peak times. This requires offering an affordable and reliable service, along with investments to ensure that the service is accessible to all.

No matter the type of bus service, major infrastructure improvements such as those noted above are expensive. A sufficient benefit would need to be projected to counter the significant cost of major capital improvements like dedicated access ramps. Since there are diverse transit needs across the region, it is unlikely that the same improvements will make sense for every express lane project. Express lane and express bus operators should continue to advocate for increased connectivity and collaboration across the region.

It is also important to acknowledge that this Strategic Plan does not cover operational considerations for transit since these are outside the scope of the Express Lanes Network. However, the challenge of operations is critical to the execution of any transit service. While express lane operators support transit services and priority in their express lanes, it is important to acknowledge that net toll revenue must first be used for express lanes network operations, maintenance, and rehabilitation before any financial support can be used for transit operations. Each express lane operator will define a net toll revenue

policy and will consider if and how transit services and priority can be funded. There will be a challenge to find ongoing express bus operational funds.

In consideration of all these points, express bus service and associated infrastructure improvements are not appropriate for all express lane projects. Corridor partners are best equipped to determine if the strategy performs well and is a good fit. However, even if express bus improvements are not the best solution for every corridor, projects may be able to support other local or regional transit services by investing excess net toll revenue, if available, in other ways that support transit improvements. In addition to supporting local transit, Transportation Demand Management (TDM) strategies that provide information and incentives to help people better understand and access transit, ridesharing and active transportation, is critical here. Subject to statutory requirements and availability, supporting transit operations using net toll revenue is a good way for express lanes to have a positive impact on transit in general, even if express bus is not supported.

3.2.3 Equity

MTC's Equity Platform, launched in 2019, envisions a "just and inclusive Bay Area where everyone can participate, prosper, and reach their full potential." MTC pursues its equity agenda with a racial justice focus by investing resources for historically underserved groups including low-income and communities of color at a scale to meaningfully reverse the disparities in access that diminish our region. If a highway project benefits higher-income car owners, and exposes lower income communities to increased auto exhaust, it is inequitable on two counts. The importance of considering equity as a cross-cutting issue is codified in Plan Bay Area 2050, in which express lane partners have been tasked with aligning Express Lane Network goals with five guiding principles, emphasizing affordability, connectedness, diversity, health and community vibrancy.⁶

Equity at MTC is approached multi-dimensionally, to frame intentional actions to reform systems of injustice and exclusion that persist today. The Equity Platform is structured around four pillars: (1) Define and Measure, (2) Listen and Learn, (3) Focus and Deliver, and (4) Train and Grow. The descriptions below are provided as illustrations of what could be accomplished by applying the pillars to the Express Lanes Strategic Plan:

1. Define and Measure: Data-driven framework to develop equity success metrics for not only what we do relative to Express Lanes, but also how we perform our work, both internal and external assessments and evaluations;
2. Listen and Learn: Develop modern, robust public engagement practices that include a diverse range of voices, with emphasis on those that have remained on the margins of decision-making in the past;
3. Focus and Deliver: Identify where MTC leads and has direct responsibility; and where MTC should partner on matters that are local or beyond core transportation responsibilities, and;
4. Train and Grow: Build upon capabilities advancing equity in Express Lanes within the transportation sector and across sectors.

Express lane partners are currently in a development phase to determine how these broad, cross-cutting equity concepts can best be practically applied to the express lanes. MTC is currently developing a pilot to test the concept of means-based tolling on its I-880 Express Lanes in Alameda County called FasTrak® START. Similar to the Clipper START model for means-based transit discounts,⁷ this concept would

⁶ <https://www.planbayarea.org/about/plan-bay-area-2050-vision>

⁷ <https://www.clipperstartcard.com/s/>

provide a toll discount to users who earn income below 200 percent of the federal poverty threshold. The pilot aims to use effective public outreach and make tolls more affordable for low-income earners, increasing opportunity for those who have been unable to use the express lane in the past, while ensuring express lane performance for all users. MTC is also pursuing the goal of linking Clipper START and FasTrak® START by coupling enrollment to both. This would be a major step toward an integrated, multi-modal regional mobility account that merges transportation services for the customer.

The counties of San Francisco and San Mateo are also undertaking more general equity studies that seek to explore different local approaches to addressing equity with express lanes. In San Francisco County, county authorities are conducting an equity study of the US-101/I-280 corridor by working with the local community to prioritize concepts that advance equitable access, promote reliable travel in the corridor, and minimize potential impacts to adjacent neighborhoods. These concepts may include potential investments on the freeway and freeway access points, re-routing or transit service expansion, affordability and incentive programs, and local street safety and active transportation. In San Mateo County, the results of the equity study will be used to establish an equity program for the US-101 express lanes. MTC and partners are working together on these efforts in the pursuit of identifying equity strategies which are implementable both at the regional and local levels.

Below is a list of additional equity initiatives that could inform express lane policy and implementation by regional partners. These local and national examples demonstrate the intersectionalities between express lanes and: access and affordability, investments, climate strategies, engagement, and congestion management. Selected examples are described in the subsequent sections.

Access and Affordability

Access to Transit	MTC Clipper START means-based transit discount pilot
	BART Station Access Guidelines
	BART University Pass/Discount
	LA Metro – Transit-Oriented Communities
	San Francisco’s Late Night Transportation Study
	San Francisco Prosperity Plan
	Treasure Island Transportation Affordability Program
Right of Way Management and Investment	SF Transit-First Policy
Toll Enforcement	BATA Toll Violation Policy Review

Investments

Investment in underserved/underrepresented communities	MTC’s Lifeline Transportation Program
	MetroTransit’s Equity Approach for Transit Shelters
Value-based Prioritization	Oakland DOT Goal-Aligned Budget Process
	Participatory Budgeting
Services, capital investment, rider programs that meet broader travel needs	LA’s Measure M Transportation Funding Ordinance

Climate Strategies

Partnerships to support dense, transit supportive development	California’s SB-375 Targets
	Clean Vehicle Initiative
	OneBayArea Grant Program
	MTC Transit-Oriented Development Plan

Engagement

Shared Decision-Making and Co-Creation	MTC Blue Ribbon Transit Recovery Task Force – Equity Principles
	LA Metro Equity Platform
	King County: Mobility Equity Framework

Congestion Management

Toll Equity Programs	San Mateo 101 Express Lanes Study
	VTA Study: Approaches to Vulnerable Populations When Requiring All Customers to Carry a Toll Tag
	US 101 Mobility Action Plan
	I-110 and I-10 Low-Income Assistance Plan

The following sections summarize how equity has been considered in other Strategic Plan topics.

3.2.3.1 Equity in GHG Strategies

Like the varying GHG impacts noted for different project types described in Section 3.2.1, above, different project types also have varying expected equity impacts. For example, if a general purpose lane conversion resulted in increased congestion, it could raise significant equity concerns since this would more consistently impact highway users with less ability to pay for express lane access, unless mitigated. Similarly, any strategies to incentivize mode shift to high-occupancy modes that accompany potential general purpose lane conversions must be accessible to Communities of Concern, particularly those community members who depend on auto travel in the corridor.

New lane construction also has important equity considerations due to VMT mitigation, described in more detail in Section 3.4.2, below. Two main VMT mitigation strategies, VMT mitigation exchanges and banks, could potentially allow VMT mitigation strategies to be implemented at a significant distance or period of time away from the impact. Whenever impacts and mitigations are separated, either in space or time, the possibility of benefiting or causing adverse impacts to one population over another is introduced. The VMT mitigation strategies listed in Sections 3.2.1 and 3.4.2 should be evaluated for impacts to equity in the region and opportunities to improve it. To combat potential inequity in the distribution of resources, there are some steps that can be taken to regulate the distribution of funds:

- A percentage of total mitigation funds can be earmarked for Communities of Concern, with funded programs determined through meaningful community outreach and participation;
- Priority can be given to mitigations that benefit Communities of Concern;
- VMT mitigations with co-benefits to Communities of Concern, such as investment in transit services, can be focused on communities who need them; and
- Strategies that apply mitigations at the place or time of impact can be prioritized.

3.2.3.2 Equity in Transit Strategies

An Express Lanes Network that facilitates affordable, accessible, and reliable transit options can help address equity. For example, an express lane that improves accessibility and reliability for a bus service that serves Communities of Concern could be one way to mitigate equity concerns associated with the express lanes. Express lanes have the potential to accommodate transit services via targeted infrastructure investments that improve transit priority and travel time reliability or by investing net revenue in transit services. To ensure priority, investments in transit service may need to focus more on:

- Supporting multi-purpose trips throughout the day;
- Commuting during off-peak hours;

- Route planning that considers the specific needs of target communities, such as whether a bus line routed through a community serves its most needed destinations;
- Evaluating routes and their related infrastructure investments on potential changes to employment accessibility, education, and housing opportunities;
- Building infrastructure like direct access ramps that provide significant benefits where Communities of Concern are located;
- Investing in multimodal access to stations and park-and-rides;
- Exploring possible synergies between the means-based transit fare discount program (Clipper START) and future means-based toll discount programs (FasTrak® START), depending on pilot results, including linked enrollment; and
- Ensuring equity benefits are available at the outset of express lane service to ensure access to travel alternatives.

3.2.3.3 Equity in Strategic Investment Principles

There are a variety of opportunities to further integrate equity into the express lanes, from implementing reduced toll programs for low-income users, to multi-modal integration, to discount and incentive programs for using non-auto modes, to funding projects with net toll revenue. As discussed in Section 3.2.4, this idea is reinforced by making equity a key principle when MTC has a role in funding recommendations. This investment principle favors express lane project sponsors who take advantage of opportunities to benefit (and not negatively impact) Communities of Concern, encourage participation in planning, and support equity programs on a regional or local level, depending on what is appropriate.

3.2.3.4 Equity in Tolling

As described in Section 3.3.2, police traffic enforcement is a critical aspect to ensuring that the travel time and reliability benefits of the express lanes go to its intended user base of HOV and transit users, as well as SOV drivers who pay a toll to use remaining capacity. At the same time, the United States is currently undertaking an important public discourse on racially disparate policing and criminal justice practices. MTC Resolution 4435 condemns systemic and structural racism and reaffirms the agency's commitment to a more equitable, inclusive Bay Area. MTC acknowledges its commitment to advancing equity as a mindset reflected in intentional and ongoing process, actions, and outcomes. The breadth and depth of discussion and change necessary to deliberate the challenge of traffic enforcement in general involves a collective response just touched upon in the scope of this Strategic Plan. Within MTC's scope and authority, we focus here on balancing tolling and its policies and procedures with equity and social justice.

Bay Area Toll Authority (BATA) staff are beginning the work to modernize FasTrak® tolling policies and procedures with an effective equity lens. The goal is to create a fair and just system that ensures access to transportation options and eases the toll payment process, while acknowledging and addressing barriers that affordability and enforcement can present. The policy updates will require a holistic approach that considers many aspects of customers interacting with the system. Staff will conduct a comprehensive review of current FasTrak® policies – from becoming a FasTrak customer (e.g., tag deposit, initial balance requirement, etc.), to keeping an account in good standing (e.g., grace periods and account balance notifications, more/easier ways to load value to your account, etc.), to enforcement and violations (e.g., violation penalties, administrative review procedures, etc.). Enforcement and violations have additional considerations as penalty fees may also generate additional burdens if unpaid fees result in high fines or the inability to renew vehicle registration.

Especially considering the intended rollout of the FasTrak® START pilot on BAIFA's I-880 Express Lane, BATA is assessing which policies and procedures can be changed in the short term so that new START users can benefit from them while BATA researches, outreaches, and completes updates to more complicated policies.

3.2.3.5 Equity in Consistent Operating Policies

Equity strategies require nuanced consideration when coming to a regional consensus on what level of consistency is needed.

Equity programs that rely upon the backend FasTrak® account management system, such as any program that provides discounts or credits for the use of the toll lane, will likely need to be regionally implemented since this mandatory shared technical resource relies on consistent business rules. MTC's current means-based tolling pilot is such a program, so the results of the pilot will need to be considered within a regional consistency evaluation process, to be determined (see Sections 3.3.3 and 4.2.2). Additionally, users need to have a predictable application of adopted policies since differences in fee-based options could create confusion among the public user base. Therefore, among all options for equity programs, toll discount programs are the most likely to require strict consistency.

Other equity programs that do not rely on toll discounts are likely more flexible in their need for consistency, and furthermore may rely on reacting to very specific local needs and conditions. For example, using net toll revenue collected on the corridor to fund multi-modal integration is not only likely to work better under corridor-based rather than regional application, but also may rely on the modes that target populations already use, local housing density, population needs, car ownership rates, and many other characteristics to ensure its success. Furthermore, by statute, net revenue can be spent only on improvements in the corridor from which it was generated.

While the success of many equity programs relies on responding to local needs and therefore may not need full regional consistency, they may still benefit from consistency at a sub-regional level. For example, investing in transit for a local population along a certain corridor may be more beneficial if similar transit investments were made along the entire corridor, even if express lane segments were operated by different entities. For this reason, it may be advisable that any equity program be evaluated for sub-regional consistency when any operator seeks to make an equity investment and connects within a corridor.

3.2.4 Strategic Investment Principles

Strategic Investment Principles describe a set of guiding principles that capture the collective goals of the Bay Area Express Lanes to help the region make decisions as funding becomes available. MTC often has a role in programming funding available to Bay Area express lane operators from certain regional, state and federal sources, including:

- Compiling project nominations,
- Nominating projects, and
- Programming funds.

These funds are typically limited and restricted in the kinds of uses for which they may be awarded, so MTC identifies eligible projects through a grant application and approval process. MTC is also often called upon to give input on or endorse projects seeking funds from other entities.

Strategic investment principles are a way for MTC to incentivize projects that have applied for funding to ensure (1) they achieve the goals required by the grant and (2) they meet other important regional goals. For example, if a grant becomes available for projects that reduce congestion, a strategic investment principle would encourage funding applicants to ensure their project reduces congestion in a way aligns with regional strategic goals in addition to meeting the grant criteria.

Furthermore, investment principles ensure that all aspects of performance with regards to achieving strategic goals are considered when prioritizing projects, even if a specific funding source does not have such broad requirements. For example, if a limited grant becomes available to reduce congestion, and two projects demonstrate congestion reduction benefits, evaluating projects holistically may help prioritize a project that also achieves a regional strategic goal of focusing on equity. For this reason, this plan establishes a set of standing strategic investment principles that may not only be applicable to specific funding sources, but also provides general guidance on how other benefits should be considered during project evaluation.

At the same time, strategic investment principles are living guidelines that should be able to adapt to different conditions. Funding programs may have specific requirements and goals set by state or federal funding agencies, or MTC may have existing policies in place for specific funding programs which should not be superseded by new or revised principles. At the same time, we can expect that the policy landscape may change over the course of the decades-long timeline of long-term planning. As such, the principles outlined below will need to be integrated and adapted to identify projects well matched to each funding source. There may be diverse opportunities for express lanes projects with different characteristics to be competitive for funding, when available.

It is important to emphasize that express lane projects are complicated to consider because they are both individual projects and part of a broader project – the full network. We attempt to consider the duality here by emphasizing under each investment principle that each project may have a way to contribute to a strategic goal individually or agree to participate in a regional effort. For example, for a GHG/VMT reduction goal, a project may not feasibly be able to convert an existing lane rather than build new capacity, but may be able to participate in a regional effort like helping to connect and support a regional transit service.

The strategic investment principles framework in Figure 7, below, can incentivize projects to align with regional goals and to include local or other funding sources as part of its funding application. This framework organizes principles into two groups: project merit and project readiness. As future funding

sources become available where MTC has a role in selecting projects for funding, MTC would use this framework to advance projects that perform well against regional goals. A key motivation of producing this framework is to more strongly emphasize the importance of a variety of project merits in considering project eligibility for funding. However, project readiness, from completed environmental analysis to a project being fully funded through local or other sources outside of the current request, will continue to be considered in various contexts. In this regard, the structure of the framework allows enough flexibility to change emphasis depending upon the requirements of specific funding sources. To this end, MTC would be helping partners advance Plan Bay Area 2050's vision for the Bay Area.

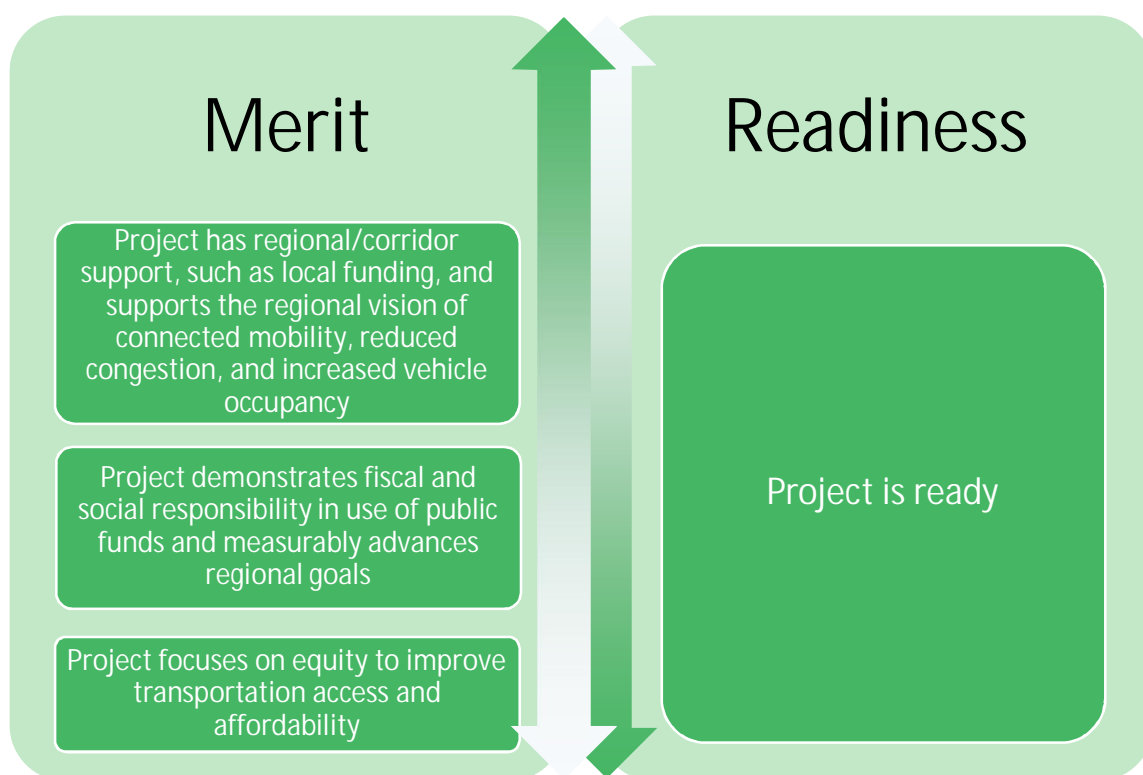


Figure 7: The strategic investment principles framework allows merit-based principles to be more strongly emphasized, while maintaining flexibility if certain funding sources prioritize readiness

3.3 Considerations for the buildout and operation of the network

Beyond working to achieve strategic program goals, the Express Lanes Network must also work through the practicalities of continued buildout and operation. This section focuses on considerations associated with building an interconnected network across jurisdictional boundaries in a way that operates seamlessly from a user perspective. Effective and efficient enforcement strategies are also addressed, as this is essential to the ability of the express lanes to maintain travel time benefits. Distinct from the concept of physical interconnectedness, we also explore the concept of consistency in operating policies across different projects and operators. Finally, future prospects to fund and finance the buildout of the network are explored.

3.3.1 Interconnectedness

A complete and well-connected Express Lanes Network is critical to provide a significant travel time benefit on trips from a variety of origins to a variety of destinations. Besides providing a benefit over a greater portion of a trip, a complete network is also critical to avoid travel time increases that often

result where express lanes end and transition to other lane types. The priority afforded to carpools, buses and transit provide travel time savings and reliability, which are perhaps the most important motivators for users to switch to these high-occupancy modes. The ability of the network to help the region achieve GHG reduction goals, support transit by improving service and reducing operating costs, and be more equitable are therefore dependent on a connected network. Planning for express lane projects that will extend or connect existing facilities, particularly for projects that will connect across jurisdictional boundaries, will undoubtedly become more complicated and require new considerations. Creating more connections between facilities further highlights the need for consistency and introduces new operational challenges.

The planning for projects that connect express lane facilities together will need to consider impacts on adjoining facilities. These include:

- Impacts and opportunities for transit – Closing gaps in the network and forming connections between express lane projects introduces opportunities for new or enhanced transit service. This reinforces the need for express lane planning efforts to include participation from transit providers;
- Upstream and downstream operational impacts – Traffic impacts on upstream and downstream facilities will need to be assessed. For example, a project that is expected to create additional demand for a downstream facility may necessitate pricing algorithm changes on the downstream facility to maintain operating conditions. Similarly, a project that is expected to relieve a bottleneck may also warrant pricing changes for a facility that is upstream of the bottleneck;
- Connections to the megaregion – Monitoring the status and potential impacts of express lane projects that are connecting into the Bay Area from the Northern California megaregion, including coordination with plans from connecting regions like Sacramento and San Joaquin;
- Access considerations – Traffic analysis may reveal a need for changes in lane access configurations or access restrictions when facilities are extended or connected. Such changes would have impacts on existing sign and toll system infrastructure for any impacted facilities, as well as any existing or planned express bus routes that need express lane access;
- Toll segment boundaries – Extending or connecting to a facility introduces an opportunity to assess the boundaries of toll segments. For example, instead of a toll segment terminating at a county line, it may be more appropriate to terminate at the nearest major destination; and
- Coordinated management and data-sharing between operators are also important to the healthy functioning of a truly interconnected network. It will be important to monitor, as the network grows and starts to connect, the extent to which data-sharing agreements are needed and how often data should be shared.

As the Express Lanes Network becomes more connected, the region will need to work together and seek opportunities to ensure that the network not only operates as a holistic system, but also interfaces efficiently with other connected transportation systems. The Blue Ribbon Transit Recovery Task Force, for example, is considering the idea of centralized transit network management to provide a better, more consistent experience for users of the Bay Area's numerous transit systems. This discussion highlights the importance of continued emphasis on consistent operating policies by express lane operators in order to efficiently coordinate with transit network management and provide a seamless network for express bus services.

3.3.2 Enforcement

While the concept of interconnectedness emphasizes the importance of creating a significant travel time benefit across the network, users who break the rules by violating operating policies reduce these benefits for others. This section focuses primarily on enforcement of carpool occupancy requirements; however, other important aspects of enforcement include: application of toll violation penalties and procedures, particularly as related to equity; and the ability to enforce safe usage of the lane through design such as lane separation.

The effects of not effectively enforcing cheating may include poor lane performance (i.e., lower time savings for buses and carpools); higher tolls for legitimate paying customers; further encouragement of cheating; reduced revenue for operations and maintenance costs; reduced public trust in the express lane concept; and increased weaving and merging if violators change lanes to avoid toll readers. Cheating on the Express Lanes Network occurs primarily in two ways: misrepresenting occupancy and using the express lanes without a toll account.

Occupancy declaration depends primarily on driver honesty and is enforced by CHP. Toll violations (i.e., using the express lanes without a FasTrak® account) are enforced by the toll system. In express lanes, drivers use a FasTrak Flex® toll tag to signal to the express lane toll system the number of people in the car. The toll system then applies the appropriate toll discount, depending on tolling rules for each facility, which are now regionally consistent. Vehicles that self-declare their HOV status trigger beacons at key points along the express lane. If a CHP officer witnesses a vehicle which has declared high-occupancy but does not have the required number of riders, they may issue an HOV occupancy citation or warning to the driver.

From a practical perspective, occupancy enforcement is difficult to perform. Visual confirmation of violations is necessary, but subject to all the difficulties of seeing into a fast-moving vehicle. After visual confirmation, it may be unsafe or time-consuming to attempt to pull over a car in a single express lane, further complicated by its location on the left of the highway. This leads to a limited number of citations per hour, which contributes to degradation of service in the express lane. In 2015, MTC conducted a study and found that occupancy violation rates in HOV lanes were as high as 39% and, on average, close to 25% in the AM period, system-wide. As a result of these findings, the region is prioritizing efforts to improve enforcement of occupancy requirements in HOV and express lanes through use of technology as described in the following sections.

Using the express lanes without a toll account also lowers revenues due to the increased costs to process transactions. Vehicles that travel in the express lanes without a FasTrak® transponder are automatically detected by license plate cameras, which can then be matched to a FasTrak® account for tolling. If no account exists, FasTrak® will process a toll violation according to procedures established by the BATA.⁸ These policies can result in the issuance of toll violation notices that include associated penalty fees. As discussed in Section 3.2.3.4, equity questions have been raised about the toll violation and penalty process and how it may disadvantage low-income travelers, particularly if it results in high fines or inability to renew vehicle registration. BATA is currently reviewing these procedures with an eye toward equity and opportunities to reduce the burden on low-income drivers. Express lane agencies

⁸ Bay Area express lane operators have adopted toll ordinances with violation policies that are consistent with those adopted by BATA. This allows for consistent violation processing by the FasTrak® Regional Customer Service Center.

have thus far consistently followed BATA policies, but if BATA recommends any changes, each agency will need to evaluate and adopt them.

3.3.2.1 Vehicle Occupancy Detection

Camera-based detection services use image processing software to attempt to calculate occupancy by counting passengers within vehicles and are currently being piloted by MTC. It has not been determined how such a strategy would impact current CHP practices, and details of such an arrangement would benefit from the support of CHP and all express lane operators. For example, camera-based occupancy detection could be used to send out toll invoices with warnings or notices to violators as a behavioral deterrent. While such a strategy may lack significant legal consequences for violators, it may serve to discourage unwanted behaviors by alerting violators to the fact that their behavior was observed and therefore able to be identified for possible future enforcement action. The effectiveness of this strategy in achieving enforcement goals must be compared against the investment level required to install equipment across a sufficient geography, set up backend services, including possible image review, and operate. However, a portion of the investment could be offset by recovering lost toll revenues from violators. Even so, this type of service may have merit as a targeted strategy in areas where there is particularly high congestion or violation rates.



Figure 8: Example VOD equipment

Using camera-based solutions for automated enforcement would benefit from input from CHP and state authorities. It also requires testing for accuracy and effectiveness, as well as an extensive consensus-building, public messaging, and implementation process, particularly addressing privacy concerns. This may make implementation of automated enforcement strategies burdensome, but consideration may still be warranted if widespread lane degradation has been proven or is expected to be particularly bad.

3.3.2.2 App-Based Services

Another technology-based solution that could improve compliance with express lane occupancy requirements is the use of smartphone apps. MTC will pilot a smartphone app-based service to verify the number of occupants in a vehicle. In general, at least one person in the carpool needs to have a smartphone with the app installed. This app verifies vehicle occupancy in one of two ways. It may pair and count individual smartphones in the vehicle, verifying vehicle occupancy. It may also use the phone's camera and facial image technology to detect unique faces in the vehicle, allowing a person without a smartphone to participate in the carpool and facilitating end-of-trip validations. Apps have the potential to provide a much more accurate occupancy count than self-declaration methods like switchable FasTrak® transponders.

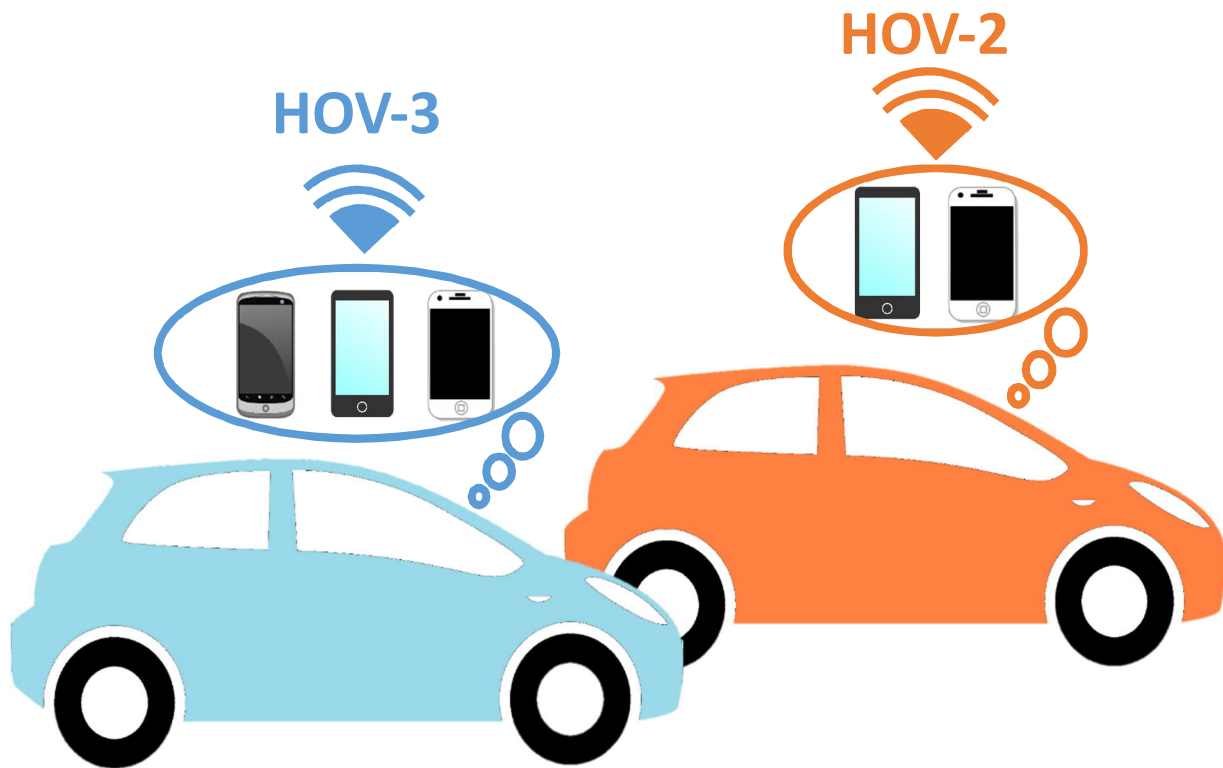


Figure 9: App-Based Declaration

If successful, app-based declaration could eliminate the need for CHP to enforce occupancy violations, allowing them to focus on conventional traffic enforcement actions, while also helping clear crashes and remove debris in lanes. The app would also eliminate the need for a switchable toll tag, (FasTrak Flex®), which agencies would be able to swap out with much less expensive sticker tags. Since the app would be relied upon to verify the number of occupants in a vehicle, express lane users would be charged based on the occupancy level reported by the app – if the app reports an occupancy level that meets the threshold to receive a discount, then a toll discount would be applied; otherwise, the full toll would be assessed. For this to work efficiently, an interface would need to be developed to the toll system or back office to match trips with the occupancy level reported by the app. However, this strategy is subject to the same equity considerations described in Section 3.3.2, in addition to concerns about privacy and related legislative restrictions. It is also critical to evaluate any app-based system to ensure it does not lead to distracted driving.

3.3.3 Consistent Operating Policies

There is regional agreement that consistency of customer-facing operating policies is critical to the smooth functioning of a connected Bay Area Express Lanes Network. So far, this has been accomplished through an informal process involving CTAs, BAIFA, Caltrans and CHP. While this method has been successful, there are several reasons to consider formalizing the process:

1. As the network is built out, not only will more express lanes connect along corridors, but corridors will also begin to connect to each other. This can create complex interactions between multiple operators with different goals, which may affect the user experience;
2. An established process creates expectations among operators of how questions about consistency can be resolved;
3. A documented, formalized process informs MTC and CTA board members and other decision makers on how staff vets ideas with regional partners and develops recommendations; and
4. As a general goal, encouraging consistency and improving the user experience is reaching a critical mass in the Bay Area's public transportation networks due to a Transit Network Management concept contemplated by the Blue Ribbon Transit Recovery Task Force. This strategy raised questions, yet to be explored, about how the Express Lanes Network will adapt to ensure highway operations decisions prioritize seamless express bus service in a more connected future. One such question will be: does the Express Lanes Network need a more centralized governance framework in a connected future?

3.3.3.1 How is the region currently consistent?

The Express Lanes Network is currently consistent in most major operational policies, from customer-facing aspects to back-end processes. Customer-facing policies require consistency to reduce public confusion on how the network works, and include hours of operation, days of operation, and HOV requirements. Consistency in back-end processes such as customer account management is ensured since operators are required by statute to rely on the FasTrak® Regional Customer Service Center (RCSC) for payments and billing.

The express lanes operate per the following policies, which are generally consistent across the region:

- Standard operating hours are Monday through Friday from 5 AM to 8 PM;
- Dynamic tolls change with demand to maintain reliable travel times;
- Toll discounts:
 - Clean Air Vehicles (CAV) use a FasTrak® CAV toll tag to pay half-price toll;
- Tolls are paid electronically using FasTrak®:
 - Solo motorists are required to pay tolls with a FasTrak® or FasTrak Flex® toll tag set to 1 person, and
 - Carpools, vanpools, buses, and motorcycles use a FasTrak Flex® toll tag set to 2 or 3+ people to pay no toll or half-price toll, depending on the facility's tolling rules;
- Consistent FasTrak® practices for customer account management;
- Consistent practices for toll violation processing and fees,
- California Highway Patrol enforcement; and
- Demand-based tolls are set to optimize utilization of the express lanes.

3.3.3.2 How is consistency currently maintained?

Consistency is currently maintained on an ad hoc basis through a number of committees with varying levels of formality. As shown in Figure 10, some express lane policy decisions are governed by Caltrans and others are governed by policy boards with jurisdiction to operate the express lanes. In concept,

regional partners meet to discuss matters that are specific, either in geography (i.e., corridor working groups for connecting segments at the corridor-level) or subject matter (i.e., statutes and enforcement). These discussions inform policies recommended for adoption that are then brought to the respective executive committees before being brought to their respective policy boards or being approved by Caltrans. While not an operating policy per se, the need for coordinated communications to the public has also been raised and is currently accomplished through a Public Information Working Group.

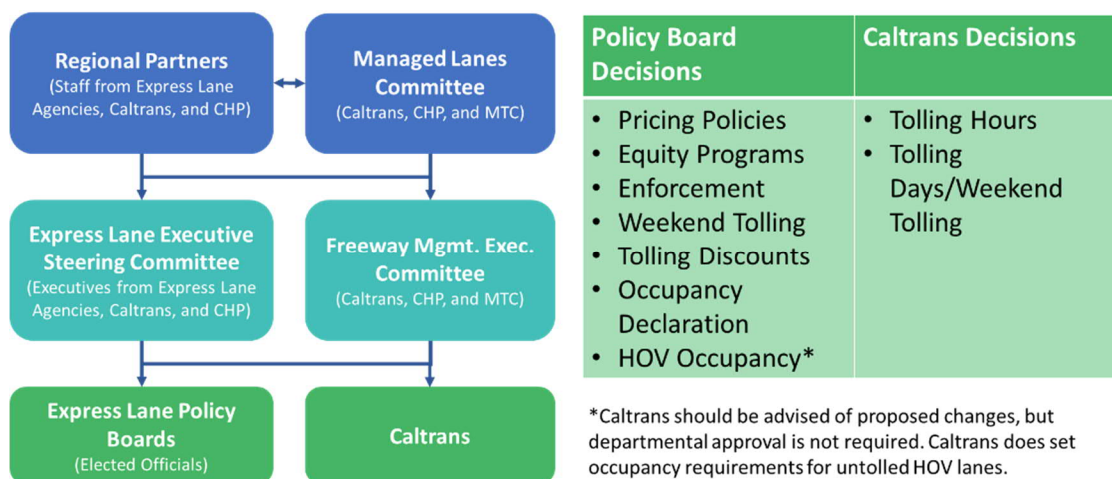


Figure 10: Current consensus-building and approval path for consistent operating policies (left); Chart organizing policies by which group has final authority to implement new policies or changes (right)

3.3.3.3 How should consistency be maintained in the future?

The Express Lanes TAC has begun to consider the level of consistency that should be maintained for different express lane policies as the network becomes more connected, with the overall goal of providing users a consistent experience while balancing the overall operations of individual corridors. Though the conversation on consistency is ongoing, there is broad agreement that different levels of consistency may be warranted as summarized below:

- **Full Consistency Advised:** When policies are required by law to be consistent, use shared back office resources, or significantly affect user experience, all express lanes should have the exact same policies. Such policies should therefore be evaluated by regional stakeholders when the policy is first being proposed by any individual partner or by BATA via the FasTrak® program, since changes could require significant investments by all operators;
- **Evaluation Advised:** Policies may demonstrate local benefits which may or may not effectively transfer or be affordable to the entire network. Some policies may warrant a base level of consistency across the region, with some room to vary based on local conditions. Consistency may be important to have among facilities which connect directly in a corridor but may not be practical nor advised across the entire region. In this more ambiguous case, projects could enter an evaluation process when a facility (1) demonstrates that the policy is feasible and provides a benefit through analysis and (2) connects to or is affiliated from the user perspective with another facility, for example along a single corridor; and
- **Flexibility Advised:** The policy's success may depend on adapting to local conditions. It may be determined that the success of some policies or programs depends on adapting to specific local conditions and needs. In these cases, imposing consistency may interfere with the success of the program, but it is advisable to still vet with regional partners to ensure understanding of new policies and their impacts to other facilities.

MTC and regional express partners are also working toward a regional agreement on what a formal process to maintain operational consistency throughout the Express Lanes Network looks like. This agreement will foster internal and external understanding of how decisions are made about express lane operations and will position the Express Lanes Network for greater effectiveness. The process will be outlined in a Memorandum of Understanding (MOU) to be executed by CTAs, BAIFA, Caltrans, and CHP (see Section 4.2.2).

3.3.4 Funding and Financing

The estimated cost to construct the remaining segments of the Express Lanes Network in Plan Bay Area 2050 is approximately \$3.7 billion. Relying on traditional funding sources alone will not be sufficient to fill the gaps in this remaining need. Seeking alternative funding and financing strategies may be necessary in the future and can help expedite the buildout of the interconnected network.

So far in the Bay Area, express lanes have been delivered relying primarily on state, regional and local funds, and to a lesser extent, federal funds. Most express lane projects in the Bay Area have relied on a combination of funds from these multiple sources. It is likely that the near-term buildout of the Express Lanes Network will continue to rely primarily on these funding sources, although the prospect of a new federal transportation bill or reauthorization could make federal funding a more attractive option. The ability to obtain capital advances from local sales tax revenues and financial institutions and use express lane revenues to pay back the loans is another mechanism that is being used in the Bay Area.

Express lane toll revenues are currently used to fund the operations and maintenance costs of the express lanes and to establish reserves for needed rehabilitation and replacement to keep the express lanes in a state of good repair. Given these needs, as well as other competing demands on the use of net toll revenues that may arise in the future, it is not likely that the use of express lane net toll revenues will be a significant contributor towards building out the remaining Express Lanes Network.

3.3.4.1 Existing Funding Sources

The following provides more detail on existing funding sources to continue the buildout of the Express Lanes Network:

- State:
 - Senate Bill 1 (the Road Repair and Accountability Act of 2017) provides \$5 billion annually allocated by formula and through competitive grant programs. Three of the competitive grant programs provide funding opportunities for express lanes as described below:
 - Solutions for Congested Corridors Program (SCCP): \$250 million annually - capacity increasing projects are restricted to HOV and managed lanes and other non-general purpose lane improvements that improve safety or operations.
 - State-Local Partnership Program (LPP): \$200 million annually - supports the investment that local communities have made in their region through voter-approved transportation measures by matching local funds with state funds.
 - Trade Corridor Enhancement Program (TCEP): \$300 million annually - provides funding for projects that seek to improve corridors that have a high volume of freight traffic.
- Regional:
 - Regional Measure 3 (RM3) is a ballot measure that passed in 2018 to finance a comprehensive suite of highway and transit improvements through an increase in tolls on the region's seven state-owned toll bridges. Toll revenues will be used to finance a

\$4.45 billion slate of highway and transit improvements in the toll bridge corridors and their approach routes, including \$300M for express lanes. Initial programming of \$240 million for the express lanes was adopted by MTC in May 2020. As of January 2021, RM3 is under active litigation pending resolution. Until that occurs, the revenues associated with the toll increase are being held in an escrow account.

- Local:
 - Eight of the nine Bay Area counties have approved dedicated transportation sales tax measures. At least three counties have used their sales tax revenues to fund express lanes, including:
 - Alameda County Measure B half-cent sales tax – The I-580 express lanes were funded, in part, from Measure B capital advance loans up to \$38.5 million. Toll revenue from I-580 will be used to repay this loan.
 - Alameda County Measure BB half-cent sales tax – \$60 million for express lanes on the I-680 corridor in Alameda County.
 - San Mateo County Measure A half-cent sales tax – A loan of up to \$100 million was approved for the US-101 Express Lanes Project.
 - Contra Costa County Measure J half-percent sales tax – \$40 million from Measure J has gone towards the southbound I-680 gap closure project.
- Federal:
 - BUILD Grants - The Better Utilizing Investments to Leverage Development (BUILD) discretionary grant program provides funding for planning and capital investments in road, rail, transit and port projects. Previously known as Transportation Investment Generating Economic Recovery (TIGER) grants, the funds are awarded on a competitive basis for projects that demonstrate significant local or regional impact. Express lane projects in Atlanta and Denver have been successful securing these grants.
 - INFRA Grants – The Infrastructure for Rebuilding America (INFRA) discretionary grant program was established by the 2015 Fixing America’s Surface Transportation (FAST) Act. The program promotes the incorporation of innovative technology that will improve the national transportation system. INFRA grants can be used for up to 60 percent of eligible costs for highway projects on the National Highway System. Express lane projects in Atlanta and Denver have been successful securing these grants.
 - Future Federal Funding - The current federal surface transportation authorization is set to expire on September 30, 2021. With a new administration just taking office, ever growing demands for more investment in the nation’s transportation infrastructure, and the ability for transportation funding to serve as an economic stimulus post pandemic, there is reason to believe that a robust federal authorization could be in the near future. However, it is too early to speculate what kinds of funding opportunities could be available for express lane projects in a future authorization.

3.3.4.2 Financing Options

Financing options rely on obtaining funds from financial institutions or capital markets. These borrowed funds must be repaid with interest. It is common for lenders/investors to require some amount of public funds to be pledged to the project to secure financing. In the Bay Area, some express lane projects have secured loans from sales tax revenue with the expectation that they are to be paid back with future toll revenues. For the Bay Area to better leverage financing options, it may be helpful to pool resources. One option is to establish a regional infrastructure bank that could be backed by other revenue sources, like sales tax revenue, toll revenue, or future state and federal funds. Previous attempts to establish a

regional infrastructure bank⁹ did not prove successful due to disparate goals and requests from different jurisdictions and questions on governance and fund distribution. To be successful, such a venture would require favorable economic conditions, broad consensus among regional participants on how the bank would be governed and funds distributed, and possible changes to statutory restrictions on the use of net revenue across jurisdictional boundaries. However, it is an important strategy to consider in the future since financing opportunities are limited.

Financing options for express lanes include the following:

- **Bond Financing** – Toll revenue bonds are used to generate funds for facilities where repayment is achieved through the collection of tolls. The advantage of bond financing is access to a greater amount of capital, which would allow faster buildout of the Express Lanes Network. However, bond financing requires sufficient revenues to cover principal and interest payments, as well as the establishment of revenue reserves. An investment-grade level traffic and revenue study is typically prepared to provide confidence to investors, with exceptions made for facilities that have a robust track record of net revenue generation. Examples of express lanes that have been successful obtaining bond financing generally feature two express lanes in each direction, with access restrictions and HOV3+ occupancy requirements, which is notably different than the Bay Area Express Lanes Network. Such designs are geared to maximize toll revenue and reduce revenue leakage; however, they also tend to require more road widening and right of way acquisition than the “skinnier,” lower-impact approach pursued in the Bay Area.
- **Commercial loans** - Although commercial bank loans could be an option to secure a share of express lanes funding, the amounts that banks can be expected to offer are probably limited. Unlike securing debt from the bond market where risk is spread out among investors, a bank that issues a loan is taking on all the risk and is therefore not likely to lend large amounts of capital. Furthermore, a larger loan requires higher debt service payments and thus a larger amount of net revenue generation.
- **TIFIA Loans** - The Transportation Infrastructure Finance and Innovation Act (TIFIA) of 1998 provides credit assistance in the form of direct loans, loan guarantees, and standby lines of credit (rather than grants) to projects of national or regional significance. Interest rates for TIFIA loans tend to be much lower than can be expected with toll revenue bonds or commercial loans. However, obtaining a TIFIA loan requires a substantial application process, and the credit assistance has some major requirements including obtaining an investment grade rating and robust project reporting requirements until the loan is fully repaid.

3.3.4.3 Private Investment

Private investment in express lane implementation is typically achieved through a Public-Private Partnership (P3), where a private company enters into a contractual relationship with a public agency to deliver a project. P3s for express lanes and other tolled facilities often involve a long-term concession agreement where the private entity agrees to deliver, operate, and maintain the facility in exchange for the right to collect the toll revenue generated. These agreements can have terms that range from 30 years to as long as 99 years. At the end of the term, the facility reverts to the public owner.

Some of the biggest advantages of P3s include the ability to accelerate project construction and the ability to transfer risks to the private sector. P3s can bring private investment to the table that would otherwise take years or decades to obtain through traditional funding approaches. If a facility already in

⁹ <https://mtc.legistar.com/MeetingDetail.aspx?ID=644512&GUID=6529D007-DA04-4C30-B509-57C59D6DA4E6&Search>

operation were to prove lucrative to private investment, one option could be to sell the facility to a P3 and use the revenue from the sale to fund future express lane investments. In addition, P3s can stipulate regimented operations and maintenance regimes and provisions for rehab and replacement to ensure that the facility is kept in optimal condition throughout the life of the agreement.

Significant changes would be required for P3 to be a feasible option for continued buildout of Bay Area Express Lanes Network. First, a change to state law would be required to even allow public-private partnerships for tolled facilities. And it is not likely that any single express lane facility in the Bay Area would attract sufficient private interest, likely requiring a bundling of facilities to be delivered and operated via a P3. A P3 model could also require ceding control of operational policies like toll rate setting and would require giving up toll revenues, creating increased potential for inconsistency across the regional network.

3.4 Establishing expectations for upcoming disruptions

The buildout of the Express Lanes Network will occur over many years, in parallel with other infrastructure projects, and in an environment of changing policies and traffic trends that may disrupt current plans. This section discusses some of these anticipated disruptions and how the Express Lanes Network can maintain its viability and continue to achieve strategic program goals. Appendix 5.1 provides more detail.

Potential disruptions include the ongoing repercussions of the COVID-19 pandemic, which may have long-lasting effects on traffic and public willingness to take high-occupancy modes. The region will also continue to innovate to reduce GHG emissions with additional GHG/VMT reduction strategies, including consideration of broader highway pricing. Finally, Clean Air Vehicles, Connected Vehicles, and Autonomous Vehicles may be unique among GHG reduction strategies in the varied effects of their long-term adoption and rollout as well as the unknown future of the California Clean Air Vehicle decal program.

3.4.1 COVID-19 Long-Term Impacts

This Strategic Plan recognizes the significant and continuing impact that the COVID-19 pandemic has at the societal level in the United States. From a transportation perspective, the long-term effects of the pandemic on travel behavior are speculative at this point, but may result in long-lasting impacts on travel patterns, particularly as they relate to the willingness to use high-occupancy modes and transit, as well as commuting and work travel. One salient example is the abrupt change to telecommuting brought about by the pandemic and whether this may result in a long-term cultural shift that is more accepting of working out of the office. Such a shift could have long-lasting impacts on traffic patterns and congestion in the region.

MTC has convened the Blue Ribbon Transit Recovery Task Force, a group of thirty elected officials; state representatives; CalSTA; transit operators; business and labor groups; and transit and social justice advocates. The task force was formed to help guide the region's response to pandemic impacts on transit operators and riders. The ongoing efforts of the task force reiterate the importance of early collaboration with transit planners and operators. How the pandemic may affect the types of transit infrastructure decisions made by express lane operators and the ability of transit operators to provide service, is also speculative at this point, but it is important to track the ongoing work emerging from this regional group and carry on in its spirit of collaboration.

The COVID-19 pandemic has also taken its toll on funding for the transportation sector, which tends to rely on local tax measures, gas taxes, and toll revenue that would be negatively impacted by reductions in travel and spending during the pandemic. Its impacts are likely to last for several years after the pandemic ends; however, operators are optimistic that these impacts will not be great enough to significantly alter long-term planning exercises for the express lanes.

3.4.2 Additional GHG/VMT Reduction

The future of GHG and VMT reduction as it pertains to the Express Lanes Network hinges upon two current unknowns: the impacts of Senate Bill 743 on infrastructure building in California and the impacts of other possible future road pricing strategies on Express Lanes Network operations.

3.4.2.1 Senate Bill 743

SB-743's implementation has resulted in transportation projects needing to measure their impacts by estimated changes in VMT under CEQA. Previously, impacts were measured by level of service, a concept which primarily measured changes in congestion or traffic. By focusing on avoiding increases to congestion, developers were incentivized to build outside densely populated cities, causing urban centers to sprawl. In contrast, an increase in VMT would mean that more vehicles are taking trips or that vehicles are taking longer trips, with both outcomes implying that total GHG emissions are also increasing. Reducing VMT requires shorter or less frequent vehicle trips, or a greater number of people per vehicle (i.e., carpooling or transit). Improvements in GHG emissions associated with congestion relief will also factor into the environmental analysis; however, these improvements would need to be demonstrated to outweigh any longer term VMT impacts.

If a project is found to increase VMT during environmental impact analysis under SB-743, sponsors will be required to mitigate that increase by building projects or implementing programs that will provide matching VMT reduction, unless there is a finding of overriding consideration. See Appendix 5.1, Section 5.1.1.1 for more detail on Senate Bill 743 and possible mitigation strategies.

3.4.2.2 Express Lanes and Other Highway Pricing Strategies

As the Bay Area continues to explore GHG reduction strategies for the future, one of the key questions that arises for the Express Lanes Network is how express lanes may fit into a future where pricing is applied more broadly to roadways. One such strategy, referred to as All-Lane Tolling, was included in Plan Bay Area 2050 as a longer-term measure to address traffic congestion that was resilient to uncertainties like varying levels of population growth. This started a discussion about how two pricing schemes may interact on the same facility. Although future pricing strategies can take many forms, Appendix 5.1, Section 5.1.1.2 focuses on issues that may arise from tolling all lanes of a highway (referred to as highway pricing) that has an express lane and includes proposed questions to be incorporated into MTC's future study to understand how the Express Lanes Network may interact with future forms of pricing.

3.4.3 Clean Air Vehicles, Connected Vehicles, and Autonomous Vehicles

When it comes to reducing GHG emissions, promoting the use of clean air vehicles (CAV) may seem like an obvious choice. Feebates (financial rewards for purchasing efficient and alternative fuel vehicles) and policies that permit CAVs to use HOV/express lanes have been used to encourage drivers to switch to hybrid and electric vehicles in California. Governor Gavin Newsom recently issued an executive order requiring all new passenger cars and trucks sold in California to be zero-emissions vehicles by 2035. It is unclear at this point how this executive order will translate into laws, policies, and/or programs.

CAV promotion may have mixed effects across the network when it comes to achieving VMT/GHG and traffic management goals, leading MTC to consistently oppose legislation that expands CAV access to HOV and express lanes. Under the current express lane operating policies, CAVs with qualifying DMV-issued decals can utilize express lanes for a discounted rate. The CAV decal program will end in 2025, and unless extended, all decals will expire. Some lanes in the Bay Area began charging CAVs a 50% toll in Fall 2020, and remaining lanes will follow suit in 2021. Prior to offering a 50% discount, the volume of CAVs using express lanes was on the rise. As an example, it was observed that CAVs accounted for 30 to 40 percent of the total traffic on the 237 Express Lane prior to charging a 50% discount. Although providing this discounted access creates incentive for greater adoption of CAVs, which has an overall positive impact on GHG emissions, it can also decrease express lanes reliability for transit and carpools if too many CAVs utilize the lanes, particularly since CAV users may also be single drivers, decreasing the attractiveness and utility of using these modes on the express lanes.

Connected Vehicles and Autonomous Vehicles (CV/AVs) are another forthcoming technological innovation which may disrupt the way highways function. Since CV/AVs tend to function best in predictable environments like dedicated lanes, some have speculated that managed lanes, including express lanes, could serve as preferential lanes for vehicles with these technologies. Using managed lanes in this way to promote technology adoption would be a fundamental shift from the traditional model of using managed lanes to incentivize high-occupancy modes and maximize person throughput. For example, one potential result of widespread CV/AV adoption is a high prevalence of empty cars on the road that are returning from a drop-off or destined to pick up a passenger. Empty vehicles taking up space on the express lanes could reduce the speed benefits to other users and cause toll prices to increase. On the other hand, if there is widespread adoption of CV/AVs used for shared rides and transit, their use of the express lanes would be consistent with current network and regional goals. Since it is unclear how the adoption and rollout of CV/AVs will unfold, this Plan does not examine their impacts in more detail; however, their impact to the Express Lanes Network will need to be evaluated in future plan updates.



4 Continuing Work

4.1 Recommendations

As a result of the Findings described in Section 3, MTC offers the following recommendations for adoption. MTC cannot accomplish these actions on its own. Several partners, including express lane operators, will need to embrace these actions to achieve results. Furthermore, some of these actions may require redirecting resources or securing additional resources.

4.1.1 GHG/VMT Reduction

Promote regional- and county-level mitigation solutions (All Partners)	As an outcome of SB-743, VMT/GHG impacts are becoming very important for the implementation of the Express Lanes Network. A coordinated VMT/GHG mitigation strategy across the Bay Area Express Lanes Network will likely be a significant undertaking, requiring collaboration between multiple levels of government and all express lane partners. The need to construct at least some capacity-increasing projects provides the impetus to establish innovative solutions like VMT exchanges and banks, but these are very new concepts in nascent stages of development. In the near-term, express lanes partners should closely track the results of VMT impact analysis for upcoming projects, participate in mitigation strategies, and add to the VMT toolbox described above. This work should include consideration of the feasibility, benefits, and risks of committing future express lane revenue to mitigations through a mitigation bank or exchange program. In the long-term, the partners should participate in efforts to finetune VMT mitigation, whether legislatively or administratively, based on how the requirements are shown to affect the ability to provide priority lanes for buses and other high-occupancy vehicles.
Advocate for legislation that allows pilots for the conversion of general purpose lanes to express lanes (CTAs and MTC)	When it comes to lane conversion, general purpose lane conversion is particularly stymied by unclear statutes. There are also real concerns about the operational feasibility of such a strategy, which may rely on specific conditions within individual corridors. It is therefore important that express lane operators continue to advocate for clear opportunities to test or pilot general purpose lane conversions, keeping in mind the ultimate goal of implementation.

4.1.2 Express Bus

Work with transit planners and operators to enhance transit priority and improve accessibility to the express lanes for express buses and other high-occupancy modes through capital investments (All Partners)	The key investments identified by transit operators to maximize the benefits of the express lanes are those that provide direct access to the express lanes without having to manage difficult merging across highway lanes. Transit riders want a service that is fast and reliable with stations that are easy to access. This points to a dual-pronged approach to connect accessible off-freeway stations to the express lanes through targeted placement of direct access on- and off-ramps, which can also benefit other transit, carpools, vanpools, and shuttles. These investments can be costly, especially when requiring right-of-way acquisition, so they should not be undertaken lightly. Express lane operators, counties and Caltrans should give these opportunities due consideration through project-level alternatives analysis to determine whether such investments make sense for each project.
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	<p>Additionally, extensive coordination between transit operators and express lane operators is necessary for express lanes to provide maximum value for express buses and transit, in general. Partners should reach out to express bus operators and transit planners as early as possible and maintain frequent communication and collaboration throughout the project life cycle.</p>
<p>Since express bus may not perform well everywhere, establish clear criteria and performance metrics to prioritize corridors and guide investments in express bus services (TBD)</p>	<p>Identifying priority corridors for express bus capital investments and service based on robust analysis of travel markets, demand, potential transit ridership, and land use, as well as the potential for bi-directional, all-day service is critical to establishing a healthy regional transit network. The region may benefit from consistent expectations on what characteristics of a corridor may lead to healthy regional transit routes so that investments can be made which will have the greatest effect on achieving regional goals like GHG reduction and transportation equity. As part of its ongoing dialogue with stakeholders on regional consistency, MTC and regional partners should work together to establish these metrics. Specific roles and responsibilities are subject to further definition of the Transit Network Management concept. When corridors are not a good fit for express bus service, net revenue may still be used to promote transit and TDM strategies in general or otherwise reduce GHG/VMT impacts, subject to statutory requirements and availability.</p>
<p>Advocate for transit operators to increase network connectivity, coordination, and communication to take full advantage of the regional Express Lanes Network (All Partners)</p>	<p>For a variety of reasons, the Bay Area has not fully realized the potential for multi-county express bus service. As the Express Lanes Network is continually built out into a connected network, with transit in mind, there is likely to be greater benefit to expanding routes availability between counties. Regional partners should continue to promote and explore opportunities to enhance transit priority and provide seamless bus service that takes advantage of the growing network, while recognizing that express bus strategies will still require analysis to determine viability. There are also several questions that need to be addressed regarding inter-county transit services (e.g., how services would be funded, who would be responsible for providing and maintaining vehicles, how routes would be managed), none of which are addressed in the Strategic Plan. Such questions are outside the purview of express lane operators, which reemphasizes the need to incorporate transit planners and operators in planning before major investment decisions.</p>
<p>Identify opportunities to link transit & TDM investments with SB-743 mitigation strategies while acknowledging operations funding challenges (All Partners)</p>	<p>As the requirements of SB-743 go into effect and projects must mitigate VMT impacts, there may be opportunities to funnel investments into express bus services and other transit and TDM services. For express bus, this would require a better understanding of the magnitude of VMT mitigation that can be achieved by express bus investments. If express bus investments proved to offer sufficient mitigation, and programs such as VMT exchanges and banks were established in the Bay Area, there would be real opportunities to use mitigation funds to build a more robust express bus service. Regional exchanges and banks could also serve to promote other kinds of regionally beneficial transit service. This could be in the form of targeted capital investments or the contribution of net toll revenue, subject to statutory requirements and availability, to subsidize service. If mitigation programs can fund local transit operations, they would ideally be able to offer reliable</p>

and consistent sources of funding to facilitate enduring service. This effort should be undertaken by all partners; however, those currently undertaking project-level environmental review are likely to encounter these opportunities first and can take a lead role in creative problem solving and education.

4.1.3 Strategic Investment Principles

Adopt the framework and investment principles based on two categories: Merit and Readiness. (MTC)

As future funding sources become available where MTC has a role in supporting projects in their selection for funding, MTC would use this framework to incentivize projects to meet regional goals and effectively compete for funds. To this end, MTC would help partners advance Plan Bay Area 2050's vision for the Bay Area. At the same time, the structured framework provides enough flexibility that principles can be emphasized or deemphasized depending upon the requirements of the funding source, and ensures that strategic investment principles do not supersede MTC policies for specific funding programs.

4.1.4 Funding and Financing Strategies

Actively pursue state and federal funding opportunities (All Partners)

The region should continue to actively pursue state and federal funding opportunities. While financing could be a part of the solution, it is unlikely to play a major role in the near-term, primarily because the Bay Area's environmentally friendly approach to express lanes buildout is less attractive to the commercial bond market, and other financing opportunities remain limited.

Senate Bill 1 introduced a new source of much needed transportation funding. Express lane projects in the Bay Area have been successful obtaining funds from each of the three competitive programs under Senate Bill 1. With continued emphasis on building a pipeline of projects that achieve state and regional goals, the region can hopefully continue to rely on state funds for express lanes buildout.

Existing discretionary federal grant programs offer opportunities for express lanes funding, and there is potential that a new authorization could provide sustained or enhanced funding for these types of programs. The region should advocate for funding opportunities that could apply to express lane projects, and as funding becomes available, seek opportunities to put forth competitive projects.

Advocate to include the Express Lanes Network buildout in any future regional funding measure (All Partners)

There continues to be talk of a potential regional measure to generate funds for transportation. The previous measure contemplated for 2020 included consideration of funding for a robust managed lanes network to support regional express bus service. The region should continue to stay engaged in discussions that may reemerge and advocate for the buildout of the Express Lanes Network in any future regional funding measure.

4.2 Near-Term Actions

Several of the findings and recommendations described above also inspire more immediate action, either to expand upon the topic and increase regional acceptance or initiate formal study.

4.2.1 Equity

As described in Section 3.2.3, MTC is currently developing a pilot to test the concept of means-based tolling on its I-880 Express Lanes in Alameda County that would provide a toll discount to users who earn income below 200 percent of the federal poverty threshold. MTC will implement the pilot in the near future to analyze how providing reduced toll rates to low-income users delivers equitable benefits and affects express lane operations. The pilot will tie into the future FasTrak® Regional Customer Service Center Equity Action Plan, which will create a more equitable tolling experience, including fines and penalties. As MTC and express lanes partners continue to evaluate equity on the express lanes, the agencies will consider additional equity initiatives and coordinate with each other and with stakeholders.

4.2.2 Consistent Operating Policies

An immediate next order of business is continuing to work toward a regional agreement on what a formal process to maintain operational consistency throughout the Express Lanes Network looks like through ongoing discussion with express lanes partners, Caltrans, and CHP. Through these discussions, the goal is to come to consensus on a consistency review process that defines at a minimum:

1. The mission and goals of the consistency process;
2. The roles and responsibilities of various stakeholders (e.g., interfacing with Boards or other organizations);
3. The purpose of different meeting groups (e.g., consensus-building, strategic advice, formalizing recommendations); and
4. Guidelines on what levels of consistency we would like to achieve for different types of policies (e.g., full consistency is important for certain policies, while the need for consistency could be evaluated ad hoc for others).

The process will be outlined in an MOU to be executed by CTAs, BAIFA, Caltrans, and CHP. A model of such an agreement is the California Toll Operators Committee (CTOC) MOU, which seeks to promote interoperability and coordination among toll facilities. The CTOC MOU establishes stakeholder responsibilities and expectations on the conduct of business that serve as good examples of what we may hope to accomplish. As with CTOC, all the partners will have a role in defining and executing the process.

Generally, this agreement will foster internal and external understanding of how decisions are made about express lane operations and will position the Express Lanes Network for greater effectiveness.

4.2.3 Enforcement

MTC is currently working on automated HOV enforcement pilots, including camera-based occupancy detection and app-based occupancy declaration, as described in Section 3.3.2. As a next step, MTC looks forward to completing the studies and making recommendations on the implementation of strategies that will hopefully make a significant impact on the operational viability of the Express Lanes Network and the benefits it provides to users.

4.2.4 Road Pricing Strategies

MTC intends to conduct a study of highway pricing strategies to begin as early as 2022 as part of the Plan Bay Area 2050 Implementation Plan. Although the scope of this study is not yet defined, it is expected to include further analysis of how various highway pricing approaches (e.g., all-lane tolling, road user charging) would affect traffic and help the region reduce GHG emissions and meet other regional goals and objectives, including equity. Such a study should include the key questions listed in Section 3.4.2.2.

4.2.5 Plan Bay Area 2050

This Strategic Plan is being released in advance of the Plan Bay Area 2050 Implementation Plan. As an immediate next step, MTC plans to leverage these findings, recommendations, and actions to further inform, integrate with, and advance regional strategic goals. Additionally, as Plan Bay Area 2050 concludes and strategies start to become operationalized, MTC will continue to update this Strategic Plan in collaboration with regional partners and the Commission. This living document is intended to serve as an up-to-date reference on critical forthcoming developments in the region, particularly strengthening the regional transit and express bus network and other near-term actions described above.

4.3 Conclusion

The Express Lanes Network provides a much-needed benefit to help Bay Area residents make transportation choices that will help achieve our regional goals. Reducing congestion, increasing adoption of high-occupancy travel modes, building the network quickly and at a low cost, minimizing greenhouse gas impacts, improving transit priority, safety, and fostering equity are all important pursuits as we continue to build the network.

However, to achieve these goals, MTC and express lane partners must continue to work together to balance the achievement of regional goals under Plan Bay Area 2050 with the practicalities of project construction and completing the network. By maintaining the spirit of collaboration that has carried through express lanes implementation thus far, we can meet challenges through cooperation and working to build consensus.

This spirit will serve express lanes partners particularly well as we navigate the future of transportation in the region, from the immediate effects of the COVID-19 pandemic to the upcoming effects of Senate Bill 743 to the future adoption of green vehicle technology. By creating a consistent strategy for implementing the network over the next thirty years, and continually updating this Strategic Plan to document these strategies, the region can create a network that delivers significant benefits to users while also reducing GHG impacts, increasing transit and carpool use, and promoting transportation equity in the Bay Area.



5 Appendices

5.1 Additional Considerations for Upcoming Disruptions

5.1.1 Additional GHG/VMT Reduction

The future of GHG and VMT reduction as it pertains to the Express Lanes Network hinges upon two current unknowns: the impacts of Senate Bill 743 on infrastructure building in California and the impacts of other possible future road pricing strategies on Express Lanes Network operations.

5.1.1.1 Senate Bill 743

SB-743's implementation has resulted in transportation projects needing to measure their impacts by estimated changes in VMT under CEQA. Previously, impacts were measured by level of service, a concept which primarily measured changes in congestion or traffic. By focusing on avoiding increases to congestion, developers were incentivized to build outside densely populated cities, causing urban centers to sprawl. In contrast, an increase in VMT would mean that more vehicles are taking trips or that vehicles are taking longer trips, with both outcomes implying that total GHG emissions are also increasing. Reducing VMT requires shorter or less frequent vehicle trips, or a greater number of people per vehicle (i.e., carpooling or transit). Improvements in GHG emissions associated with congestion relief will also factor into the environmental analysis; however, these improvements would need to be demonstrated to outweigh any longer term VMT impacts.

If a project is found to increase VMT during environmental impact analysis under SB-743, sponsors will be required to mitigate that increase by building projects or implementing programs that will provide matching VMT reduction, unless there is a finding of overriding consideration. Here are some mitigation strategies:

5.1.1.1.1 On-Site Mitigations

Mitigation measures for infrastructure projects are traditionally applied on-site or in the immediate area of the project. For express lane projects, these types of mitigations can include programs or policies to increase HOV mode adoption, such as transit and carpool improvement programs. Pairing new lane projects with more aggressive demand management strategies could also serve to mitigate VMT impacts. For example, implementing an occupancy requirement that only permits qualified vanpools and buses to travel toll-free, paired with a pricing regime that effectively manages demand from toll-paying vehicles, could be more effective at mitigating VMT impacts than a HOV-2+ occupancy policy.

However, it may not always be possible for a project sponsor to demonstrate that the impacts of an on-site mitigation are enough to counter the projected VMT impacts of the project. For example, if a new transit service was proposed as a mitigation for an express lane project that involved new lane construction, it would have to be shown that enough drivers would switch to riding transit to outweigh the impacts of the induced demand caused by the new lane. This could be difficult if the transit service is localized or if the project is in an area not well-served by transit or where transit is not cost effective. An added complication arises if the transit service would best be implemented at a regional level, preventing a locally based mitigation from generating maximum effect. Additional challenges can also arise when planning for mitigation solutions is needed before there is a good understanding of its funding solutions. For example, CEQA documents are typically circulated years in advance of a project opening, while toll rates are usually not settled until shortly before opening. This could create a disconnect when toll rates are an integral component of a mitigation strategy.

5.1.1.1.2 Emerging Mitigation Concepts

Because on-site mitigations may not be feasible depending on the scale and location of a specific project, the concept of VMT mitigation banks and exchanges are being explored to facilitate maximally efficient overall regional VMT reduction. These strategies, explored in more detail below, allow governmental bodies to remove the need for projects to have on-site mitigations by coordinating VMT impacts with possible mitigations over different geographies and timeframes.

At the outset, it is important to emphasize that while mitigation banks for habitat conservation have been successful for transportation projects in California, their conceptualization for VMT is a relatively new idea that has predominantly been discussed in the housing and commercial development space thus far. They are discussed here as they may apply to public transportation infrastructure projects, but their application to this sphere may require further CEQA review.

VMT Mitigation Exchange

In a VMT Mitigation Exchange, as currently conceptualized for housing and commercial development, a developer agrees to implement a predetermined VMT-reducing project or proposes a new one,¹ essentially exchanging a VMT increase for an equal VMT decrease. Unlike on-site mitigations, the mitigations in an exchange may be located outside of the immediate project vicinity, so long as mitigations are equal to impacts. There is also flexibility in whether a mitigation is a capital, maintenance, or operations project, or a policy or program that would promote a strategic goal, such as an equity program or policy to promote transit.

A VMT exchange could prove an attractive option for express lane projects. Implementing agencies could opt to invest in additional strategies within the express lane corridor that serve to offset any VMT impacts of the express lanes. These may additionally be synergistic with existing multi-county efforts that focus on cross-county corridor planning such as those being undertaken in conjunction with the Bay Area Partnership's Connected Mobility Subcommittee. Investments could be complementary to the express lanes, such as investments in transit, and could be wholly or partially subsidized using express lane revenues. Additionally, the concept is applicable to a variety of geographies from corridors to counties to regions.

VMT Mitigation Bank

A VMT Mitigation Bank is related to the exchange concept in that it allows developers to fund off-site mitigation projects. But instead of the developer directly implementing the mitigation project, a mitigation bank allows a developer to purchase credits that are then applied to VMT reduction projects by the entity in charge of the bank. Compared to exchanges, banks have a more flexible application to facilitate transfers within their geographical scope but require more robust program administration to collect fees from developers and to fund mitigation projects.

A simplified VMT bank could take the form of traditional development impact fee programs that charge developers a fee in proportion to the extent of the impact, with the fee being used to fund demonstrated VMT mitigation projects. The City of Los Angeles Westside Mobility Plan Transportation Impact Fee Program was the first impact fee program based on VMT reduction. The program used VMT as a measure to exact fees from developers, generating funding for improvements to transit, active

¹ https://www.fehrandpeers.com/wp-content/uploads/2020/04/VMT-Fees_Exchanges_Banks-White-Paper_Apr2020.pdf

transportation, intelligent transportation systems, and auto-trip reduction programs. The program is noted for low administrative costs, limited to construction cost updates and complying with state reviews of funding distribution.²

Alternatively, VMT banks could be structured as market-based systems, similar to California's Cap-and-Trade Program. In this way, developers needing to mitigate could buy VMT credits through open trading markets and the funds can be used towards approved mitigation projects. Such a system could be established at a regional level; however, concerns associated with VMT credits being used to fund projects in other jurisdictions would need to be addressed.

In the Express Lanes Network, banks could provide the same options as exchanges by generating funding for complementary VMT-reducing benefits like increased transit or carpool services and infrastructure. However, it provides the added benefit of allowing sponsors to help fund a current mitigation, like a regional express bus service, in exchange for future credits against express lane projects yet to be built.

VTM Mitigation Exchange and Bank Considerations

It is important to note that in either the exchange or bank concept, the cost of mitigation is likely to be expensive and may even exceed the cost of the development causing the impact. To provide context, initial high-level estimates by MTC for initial planning purposes indicate that for each lane-mile of new capacity, the cost to offset GHG in 2019 dollars would likely be approximately:

- \$50 million if spent on bike improvements
- \$80 million if spent on local bus frequency improvements
- \$120 million if spent on express bus frequency improvements

VTM mitigation exchanges and banks require high levels of oversight, administration, subject matter expertise, and governmental coordination. In general, the level of oversight and need for nexus analysis increases as the application of funds becomes more flexible and impacts become more separated from mitigations. This raises several questions on how such a system would function:

- Who makes program decisions?
- How are decisions made?
- Who is accountable for decisions?
- How are projects/decision-makers held accountable?
- How is the equitability of impacts and mitigations measured and ensured?
- Specific to express lanes, how/where can express lane revenue be used, and what is the backstop if toll revenue drops and the funds for mitigation are needed for basic express lane operations and maintenance?

5.1.1.2 Express Lanes and Other Highway Pricing Strategies

As the Bay Area continues to explore GHG reduction strategies for the future, one of the key questions that arises for the Express Lanes Network is how express lanes may fit into a future where pricing is applied more broadly to roadways. One such strategy, referred to as All-Lane Tolling, was included in Plan Bay Area 2050 as a longer-term measure to address traffic congestion that was resilient to uncertainties like varying levels of population growth. This started a discussion about how two pricing schemes may interact on the same facility. Although future pricing strategies can take many forms, this

² https://planning.lacity.org/odocument/f70a7b90-3613-49ce-a65c-2be4a98c6e8c/ordinance_168104_and_168105.pdf

section focuses on issues that may arise from tolling all lanes of a highway (referred to as highway pricing) that has an express lane.

Different forms of pricing are typically designed to emphasize one or more specific objectives such as generating revenues, managing traffic congestion, or incentivizing use of high-occupancy modes to reduce greenhouse gas emissions. Some of the pricing strategies in place or under consideration in the Bay Area include:

- Bridge tolls: purpose is to generate revenue for bridge rehabilitation and replacement, and other voter approved transportation improvements;
- Express lane tolls: purpose is to make efficient use of freeway capacity and incentivize carpooling by maintaining travel time reliability for high-occupancy users and those who choose to pay to use the Express Lanes Network;
- Highway pricing: intended to manage demand over entire corridors, or sets of certain connected corridors, by tolling all lanes in an effort to reduce GHG/VMT;
- Cordon pricing: seeks to disincentivize driving in congested city centers; and
- Mileage-based user fees (also referred to as VMT fees or Road User Charge): purpose is to charge roadway users based on miles traveled as a replacement for the gas tax.

There is much work to be done to study highway pricing and to determine if and where it would be feasible in the Bay Area. This includes a detailed analysis of traffic impacts, including impacts to local streets as a result of traffic diversion from tolled facilities; considering how highway pricing would interact with other forms of pricing, including mileage-based user fees, cordon pricing and express lanes; addressing equity concerns of pricing all highway lanes; building public and political support; and obtaining statutory authority to price all lanes in the first place. Even though it is not certain that highway pricing will be implemented, if it were, it could have significant impacts on traffic congestion and mode shift. These impacts could affect express lane operations.

Imagining a future where express lanes operate on facilities where all lanes are tolled raises fundamental questions about how the express lanes would function. In terms of operations, the ability of highway pricing to reduce or eliminate congestion and to create an incentive for drivers to change modes could warrant significant changes in the current express lanes business model. These changes come to light when exploring the following hypothetical use cases for the Express Lanes Network, which imagine how express lanes could adapt based on the impacts of highway pricing:

1. Surcharge for Travel Time Benefit: If congestion is not entirely eliminated by highway pricing, the express lanes can continue to operate as a complementary component within a priced-highway environment to provide travel-time benefits;
2. Discount Lane for HOVs: If highway pricing encourages more people to carpool and use transit to reduce travel costs, the express lanes could operate as dedicated lanes accessible only to transit and high-occupancy vehicles to receive a travel time savings while providing a discount option relative to other lanes; and
3. Free Lane for Transit: With sufficient demand shift to transit, the express lane right-of-way could be dedicated for use by transit vehicles.

Exploring these hypothetical use cases, where express lanes continue to operate within a broader context of pricing, raises several challenges, including:

- Fiscal challenges: Considerations for express lane projects that are no longer able to sufficiently cover operating costs, debt service, or other obligations as a result of highway pricing will need

to be addressed. All express lanes debt will need to be covered if highway pricing necessitates changes to the express lanes that cause a reduction or elimination of toll revenues. Subsidies will also be needed to reimburse express lane infrastructure investments, cover capital costs like sign replacement, and to support any programs that may rely on net toll revenues in the future.

- Public acceptance and communication: Public messaging and communication are critical to build support for any system that uses multiple pricing strategies and changes the status quo;
- Equity: Charging express lane tolls on top of other highway tolls imposes an even higher barrier for low-income users that would need to be mitigated;
- Operations and network consistency: Emphasis on seamless connectivity and consistent operating policies may need to be balanced with localized operational needs should broader pricing have disparate impacts throughout the network; and
- Administration: A mechanism for aligning the goals and objectives of the Express Lanes Network and any other highway pricing strategy will need to be established to ensure the two programs do not operate counter to one another.

The following questions are proposed to be incorporated into MTC's future study to understand how the Express Lanes Network may interact with future forms of pricing:

What is a feasible pricing scheme to reduce GHG/VMT and meet other regional goals, and how might it interact with the investments being made in express lanes?	<p>From an express lane perspective, it is important to understand the type of pricing that may be deployed, considering the varying strategies being considered at different levels of government in California. Strategies proposed at the regional level such as all-lane tolling, compared to those proposed at the state level like road user charging,³ have the potential to impact congestion and mode shift differently, which has an impact on the express lanes. Considerations for a pricing strategy should also consider:</p> <ul style="list-style-type: none"> • Whether there is a technology solution that can serve all needs; • The complexity that is introduced when users must pay for the use of multiple connected transportation facilities; and • The potential for a regional mobility account.
What is the expected impact on levels of congestion as a result of highway pricing?	<p>This question is fundamental when considering future use cases for the Express Lanes Network. Not only will it be important to understand the impact on the magnitude of congestion by corridor, but also to understand how congestion patterns may shift during the day (e.g., more congestion during off-peak periods when the highway rate is lower). Once the impact on congestion is better understood, more informed recommendations can be made about the potential future role of the Express Lanes Network.</p>
What is the expected impact on mode shift as a result of highway pricing?	<p>This question is also fundamental to inform future use cases for the Express Lanes Network. For example, if there are greater volumes of high-occupancy vehicles, there may be little or no capacity available for toll-paying vehicles in the express lanes. In corridors where existing parallel transit service does not have enough capacity to accommodate mode shift, there could be a desire to invest in express bus service. Each of these would impact how the express lanes operate and even how they are planned and built.</p>

³ <https://caroadcharge.com/projects>

5.2 VMT/GHG IMPACTS AND MITIGATIONS WHITE PAPER

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1 Executive Summary

The Bay Area Express Lanes Network is a transportation infrastructure project which seeks to improve the efficiency of the regional highway network with the stated Express Lane Network goals of incentivizing the use of high-occupancy vehicles, increasing connectivity to manage congestion, improving equity, delivering projects in a timely manner, using public funds responsibly, and reducing greenhouse gas (GHG) emissions and vehicle-miles traveled (VMT). In addition to these network goals, the network also strives to achieve regional goals identified under Plan Bay Area 2050, including the mandated 19% per capita reduction in regional GHG emissions by 2035 when compared to 2005 levels. The California Environmental Quality Act (CEQA), Senate Bill 375, and current implementation of Senate Bill 743 (SB-743) by the Governor's Office of Planning and Research (OPR) now require that VMT be used to analyze transportation impacts to help meet these targets. However, the projects which make up the Express Lanes Network, and the diverse characteristics of the Bay Area, mean that different types of projects have different considerations when it comes to GHG and VMT impacts.

When planning an express lane, the decision to convert an existing lane or build a new lane is influenced by operational, political, financial, and equity considerations, as well as the project's effect on GHG emissions. This paper examines the potential implications of pursuing four types of projects that fall under two categories:

- Lane conversions: while converting a lane to an express lane is unlikely to have adverse VMT impacts, lane conversions must not increase GHG as a result of increased congestion. Two types of lane conversions are explored:
 - HOV lanes
 - General purpose lanes
- New construction: building one or two lanes of new capacity may increase VMT to a point that require mitigation under changes to CEQA guidance in response to SB-743,⁴ although new capacity does serve to close critical gaps and can improve operations. Since VMT impact analysis and mitigation is a relatively new development, a prescribed solution does not yet exist. Two types of new construction projects are explored:
 - Single lane
 - Dual lanes

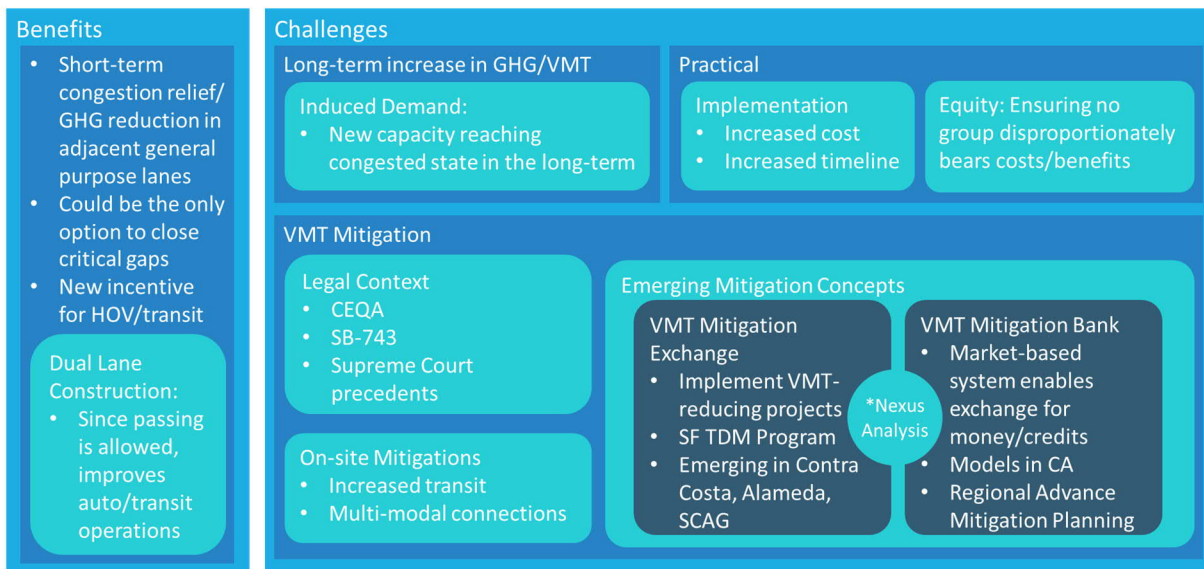
A graphical summary of topics covered in these categories is provided below.

⁴ Please note: the paper will refer to VMT analysis/mitigation as a requirement of SB-743 for simplicity, however it is actually the CEQA guidelines revised by the Governor's Office of Planning and Research in response to SB-743 that name VMT as a measure to be used to determine impacts. Please see Section 4.4.1, below, for more details.

Lane Conversion



New Construction



Research suggests two recommendations:

- Participate with partners to promote regional mitigation solutions: As VMT mitigation strategies develop across the region, MTC and express lanes partners should closely track and contribute to the development process; and
Advocate for legislation: MTC and express lanes partners' authority to directly convert general purpose lanes to express lanes is unclear, as are the operational conditions that make such a strategy feasible (see Section 3.2, below, for more information). MTC and express lane partners should continue to advocate for clear laws and policies that allow testing or implementation of general purpose lane conversion.

2 Introduction

2.1 Background

Highway systems in the United States face great challenges as municipalities seek to balance growth with the cost and negative externalities of the auto-focused infrastructure that has traditionally accompanied growth. In California, evidence linking greenhouse gas (GHG) emissions to global climate change has inspired the enactment of new legislation to curb GHG emissions and vehicle-miles traveled (VMT) impacts. Two key bills, enacted in state law, embody this: California Senate Bill 375, which requires the California Air Resources Board to establish GHG emissions reductions targets at the regional level, and California Senate Bill 743 (SB-743), which requires new projects to measure, analyze, and mitigate as necessary the impacts of a project on VMT due to its relationship to GHG emissions and other factors such as particulate emissions and safety. Most recently, Governor Gavin Newsom has issued Executive Order N-19-19, which confirms the state's commitment to reducing GHG emissions originating from transportation.⁵ This has placed increased scrutiny on proposed new infrastructure projects that have a potential to increase VMT, and therefore GHG emissions. New highway construction particularly exhibits this emerging conflict: while growth continues to result in highway congestion and creates pressure to increase capacity, highway expansion both enables a greater number of autos to emit GHG and has high capital costs that may be increased when factoring in new VMT mitigation requirements.

The Bay Area Express Lanes Network is an emerging infrastructure project that sits at the intersection of these topics. This extensive regional network of managed lanes is intended to be a solution that makes better use of the region's existing High-Occupancy Vehicle (HOV) lane capacity while also filling in critical gaps to provide a reliable, seamless guideway for high occupancy modes like carpools and transit. This is a key strategy to meet the region's mobility needs while minimizing growth in traffic congestion and emissions.

While the goals of the Express Lanes Network projects work toward a unified outcome of encouraging these modes, the wide variety of potential improvements stand to have variable impacts on VMT and GHG. This requires planners to assess how different types of projects may be built while continuing to minimize emissions. In the past, some express lanes have been planned to be built by converting existing HOV lanes, while other critical gaps in the network were planned to be closed by building new capacity. Regional goals, such as those in Plan Bay Area 2050 described in Section 2.3 below, and state policy, as reflected in statute and regulations targeted at reducing GHG emissions, require that we look more closely at strategies that add capacity going forward.

This paper explores likely impacts and mitigation strategies for GHG emissions and VMT as the region continues to build out the Bay Area Express Lanes Network, focusing on implications of converting existing lanes compared to constructing new lanes. This paper articulates general considerations and implications. It does not replace specific, detailed project level analysis of travel, traffic and emissions necessary to assess the impacts and mitigations of a given project.

2.2 A Note on the COVID-19 Pandemic

This paper recognizes the continuing impact that the COVID-19 pandemic has at the societal level in the United States. From a transportation perspective, the long-term effects of the pandemic on travel behavior are speculative at this point, but may result in long-lasting impacts on travel patterns,

⁵ <https://www.gov.ca.gov/wp-content/uploads/2019/09/9.20.19-Climate-EO-N-19-19.pdf>

particularly as they relate to the willingness to use high-occupancy modes, as well as commuting and work travel. With that in mind, the Bay Area Express Lanes Network is also a long-term project that is being undertaken over the next thirty years, during which time travel patterns may be restored to a pre-COVID state, or be subject to many other systemic changes. Operating within this uncertainty, it is still imperative that we continue to plan to meet GHG reduction targets and prepare for related changes to planning systems, like those introduced by SB-743. This paper presents strategies and recommendations that will likely maintain relevance in a post-COVID-19 world, but recognizes that the extraordinary conditions of the pandemic may affect recommendations as we learn more about its long-term effects.

2.3 Plan Bay Area 2050

Traffic congestion is reaching a crisis point in California, threatening the region's economic and environmental viability. However, instead of expanding highways to increase the supply of transportation infrastructure, state, regional and county transportation entities in the San Francisco Bay Area are focusing more on managing the demand to use highways. Strategies are increasingly focused on improving speed and reliability for carpools and transit so they are attractive options compared to driving alone. Getting more people into individual vehicles by encouraging them to shift to carpool and transit means that each traveler has a smaller impact both on overall congestion and VMT/GHG emissions, while removing the need for costly highway expansion.

The goals of Plan Bay Area 2050,⁶ the Bay Area's Regional Transportation Plan and Sustainable Communities Strategy expected to be adopted in 2021, are emblematic of this paradigm shift from building capacity to managing it, including:

- Transportation:
 - Maintain and optimize existing infrastructure
 - Create healthy and safe streets
 - Enhance regional and local transit

While not directly addressing transportation, several other aspects of the Plan⁷ can also be seen to affect road use and transportation systems through changes in land use and other policy considerations:

- Economic Strategies:
 - Improve economic mobility
 - Shift the location of jobs
- Housing Strategies:
 - Spur housing production and create inclusive communities
 - Protect, preserve, and produce more affordable housing
- Environmental Strategies:
 - Reduce risks from hazards
 - Reduce our impact on the environment
- Equity Strategies: Weave affordable, connected, diverse, healthy, and vibrant community goals into all strategies in the Plan Bay Area Blueprint.

Plan Bay Area 2050 also includes an ambitious GHG reduction mandate: 19% per capita reduction in GHG for light-duty vehicles by 2035, compared to 2005 levels. This is closely related to the SB-743 requirement to measure project impacts in VMT, which serves as a proxy to GHG increases resulting

⁶ https://www.planbayarea.org/sites/default/files/pdfs_referenced/PBA2050_Draft_BPStrategies_071320_0.pdf

⁷ https://www.planbayarea.org/sites/default/files/pdfs_referenced/PBA2050_Draft_BPStrategies_071320_0.pdf

from increases in auto trips. Since VMT is defined as the number of miles traveled per vehicle, reducing the number and length of trips and increasing the number of people per vehicle are central to demand management strategies.

2.4 Bay Area Express Lanes

The Bay Area Express Lanes are a local network of managed lanes currently being implemented across the Bay Area through close coordination among regional agencies. Although many agencies are involved in the implementation of the express lanes, there are currently four agencies⁸ with the authority to implement and operate express lanes. Express Lanes build on the concept of High Occupancy Vehicle Lanes, which are further described in Appendix Sections 7.1 and 7.2. As of Fall 2020, there are approximately 125 lane-miles of operating express lanes in an overall planned regional network of 737 lane-miles.

Bay Area Express Lanes generally operate according to the following principles:

- Lanes are largely open access, meaning drivers can enter and exit at will;
- Variable tolls change with demand to maintain reliable travel times in the express lanes;
- Tolls are paid electronically using FasTrak®. Solo motorists pay tolls with a FasTrak® or FasTrak Flex® toll tag set to 1 person. Carpools, vanpools, buses, and motorcycles use a FasTrak Flex® toll tag set to 2 or 3+ people to pay no toll or half-price toll, depending on the tolling rules; and
- Clean Air Vehicles (CAVs) use a FasTrak® CAV toll tag to pay no toll or half-price toll.⁹

The goals of the Express Lane Network include quickly and cost-effectively delivering the network to manage congestion, increase person throughput by incentivizing use of higher-occupancy vehicles, increase connectivity, improve equity, and reduce GHG emissions and VMT. The effectiveness in reducing GHG emissions and VMT impacts is dependent upon the type of project that is being pursued as well as the accompanying operational and mitigation strategies deployed.

2.5 Express Lane Project Types

When planning an express lane, there are a number of operational, financial and political considerations that influence the design of the project. The following sections examine four types of projects that fall under two categories:

- Lane Conversion:
 - HOV Lane: building infrastructure improvements to convert existing HOV lanes to express lanes (Section 3.1, below)
 - General Purpose Lane: building infrastructure improvements to convert a general purpose lane directly into an express lane (Section 3.2, below)
- New Construction:
 - Single Lane: building additional lane capacity by adding a new express lane or opening a shoulder lane to some level of vehicle use (Section 4, below)
 - Dual Lane: expanding an existing single-lane HOV facility to a dual express lane facility by (1) converting an existing HOV lane and building an additional new lane or (2) converting an existing HOV lane and converting an existing general purpose lane (Section 4.2, below)

⁸ Bay Area Infrastructure Financing Authority, Alameda County Transportation Commission, Valley Transportation Authority, and San Mateo County Express Lanes Joint Powers Authority

⁹ https://mtc.ca.gov/sites/default/files/BAIFA_EL_Program_Report_2020_Q1_0.pdf

A map of the Bay Area Express Lanes Network is shown in Figure 1. The map depicts project types throughout the network as they are currently operating or planned. New construction and proposed general purpose lane conversions are grouped to reflect the fact that the feasibility of both projects types is undetermined in some cases due to the current transitional state of environmental impact analysis and/or legal statutes. Table 1 lists the number of lane-miles for each project type in the network.

Figure 1: Bay Area Express Lanes Network Project Types

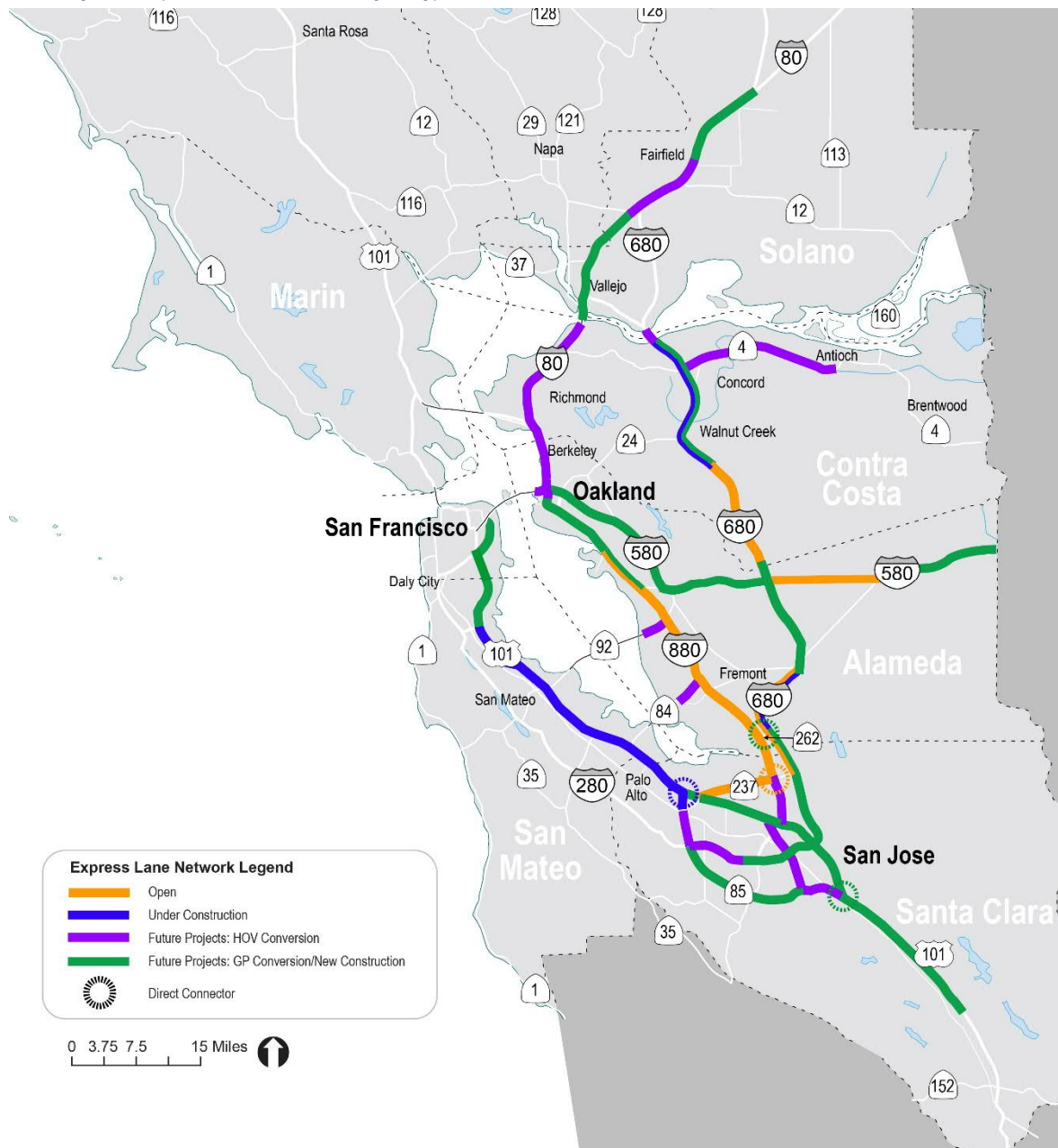


Table 1: Express Lane Network Total Lane-Miles by Project Type

Project Type	Lane-miles		Total
	Open/Under Construction	Upcoming Projects	
HOV Conversion	168	150	318
General Purpose Lane Conversion/ New Construction	40	379	419
Total	208	529	737

3 Lane Conversion

When considering GHG emissions, conversion offers the benefit of applying the demand management capabilities of express lanes to existing highway capacity and therefore not likely increasing VMT in the long term, particularly in comparison to projects which add capacity. HOV-to-express lane conversion projects have the advantage of being able to build off an already established carpool and transit base. This can provide benefits to vehicle- and person-throughput in a less expensive and faster manner compared to new lane construction, assuming the lane is priced to avoid overuse by SOVs, and HOV usage is maintained at a similar level to that prior to conversion. Conversions of general purpose lanes to express lanes, however, raise political, operational, and public perception challenges that need to be addressed to ensure that these projects are viable and that they maintain or decrease congestion to a point where they avoid counterproductive increases to GHG emissions. These two lane conversion types are explored further below.

3.1 HOV-to-Express Lane Conversion

HOV conversion projects are commonly regarded as being the most “friendly” of the implementation options when it comes to VMT/GHG impacts. They use existing freeway capacity to continue to provide benefits to carpools and transit while managing additional, unused capacity with pricing. HOV conversion projects do not add new freeway lane capacity, which can result in inducing additional VMT and GHG in the long term. However, HOV conversion projects do allow use of capacity that may have otherwise not been fully utilized (e.g., when an HOV lane is underutilized), and they can restrict capacity that would have otherwise been utilized by general purpose traffic (e.g., extending operating hours to include mid-day periods). Applying appropriate operational strategies can help ensure that HOV conversion projects are unlikely to increase congestion, which may contribute to GHG emissions in the short term.

In addition to likely providing good GHG outcomes, converting an existing HOV lane to an express lane is often the fastest and least expensive approach. Converting an HOV lane to an express lane represents very little change in terms of the current functioning of the lane. HOVs, clean air vehicles, and motorcycle customers are still permitted to use the facility for free or for a reduced toll. Since demand-variable tolls help ensure that only a limited number of toll-paying vehicles can use the lane, the reliability and travel time benefits of using the lane are maintained, or even improved as automatic charging and enforcement deter cheaters that may degrade the functioning of the lane. At the same time, opening the HOV facility to more users provides some immediate congestion relief for corridors that may experience reductions in travel speed during peak hours. A literature review conducted by

Caltrans in 2013 summarizes observed improvements for express lane conversion projects around the country.¹⁰

Financially, HOV conversion comes at a fraction of the per-mile cost of total new lane project cost. While some variation can be expected in a heterogeneous geography like the Bay Area, when averaging per-mile lane costs for planned express lane projects in the Bay Area, HOV conversion projects were found to be 20-40% the per-lane-mile cost of new construction.¹¹ Compared to new lane construction, conversion also offers reduced project timelines. New construction projects require additional project development time for environmental clearance and design and have a longer construction timeframe associated with the physical widening of the freeway.

3.2 General Purpose-to-Express Lane Conversions

Significant general purpose lane conversion projects have not been attempted in the United States.¹² Although theoretically similar to HOV conversion when considering construction scope, cost, and timeline, general purpose lane conversions pose additional challenges regarding practical and political viability and most likely require changes to state and federal statute. The effects on GHG/VMT associated with converting a general purpose lane are speculative at this point for several reasons. It is unlikely that a corridor heavily trafficked by low-occupancy vehicles will shift to other modes immediately in the aftermath of such a change. Therefore, if a general purpose lane conversion is not paired with aggressive, preemptive strategies to increase vehicle occupancy, the results could stall mode shift, leading to increased congestion, GHG emissions, and general backlash in the near-term. However, if successfully paired with robust strategies to promote, incentivize and subsidize high-occupancy modes, conversion of a general purpose lane could result in increased person throughput without contributing to an increase in GHG emissions associated with congestion.

3.2.1 Practical Challenges

The dominant challenge associated with general purpose lane conversions is with reducing vehicle capacity within a corridor, typically considered in a project's environmental impact analysis. The commonly cited capacity for a general purpose lane is 2200 vehicles per hour, whereas the capacity of a managed lane is typically considered to be no more than 1650 vehicles per hour to meet state and federal performance criteria for travel speed. Conversion of a general purpose lane to an express lane would therefore theoretically reduce the vehicle carrying capacity of a corridor. As a result, general purpose conversion projects must be supplemented with robust investments that promote greater adoption of high-occupancy modes to reduce the overall vehicle demand. Otherwise, general purpose conversion projects risk contributing to degraded operating conditions in a corridor, resulting in increased congestion and GHG emissions.

Although the prospect of reducing vehicle demand in a corridor may seem daunting, there is evidence to demonstrate that it only takes a small reduction in vehicle volume to have a big impact. In the Bay Area, MTC has noted a phenomenon where holidays that result in a 3-5% reduction in traffic demand annually

¹⁰ <https://dot.ca.gov/-/media/dot-media/programs/research-innovation-system-information/documents/preliminary-investigations/hov-and-hot-lanes-pi-03-25-13-a11y.pdf>

¹¹ Based on cost estimates for future projects provided by industry professionals at Bay Area Express Lanes Network partner agencies.

¹² Minnesota DOT has converted a small segment of I-35 East from a general purpose lane to an express lane, described in further detail in Section 3.2.4 Legal Context below.

yield a 50-70% reduction in delay.^{13, 14} This demonstrates that a small mode shift to high-occupancy modes in congested corridors during peak weekday hours may result in meaningful reductions in delay.

3.2.2 Congestion Mitigation Strategies

The following sections describe strategies that can be paired with general purpose conversions to promote reductions in vehicle demand and increased person throughput. They are presented in this section to emphasize the fact that general purpose lane conversions would not be viable without robust strategies to reduce vehicle demand. This does not mean that these strategies are exclusive to general purpose lane conversions and should not be considered as strategies to complement all types of express lane projects. These strategies could be applied to any project to aid in reducing GHG/VMT.

3.2.2.1 Transit Improvements

The implementation of express lanes provides opportunities to improve regional transit services, allowing road-based transit services to traverse the region with increased travel time savings and reliability benefits. This paper does not address the challenges associated with making transit a cost-effective strategy, and it is important to note that transit's viability as a strategy varies among corridors, depending, to a large extent, on existing land use patterns. Project-level analysis is needed to determine whether transit is viable and to assess how transit could offset any loss of capacity.

If transit is shown to be viable, building up transit ridership will likely not happen instantaneously and will require convincing those who rarely or never use transit to shift a portion of their ride to transit modes. The main challenges to increasing transit usage in California are attributed to:

- Declining transit service levels and inaccessibility of existing routes;
- Increased private vehicle ownership/access;
- Low cost of auto travel; and
- Ease of driving.¹⁵

Encouraging commuters to shift to transit will require providing transit service that is much more attractive than driving. Although the topic of integrating express bus with express lanes is discussed in a separate white paper, a few key points related to transit service and infrastructure improvements are summarized below:

- Improve frequency, travel time, and reliability by providing direct, connected routes with ease of access by buses. In some cases, this may require dedicated bus-only right-of-way, bus-only shoulder options, and optimized placement and frequency of stations/stops.
- Invest in comfortable, accessible, multi-modal stations which provide real-time information to waiting transit users.
- Emphasize park-and-ride and walkable access to attract a variety of transit users, from commuters to all-purpose riders.
- Use net toll revenue to reinvest in transit by subsidizing transit service, funding incentive programs, increasing frequency, adding days of service, making station improvements, or adding infrastructure that supports multi-modal connectivity.

¹³ https://www.ibtta.org/sites/default/files/documents/2014/14SanDiego/Fremier_Andy_CA%20Dreaming.pdf

¹⁴ https://mtc.ca.gov/sites/default/files/Heminger_AMPO_Annual_Meeting_Sept_2018MTCG2_FINAL.pdf

¹⁵ https://www.scag.ca.gov/Documents/ITS_SCAG_Transit_Ridership.pdf

One example of how transit service can be paired with express lanes comes from Los Angeles. LA Metro uses \$7 million in express lane toll revenue annually (approximately 11% of FY19 toll revenues¹⁶) to help fund the Metro Silver Line and other transit lines operating on the express lanes, and provide supporting programs like toll incentives for regular transit users. This has supported an increase in Silver Line ridership of 50% from 2012 to 2016.¹⁷ While it is difficult to ascertain the percentage of these customers that have shifted from an auto commute, it is reasonable to assume that some proportion of them have, contributing to reductions in congestion.

3.2.2.2 Employer Programs

Highway corridors are consistently the most congested during peak morning and evening commute hours, making commuters the target demographic when considering VMT/GHG and congestion reduction strategies. While programmatic strategies reviewed so far have focused on and around the actual express lane facility, there are also several strategies to be pursued within the broader travelshed of a corridor which can focus on encouraging commuters to make travel decisions that will help reduce congestion. These can include working with employers to promote the following strategies:

- Employee parking pricing: eliminating free employee parking provided by companies;
- Enforce parking cash out: California law requires giving employees a cash equivalent to parking value for using other modes;
- Transit and vanpool benefits: free or discounted fares provided to employees;
- Employer shuttles: high-occupancy modes provided directly by employers which can benefit from express lane policies;
- Company travel reimbursement policies: companies reimbursing employees for miles of transit travel at the same rate for auto travel;¹⁸
- Expand commute options: working with employers to provide or subsidize carpool, vanpool, or shuttle commute options. For example, MTC's SHIFT program provides grants to employers to help set up, subscribe, and manage commute-benefit incentives and other congestion-relief tools through platform vendors Luum, RideAmigos, or RideShark;¹⁹
- Flex hours: allowing employees to commute outside of typical peak hours to help spread traffic demand across the day. While this may not reduce overall VMT, it may reduce excess GHG emissions due to congestion; and
- Telecommute: encouraging and providing support to employers and employees to telework.

Working with employers within the travelshed of an express lane project would represent a shift in how express lane projects have typically been delivered in the Bay Area. The 101 Mobility Action Plan is a local example of how an express lane can be integrated into a larger corridor strategy that involves working with employers. Such strategies could be effective in encouraging commuters to carpool or use transit modes in their work trips. Business-centered programs would require significant collaboration between private and public partners, and would likely require terms which maintained long-term employer commitments to commute programs. Encouragement of this kind may be further motivated by strategies listed in Section 4.4 VMT Mitigation, below.

¹⁶ http://media.metro.net/about_us/finance/images/fy20_adopted_budget.pdf

¹⁷ http://media.metro.net/projects_studies/expresslanes_105/fact_sheet_exl_2019-05.pdf

¹⁸ Shoup, Donald C. Parking cash out. American Planning Association, 2005.

¹⁹ <https://mtc.ca.gov/whats-happening/news/new-partnership-program-helps-big-employers-shift-workers-commute-choices>

3.2.2.3 Other Transportation Demand Management (TDM) programs:

While express lanes create an incentive for carpooling, both in terms of reduced cost or free usage and time savings and reliability, there are obstacles that prevent people from engaging in high-occupancy modes. The main barriers to carpooling include:

- Lack of an HOV lane/facility, particularly over high proportions of the trip;²⁰
- Flexibility of driving alone/difficulties finding or managing carpool partners; and
- Safety/security.²¹

In addition to continuing to close infrastructure gaps in the Express Lanes Network, strategies that make it easier to access carpooling services and transit modes and incentive high-occupancy modes could go a long way towards achieving goals. These could include the following strategies:

- Carpool programs are intended to make it easier for commuters with similar origins and destinations to form carpool groups. MTC offers a ride-matching service in MERGE, which encourages commuters to ride together for free by matching those with similar origins and destinations, splitting ride costs, and earning rewards.²² Carpool apps like Scoop and Waze Carpool provide dynamic carpool matching, and MTC has partnerships with these app providers to market their services. Partnerships with Express Lane operators, including incentives as described below, could lower the cost of app-based matching and increase the benefits of using such a service to users. Carpool programs can be supported by guaranteed ride home programs like those that currently exist in the Bay Area, which serve to increase confidence in carpooling and transit modes.
- Incentive programs can encourage HOV behavior. For example, from February to August 2019, MTC provided “Five Rides Free” to any new Scoop or Waze carpoolers. Over 11,000 new carpoolers received incentives and completed over 180,000 carpool trips.²³ LA Metro ExpressLanes automatically enter carpoolers into a Carpool Loyalty Program, which also enters FasTrak® holders into a monthly drawing for a chance to use toll credits.²⁴ MTC’s MERGE program also facilitates carpool rewards. Carpoolers earn points for e-gift cards for their carpool trips. Providing connectivity between toll system data and carpool trips could enable more seamless rewards delivery. Similarly, providing connectivity between FasTrak® and transit card services like Clipper could enable discounted transit fare programs. These types of programs would be enhanced by subsidies on using services provided through toll revenue.
- Vanpool programs place groups of commuters together in 7 to 15 passenger vanpools. The Bay Area had nearly 1,000 vanpools pre-COVID; most rented by employers for their employees. Of the other vanpools, MTC supports about 120 owner-occupied vans with empty seats subsidies and outreach to find riders. MTC also subsidizes nearly 200 vanpool groups who rent their vanpools from Commute with Enterprise. By subsidizing vanpool costs, riders pay less and the demand for vanpooling grows.

²⁰ Giuliano, Genevieve, Douglas W. Levine, and Roger F. Teal. “Impact of high occupancy vehicle lanes on carpooling behavior.” *Transportation* 17.2 (1990): 159-177.

²¹ Olsson, Lars E., Raphaela Maier, and Margareta Friman. “Why do they ride with others? Meta-analysis of factors influencing travelers to carpool.” *Sustainability* 11.8 (2019): 2414.

²² <https://merge.511.org/#/>

²³ <https://mtc.ca.gov/whats-happening/news/five-free-rides-incentive-program-launches-february-1-2019>

²⁴ <https://www.metroexpresslanes.net/offers-discounts/carpool-loyalty/>

3.2.3 Historical Challenges

The practical challenges presented by general purpose lane conversion are compounded by the fact that there are no precedents in the United States for converting a general purpose lane directly to an express lane. The most similar comparison would be conversion of general purpose lanes to HOV lanes, but even this is not commonly done in California. Since a failed 1976 HOV conversion pilot program in Santa Monica, every new HOV lane implemented in California has been accomplished via new construction rather than conversion.

The Santa Monica pilot, intended to help reduce air pollution in compliance with the Clean Air Act, converted a general purpose lane to an HOV lane during peak hours. Its initial rollout was unsuccessful. High levels of congestion (<5 mph speeds) resulted from poorly calibrated ramp meters. While speeds later improved, public perception had turned against the concept of HOV conversion. This resulted in protest actions like scattering nails on the facility, creating a negative feedback loop that further discouraged use. After the five-month program, expected levels of mode shift to carpool and transit never materialized, and the concept was abandoned.²⁵ While some aspects of the program's failure could be attributed to specific conditions of the highway and its users, it had lasting ripple effects on public perception and political sensibility in California regarding lane conversions.

This real historical event is also compounded by conventional perceptions that suggest removing a general purpose lane in a corridor that is already congested will lead to higher costs in terms of travel time and spread peak travel times or diffuse demand onto alternate routes and surrounding areas. However, it is likely that these are the exact areas that would benefit the most from an increased incentive to engage in carpooling and transit behaviors. It is also important to note that converting a general purpose lane to an express lane would be less impactful to existing traffic flow than conversion to an HOV lane, since express lanes are inherently less restrictive, allowing single drivers to continue use, if desired.

3.2.4 Legal Context

The practical and historical challenges of general purpose lane conversion provide context for the current state of legislation around lane conversion, which varies at the federal and state levels. Generally, this leads to lack of clarity on what is permissible, and an increased level of risk in pursuing general purpose lane conversion projects without more explicit authority. The lack of clear mandate at the state or federal level to even pursue a pilot project in the Bay Area limits the ability to pursue bold, creative solutions to meet GHG reduction targets.

Federal law governs the conversion of general purpose lanes to HOV lanes, allowing conversion when it would increase the efficiency of any Federal-aid Highway (23 CFR§ 810.108(b)). Federal law (23 USC §166 (b)(4)), also allows for express lanes by permitting low-occupancy vehicles to pay to access an HOV lane if the facility:

1. Establishes a program that allows motorists to enroll to participate in the toll program
2. Develops, manages, and maintains a system that will automatically collect the toll
3. Establishes a policy and procedure to
 - a. Manage demand to use the facility by varying the toll amount
 - b. Enforce violations of use
 - c. Ensure that private and public buses are provided access under the same conditions
4. Establishes and manages a performance monitoring, evaluation and reporting program

²⁵ <http://onlinepubs.trb.org/Onlinepubs/trr/1978/663/663-002.pdf>

There are provisions in federal and state law that explicitly prohibit the conversion of a non-tolled lane to a tolled lane, except as a pilot project. For example, 23 USC §129 (a)(1)(B) allows federal participation in the construction of a tolled lane so long as the number of toll-free lanes is not reduced. California law also does not explicitly permit the conversion of a non-tolled lane to a tolled lane, except when converting an HOV facility to an express lane ((Streets & Highway Code §143(q), §149.7(m); Government Code §64112(b)).

An important exception at the Federal level is the Value Pricing Pilot Program (VPPP), which was created under the Intermodal Surface Transportation Efficiency Act §1012(b). VPPP expressly waives the Federal restrictions described above to create a pilot program, with the approval of the Secretary of Transportation. While funding has not been available under this program since 2012, the program can still provide tolling authority to State, regional or local governments to implement congestion pricing applications and report on their effects.²⁶ At the state level, approval would also be needed by Caltrans.

Outside of a pilot program, there is some ambiguity as to how federal and state laws would apply to the direct conversion from general purpose lane to express lane. Conversion from general purpose lane to express lane is not expressly permitted because an express lane is tolled, but Federal and state law would seem to allow conversion from general purpose to express lane as a two-step process: general purpose lane to HOV to express lane. This process was undertaken in Minnesota for a small segment of I-35 East, which converted in a condensed two-step process without ever functioning only as an HOV lane. However, the 1-mile long segment had a special circumstance as a bifurcated interchange that was co-designated with I-694, and connected new capacity that was constructed on either side.²⁷

It is unclear whether the legal strategy that justified this conversion would be applicable to a larger scale project with greater exposure to opposition. Furthermore, unless the steps could be executed simultaneously, a two-step process that first converts a general purpose lane to an HOV lane would likely create a negative impact by creating congestion in that first step. If a longer corridor would need to create a longer intermediate step in the conversion process, this would add to cost and timeline, severely reducing the viability of this strategy.

Therefore, even before implementation, general purpose lane conversion is challenging on two fronts: cultural attitudes toward removing a free general purpose lane and the lack of clear authority to convert a general purpose lane in state and federal law. Cultural attitudes potentially could be shifted somewhat through communication strategies that seek to inform public perceptions of traffic management. Such public outreach would emphasize the fact that encouraging carpool and transit behavior, particularly in areas with high congestion, will ultimately provide congestion reduction benefits, even if congestion does not improve in the short term. However, the ambiguity of federal law raises questions that are serious enough to stymie political will to pursue such projects, and would benefit from additional legal interpretation and/or change.

One such change may be forthcoming at the federal level. The proposed INVEST (Investing in a New Vision for the Environment and Surface Transportation) in America Act would replace the current Fixing America's Surface Transportation (FAST) Act. The draft version of the INVEST Act explicitly allows the authorization of conversion from non-tolled lanes to express lanes (§1110(E)) if the conversion is

²⁶ https://ops.fhwa.dot.gov/congestionpricing/value_pricing/index.htm

²⁷ <https://www.dot.state.mn.us/mnpass/mnpassexpresslanes.html>

accompanied by investments in non-tolled alternatives in the corridor and the establishment of a performance, monitoring, evaluation, and degradation reporting program.²⁸ It is worth noting that the bill would sunset the VPPP and impose some additional requirements beyond those in the VPPP in exchange for the benefit of explicit legality.

At the state level, such a law would help justify a pilot program or legislative change to state legislators, who could explicitly permit pilot programs in Bay Area corridors. Initial state legislation could permit MTC or a county express lanes partner to pursue pilots on limited corridors (ideally not named in statute). Such a pilot would still require operational analysis to determine if the proposed pilot is viable.

3.2.5 Equity Considerations

MTC's working definition of equity is just and fair inclusion into a Bay Area where everyone can participate, prosper, and reach their full potential. MTC pursues its equity agenda with a racial justice focus by investing resources for historically underserved groups including low-income and communities of color at a scale to meaningfully reverse the disparities in access that diminish our region. If a highway project benefits higher-income car owners, and exposes lower income communities to increased auto exhaust, it is inequitable on two counts. The importance of considering equity is codified in Plan Bay Area 2050, in which express lane partners have been tasked with aligning Express Lane Network goals with five guiding principles, emphasizing affordability, connectedness, diversity, health and community vibrancy.²⁹

Therefore, in addition to practical, historical and legal challenges, the equity impacts associated with general purpose lane conversions will also need to be considered. A conversion that results in increased general purpose lane congestion could raise significant equity concerns since this would more consistently impact highway users with less ability to pay to access the express lane, unless mitigated. Similarly, mode shift strategies that accompany potential general lane conversions must be ensured to be accessible to communities of concern, particularly those community members who depend on auto travel in the corridor.

4 New Construction

New lane construction in the Bay Area Express Lanes network is proposed in many cases to close or reduce gaps that currently exist in the HOV lane network or to improve the capacity of an existing HOV facility by adding a second lane. In some cases, these new lanes are being sought to bring relief to corridors that suffer from recurrent congestion that spills onto local arterial networks during peak periods. Although these strategies can bring operational benefits by serving demand that already exists in a corridor, they have also been shown to contribute to increases in VMT/GHG by creating new demand for the corridor. New lane construction may relieve general purpose congestion temporarily and provide short-term relief, possibly even reducing GHG in the short-term by allowing cars to run at more efficient speeds. However, numerous studies have shown that short-term beneficial effects can be overtaken and reversed as general purpose lane capacity is filled up by induced demand.³⁰

²⁸ <https://www.congress.gov/116/bills/hr2/BILLS-116hr2eh.pdf>

²⁹ <https://mtc.ca.gov/our-work/plans-projects/horizon>

³⁰ Johnston, Robert A., and Raju Ceerla. "The effects of new high-occupancy vehicle lanes on travel and emissions." Transportation Research Part A: Policy and Practice 30.1 (1996): 35-50.

4.1 Induced Demand and Latent Demand

Induced demand is the concept that expanding road capacity generates new traffic. The extra capacity introduced can serve to encourage more people to drive, either in the form of encouraging existing users to make more frequent or longer trips, by drawing new users to the facility, or by drawing people away from carpool and transit modes. This has the effect of reversing any short-term congestion relief impacts over time as new trips and longer trips can return the corridor to a congested state. Another type of demand that can result in increased VMT when new capacity is added is latent demand, which is demand that exists to use a facility but is suppressed by the inability of the facility to handle it. Latent demand may manifest in the form of mode shifts or changes in trip route after new capacity is added, further contributing to increased usage of new capacity. Beyond this initial period, longer-term impacts include shifts in land use and increases in car ownership that can also cause increased demand.³¹

For new construction of general purpose lanes, the elasticity of increase in highway lane-miles to increase in VMT has been cited to be around 1.0, meaning that every one percent increase in capacity results in one percent increase to VMT. Increases in VMT associated with increases in capacity are likely to come from several sources. These include changes in driving behavior (e.g., making more frequent trips), population growth that could be spurred by improvements in roadway capacity, and diversions from other roads.³² It is worth caveating that new managed lane capacity, such as a new express lane, would likely result in less induced demand than the construction of a new general purpose lane. This is because express lanes incorporate occupancy restrictions and pricing to manage demand to a lower threshold than a general purpose lane. Even so, adding new express lane capacity can serve to free up capacity in the general purpose lanes, which could serve to trigger additional demand over time, depending on regional behavioral and growth trends.

Under Revised CEQA Guidelines §15064.3(a) in response to SB-743, VMT impacts only refer to the amount and distance of automobile travel, removing the need to account for commercial VMT. However, commercial vehicles still contribute significantly to congestion, reducing travel speed along the corridor and reducing the ability of autos to run efficiently. Even so, due to the economic benefit of freight movement, commercial vehicle GHG impacts are likely to focus on technological solutions rather than mode shift.

4.2 Dual Lanes

Dual lane projects involve converting existing single-lane HOV facilities and adding a second lane to the facility to increase capacity and improve safety and operations. Similar to HOV conversion projects, these projects build on an existing HOV and transit user base, but because they also add capacity, the concept of induced demand may still factor into these projects. In concept, dual lane projects may also convert an existing HOV lane and convert a general purpose lane. This would reduce the expense of new construction and reduce the GHG/VMT impacts of widening, but under this strategy the practical challenges and legal context issues described previously for general purpose lane conversions would also need to be considered. While either conceptualization would add some capacity, these projects warrant special consideration because they also serve to further enhance the performance of express lane systems.

³¹ Cervero, Robert. "Induced travel demand: Research design, empirical evidence, and normative policies." *Journal of Planning Literature* 17.1 (2002): 3-20.

³² Duranton, Gilles, and Matthew A. Turner. "The fundamental law of road congestion: Evidence from US cities." *American Economic Review* 101.6 (2011): 2616-52.

Throughput on single-lane HOV facilities in California is often the product of frictional effects of slow-moving vehicles in the adjacent general purpose lanes, as well as slow moving vehicles in the HOV lanes themselves. These effects can reverse some of the congestion-reducing benefits of HOV lanes by preventing vehicles from traveling at optimal speeds, and introduce some safety concerns due to the speed differentials between open access lanes. Dual lane facilities provide an additional lane that provides more separation from slow-moving general purpose lane traffic, decreasing frictional effects. The additional lane also allows vehicles to pass slow moving vehicles in the express lane or merge into and out of the express lanes without disrupting traffic in the express lanes. This is also particularly beneficial to express lane usage by regional transit like express buses, since maintaining speed and consistency are highly important to making transit an attractive option and encouraging mode shift.

Caltrans is conducting a literature review on dual lane operations in preparation for the Santa Clara County dual express lanes on US-101. This facility is planned to be mostly open access with some buffers when needed for operational reasons. The eastbound direction of I-580 Express Lanes in Alameda County also operates as a dual lane facility with near continuous access. An After Study of the I-580 Express Lanes completed in 2018 summarizes the results of an evaluation of the facility. The study showed:

- Increases of daily traffic volumes by 2-4% per year since opening;
- Reduced peak period travel times by 20-30%;
- Express lane travel time savings of 4 minutes compared to general purpose lanes; and
- Increased vehicle and person throughput.

This demonstrates the expected effects of providing operational benefits, while also inducing some demand to take up new capacity.³³

4.3 Additional Considerations

Economically, new construction projects are also generally more expensive to build and maintain, estimated to be between two-and-a-half to five times more expensive than conversion projects based on Bay Area cost estimates. New construction also requires more time to implement due to the additional studies required during the environmental process, as well as the lengthier design and construction timeframes. Significant environmental impacts will also require the added expense of mitigation.

There is some opposition to inclusion of express lane widening projects in Plan Bay Area 2050 to build out Bay Area Express Lanes because of their expense and potential to increase GHG/VMT. Additionally, with the requirements borne from SB-743 to analyze and mitigate VMT increases associated with transportation projects, new lane construction projects that have not already been environmentally cleared could face hurdles to implementation unless VMT impacts can be demonstrated to be mitigated.

4.4 VMT Mitigation

If highly congested corridors use an expansion strategy, expanding with a managed lane at least provides greater motivation for users to adopt carpool and transit modes when compared to adding a traditional general purpose lane. However, for any major infrastructure project, environmental impacts must be assessed and mitigated per CEQA. Until recently, predicted impacts of transportation projects

³³ https://www.alamedactc.org/wp-content/uploads/2018/11/580_Express_Lanes_After_Study_FINAL-1.pdf

were primarily measured by change in level of service, a metric which focuses on vehicle speed, density, or congestion. Projects that increase road capacity often have positive impacts on level of service and GHG reduction in the short term, but can undermine the goals of reducing VMT/GHG by inducing demand and adding even more congestion in the long term.

SB-743 effectively eliminated level of service as the primary measure of impact for transportation projects under CEQA, since the need to improve level of service encouraged capacity increases that were likely to return to a congested state over time. Instead, impacts are now determined primarily by estimated changes in VMT. An increase in VMT would mean that more vehicles are taking trips or that vehicles are taking longer trips, with both outcomes implying that total GHG emissions are also increasing. Reducing VMT requires either shorter or less frequent vehicle trips or a greater number of people per vehicle (i.e. carpooling or transit). Improvements in GHG associated with congestion relief will also factor into the environmental analysis; however, these improvements would need to be demonstrated to outweigh any longer term VMT impacts.

If a project is found to increase VMT during environmental impact analysis under SB-743, sponsors will be required to mitigate that increase by building projects or programs which will provide matching VMT reduction, for example those described in Section 3.2.2 Congestion Mitigation Strategies, above. The most straightforward way to fulfil a mitigation requirement is to directly implement the mitigation on the project site or its surrounding areas. However, this may not always be feasible depending upon the scale, location, and other specifics of a project. Instead, new ideas are emerging to create VMT-based markets, exchanges, and banks.

The revenue stream generated by express lanes potentially could be used to fund mitigations directly or through the emerging concepts of VMT mitigation exchanges or banks, subject to policy action by the agencies authorized to implement and operate express lanes. Such commitments would require confidence in financial forecasts of express lane revenue and expenses, a thorough understanding of the risks and liabilities of committing future revenues to fund mitigation commitments and the ability to do this effectively given the statutory requirements associated with use of express lane revenues.

4.4.1 Legal Context

The following laws and legal precedents form the basis of the requirements governing VMT mitigation.

- The California Environmental Quality Act (CEQA): CEQA (1970) arose from the national environmental movement in the 1960's, expanding upon the National Environmental Policy Act (NEPA, 1970). CEQA requires all major infrastructure projects to undergo environmental analysis and public disclosure to determine if a significant environmental impact will result from its implementation (Lead Agencies have discretion to determine thresholds of significance³⁴). If a significant impact is found, the government requires a developer to mitigate that impact.³⁵ According to CEQA, mitigations may be avoided in limited circumstances. Public Resources Code Section 21081 and CEQA Guidelines Section 15093A state that a Statement of Overriding Considerations may be approved under CEQA which exempts projects from mitigating impacts if (a) region-wide or state-wide benefits of a project outweigh unavoidable adverse environmental effects and (b) findings demonstrate that the required mitigation measures or alternatives are infeasible. This procedure has not been tested as it relates to new requirements under SB-743.

³⁴ https://ceqaportal.org/tp/Thresholds_of_Significance%2003-23-20161.pdf

³⁵ <https://www.opr.ca.gov/ceqa/>

- California Senate Bill 743 (SB-743): SB-743 (2013) required the Governor’s Office of Planning and Research (OPR) to develop an alternative mechanism to study the environmental impacts of traffic under CEQA. OPR subsequently revised CEQA guidelines to provide a framework for transportation impact analysis that focuses on reduction of VMT, instead of automobile delay. This effectively eliminated LOS and other delay measures as impact indicators, which previously led projects to be developed that emphasized highway capacity expansion and greenfield development.³⁶ Measuring VMT impact instead requires that total miles traveled per vehicle be assessed, and mitigations must also be implemented using VMT as their point of measurement.
- Nollan v. California Coastal Commission (1987): The Nollan case established that there must be a significant nexus between a legitimate government interest and the mitigation they demand of a developer. For example, if reducing GHG emissions serves the public good as a legitimate government interest, the exaction imposed on the developer must relate to the increased GHG emissions that are produced by the project, for example by requiring VMT to be reduced.³⁷
- Dolan v. City of Tigard (1994): The Dolan case took the nexus concept further by establishing that there must be a rough proportionality between the adverse impact and the mitigation. The government cannot exact a mitigation that has a significantly greater positive effect than the negative effect of the project impact.³⁸
- California Government Code Section 66000-66001 (Mitigation Fee Act): The Mitigation Fee Act (1987) and subsequent amendments codify the legal concepts determined in the Nollan and Dolan cases for projects in California, and describe in detail how government exactions may be collected in terms of a fee. Development projects may pay for all or a portion of the cost to implement public facilities necessary to support the projects. This requires:
 - A reasonable relationship between fee’s use and the type of project on which the fee is imposed;
 - A reasonable relationship between the need for public facility and the type of project on which the fee is imposed; and
 - A reasonable relationship between amount of fee and the cost of the public facility.³⁹
- California Native Plant Society v. County of El Dorado (2009): The results of this case found that payment of fee does not presumptively establish full mitigation of a discretionary project – a separate CEQA review of the program is necessary to satisfy a “duty to mitigate.”⁴⁰

The concept of additionality is also a key requirement for some forms of VMT mitigation. This legal concept requires that any mitigation exacted from a developer be distinctly additional to a baseline of existing GHG reduction projects. Therefore, any GHG reduction projects that have already been planned are not eligible for consideration as a VMT mitigation. Mitigations must be new.

4.4.2 On-Site Mitigations

Mitigation measures for infrastructure projects are traditionally applied on-site or in the immediate area of the project. For express lane projects, these types of mitigations can include many of those previously described as being useful strategies to pair with general purpose lane conversion, such as transit and carpool improvement programs. Pairing new lane projects with more aggressive demand management

³⁶ <https://www.fehrandpeers.com/wp-content/uploads/2020/01/ImplementingSB743Berkeley.pdf>

³⁷ <https://www.law.cornell.edu/supremecourt/text/483/825>

³⁸ <https://www.law.cornell.edu/supct/html/93-518.ZD.html>

³⁹ https://escholarship.org/content/qt4gj3n2n3/qt4gj3n2n3_noSplash_142dad3649e123b29a9af940e5f40811.pdf

⁴⁰ https://www.fehrandpeers.com/wp-content/uploads/2020/04/VMT-Fees_Exchanges_Banks-White-Paper_Apr2020.pdf

strategies could also serve to mitigate VMT impacts. For example, implementing an occupancy requirement that only permits qualified vanpools and buses to travel toll-free, paired with a pricing regime that effectively manages demand from toll-paying vehicles, could be more effective at mitigating VMT impacts than a HOV-2+ occupancy policy.

However, it may not always be possible for a project sponsor to demonstrate that the impacts of an on-site mitigation are enough to counter the projected VMT impacts of the project. For example, if a new transit service was proposed as a mitigation for an express lane project that involved new lane construction, it would have to be shown that enough drivers would switch to riding transit to outweigh the impacts of the induced demand caused by the new lane. This could be difficult if the transit service is localized or if the project is in an area not well-served by transit or where transit is not cost effective. An added complication arises if the transit service would best be implemented at a regional level, preventing a locally based mitigation from generating maximum effect.

4.4.3 Emerging Mitigation Concepts

Because on-site mitigations may not be feasible depending on the scale and location of a specific project, the concept of VMT mitigation banks and exchanges are being explored to facilitate maximally efficient overall regional VMT reduction. These strategies, explored in detail below, allow governmental bodies to remove the need for projects to have on-site mitigations by coordinating VMT impacts with possible mitigations over different geographies and timeframes.

At the outset, it is important to emphasize that these are new concepts that have predominantly been discussed in the housing and commercial development space thus far. They are discussed here as they may apply to public transportation infrastructure projects, but their application to this sphere may require further CEQA review. At a minimum, a program would need to establish, in coordination with legal precedents described above, the following:

- A formal nexus analysis, which ensures that required mitigations are sufficiently related to the impact and roughly proportional in scale;
- Quantification of need for VMT reduction projects to be funded by the mitigation program; and
- Calculation of mitigation fees expected to be generated by project development.

At the time of publishing, both the Southern California Association of Governments and the Contra Costa Transportation Authority have received Caltrans Sustainable Communities Technical Grants to study the development of such a VMT Mitigation Program.

4.4.3.1 VMT Mitigation Exchange

In a VMT Mitigation Exchange, as currently conceptualized for housing and commercial development, a developer agrees to implement a predetermined VMT-reducing project or proposes a new one,⁴¹ essentially exchanging a VMT increase for an equal VMT decrease. Unlike on-site mitigations, the mitigations in an exchange may be located outside of the immediate project vicinity, so long as mitigations are equal to impacts. There is also flexibility in whether a mitigation is a capital project, maintenance & operations project, or program.

A VMT exchange could prove an attractive option for express lane projects. Implementing agencies could opt to invest in additional strategies within the express lane corridor that serve to offset any VMT

⁴¹ https://www.fehrandpeers.com/wp-content/uploads/2020/04/VMT-Fees_Exchanges_Banks-White-Paper_Apr2020.pdf

impacts of the express lanes. These may additionally be synergistic with existing multi-county efforts that focus on cross-county corridor planning such as those being undertaken in conjunction with the Bay Area Partnership's Connected Mobility Subcommittee. Investments could be complementary to the express lanes, such as investments in transit, and could be wholly or partially subsidized using express lane revenues. Additionally, the concept is applicable to a variety of geographies from corridors to regions.

It is crucial in an exchange program to ensure that mitigations are equal to impacts, showing rough proportionality as in the *Dolan v. City of Tigard* case, described above. This requires:

- A facilitating entity (e.g., joint powers authority) that can review the VMT generated by a project, match that VMT generation with a reducing project that is both equivalent and available, and ensure through evidence that the results of this VMT reduction are valid;
- Possibly a third-party administrator; and
- Determination of timeframe of monitoring mitigation life. This is particularly important since the GHG/VMT effects of strategies like capacity expansion may occur over several years.

The concept proposed for the Contra Costa Transportation Authority's I-680 Innovate project resembles that of a VMT exchange. Although still in development, the concept proposes to offset the VMT effects of the express lane project, which involves adding additional capacity to fill a critical gap, with the VMT-reducing benefits that would be realized by implementing other projects in the corridor.

A potential model of a VMT exchange includes the San Francisco Transportation Demand Management Program, managed by San Francisco Planning. While not necessarily analogous to the concept of an exchange, the method by which impacts are valued and mitigations are traded has potential in an exchange system. Under this program, staff assigns points to new developments based on negative impacts, with each point roughly equivalent to a requirement for 1% reduction in VMT. These points are then traded for demand-management measures such as bicycle parking, car-share parking, or public transportation contributions.

4.4.3.2 VMT Mitigation Bank

A VMT Mitigation Bank is related to the exchange concept in that it allows developers to fund off-site mitigation projects. But instead of the developer directly implementing the mitigation project, a mitigation bank allows a developer to purchase credits that are then applied to VMT reduction projects by the entity in charge of the bank. Compared to exchanges, banks have a more flexible application to facilitate regional transfers but require more robust program administration to collect fees from developers and to fund mitigation projects.

A simplified VMT bank could take the form of traditional development impact fee programs that charge developers a fee in proportion to the extent of the impact, with the fee being used to fund demonstrated VMT mitigation projects. The City of Los Angeles Westside Mobility Plan Transportation Impact Fee Program was the first impact fee program based on VMT reduction. The program used VMT as a measure to exact fees from developers, generating funding for improvements to transit, active transportation, intelligent transportation systems, and auto-trip reduction programs. The program is noted for low administrative costs, limited to construction cost updates and complying with state reviews of funding distribution.⁴²

⁴² https://planning.lacity.org/odocument/f70a7b90-3613-49ce-a65c-2be4a98c6e8c/ordinance_168104_and_168105.pdf

Alternatively, VMT banks could be structured as market-based systems, similar to California's Cap-and-Trade Program. In this way, developers needing to mitigate could buy VMT credits through open trading markets and the funds can be used towards approved mitigation projects. Such a system could be established at a regional level; however, concerns associated with VMT credits being used to fund projects in other jurisdictions would need to be addressed (see Section 4.4.6 Equity Considerations, below). Establishing and operating a market-based VMT banking system would also require a great deal of effort to establish and operate, but once established, could prove beneficial. As compared to VMT mitigation exchanges, banks would require additional administrative resources associated with:

- Regulating prices for VMT fees/credits;
- Demonstrating a strong nexus and substantial evidence that projects receiving credits would achieve expected VMT reductions; and
- Distributing funds for, monitoring, verifying and prioritizing VMT reduction projects.

In the Express Lanes Network, banks could provide the same options as exchanges by generating funding for complementary VMT-reducing benefits like increased transit or carpool services and infrastructure. However, it provides the added benefit of allowing sponsors to help fund a current mitigation, like a regional express bus service, in exchange for future credits against express lane projects yet to be built.

There are no current examples of VMT banks in operation, however there are similar models for how such a system might function. For example, the California Department of Fish and Wildlife (CDFW)'s Conservation and Mitigation Banking Program uses a mitigation bank which allows developers who need to mitigate environmental impacts to purchase credits, either through established mitigation banks or in-lieu fee programs. Mitigation values are identified through the standard CEQA process, and developers or transportation agencies can then acquire credits to provide greater protection for wildlife and ecological process than onsite mitigation. CDFW also has a new advance mitigation mechanism at its use, the Regional Conservation Investment Strategy (RCIS), established by California Assembly Bill 2087 (AB-2087). An RCIS enables local agencies to purchase mitigation in advance of project-level CEQA mitigation requirements for a suite of planned projects. The RCIS allows Mitigation Credit Agreements (MCAs), which establish mitigation ratios for various habitats. Developers and transportation agencies can then purchase these credits to offset environmental impacts as later identified in the project-level CEQA document. RCISs/MCAs differ from the Mitigation Banking Program in that it allows agencies to establish its own advance mitigation credits for a specific set of projects that developers and transportation agencies may purchase to offset the impacts of future development projects. RCISs/MCAs guarantee that credits will be available for a planned project, and can greatly reduce the time, cost, and effort needed to mitigate a projects' environmental impacts. MTC is currently advancing the Regional Advance Mitigation Planning (RAMP) Program pilot phase by completing RCIS's in the East Bay and Santa Clara County.⁴³

4.4.4 Cost

It is important to note that in either the exchange or bank concept, the cost of mitigation is likely to be expensive and may even exceed the cost of the development causing the impact. Initial high-level estimates by MTC for initial planning purposes indicate that for each lane-mile of new capacity, the cost to offset GHG in 2019 dollars would likely be approximately:

- \$50 million if spent on bike improvements

⁴³ <https://www.fehrandpeers.com/wp-content/uploads/2020/01/ImplementingSB743Berkeley.pdf>

- \$80 million if spent on local bus frequency improvements
- \$120 million if spent on express bus frequency improvements

4.4.5 Governance

VMT mitigation exchanges and banks have high required levels of oversight, administration, subject matter expertise, and governmental coordination. In general, the level of oversight and need for nexus analysis increases as the application of funds becomes more flexible and impacts become more separated from mitigations. This raises several questions on how such a system would function:

- Who makes program decisions?
- How are decisions made?
- Who is accountable for decisions?
- How are projects/decision-makers held accountable?
- How is the equitability of impacts and mitigations ensured?
- Specific to express lanes, how/where can express lane revenue be used, and what is the backstop if toll revenue drops and the funds for mitigation are needed for basic express lane operations and maintenance?

These questions are complicated if different levels of government implement different mitigation programs or the same mitigation program with different rules. If a regional authority and a local authority both set up a mitigation bank, consistency of VMT valuation is likely to require coordination, as will the implementation of mitigating projects that result from developers purchasing VMT credits. One opportunity is to support the current RAMP Program framework that could be leveraged to establish a similar VMT Mitigation framework.

4.4.6 Equity Considerations

To expand on the equity concerns introduced in Section 3.2.5, above, we must also consider equity as it pertains to forthcoming strategies around new construction. By design, VMT mitigation exchanges and banks remove the mitigation from the impact. However, whenever these are separated, either in space or time, the possibility of benefiting or causing adverse impacts to one population over another is introduced. Therefore, while equity is not the primary focus of this paper, any VMT mitigation strategy described above should be evaluated for impacts to equity in the region and opportunities to improve it. To combat potential inequity in the distribution of resources, there are some steps that can be taken to regulate the distribution of funds:

- A certain percentage of total mitigation funds can be earmarked for communities of concern, and equity programs using these funds can be determined through meaningful community outreach and participation;
- Priority can be given to mitigations that benefit communities of concern;
- VMT mitigations with co-benefits to communities of concern, such as investment in transit services, can be focused on communities who need them; and
- Mitigation strategies which apply mitigations at the place or time of impact can be prioritized.

5 Other Considerations

5.1 Clean Air Vehicles

When it comes to reducing GHG emissions, promoting the use of clean air vehicles (CAV) may seem like an obvious choice. Feebates (financial rewards for purchasing efficient and alternative fuel vehicles) and policies that permit CAVs to use HOV/express lanes have been used to encourage drivers to switch to

hybrid and electric vehicles in California. Governor Gavin Newsom recently issued an executive order requiring all new passenger cars and trucks sold in California to be zero-emissions vehicles by 2035.⁴⁴ It is unclear at this point how this executive order will translate into laws, policies, and/or programs. However, CAV promotion may have mixed effects across the network when it comes to achieving VMT/GHG goals.

Under the current express lane operating strategy, CAVs with qualifying DMV-issued decals can utilize express lanes for a discounted rate. The CAV decal program will end in 2025, and unless extended, all decals will expire. Some lanes in the Bay Area began charging CAVs a 50% toll in Fall 2020, and remaining lanes will follow suit in 2021. Prior to offering a 50% discount, the volume of CAVs using express lanes was on the rise. As an example, it was observed that CAVs accounted for 30 to 40 percent of the total traffic on the 237 Express Lane prior to charging a 50% discount. Although providing this discounted access creates incentive for greater adoption of CAVs, which has an overall positive impact on GHG emissions, it can also decrease express lanes reliability for transit and carpools if too many CAVs utilize the lanes, decreasing the attractiveness of these modes.

6 Recommendations

6.1 Participate with partners to promote regional mitigation solutions

As an outcome of SB-743, VMT/GHG impacts are becoming very important for the implementation of the Express Lanes Network. A coordinated VMT/GHG mitigation strategy across the Bay Area Express Lanes Network will likely be a great undertaking, requiring collaboration between multiple levels of government and all express lane operators. The necessity to construct certain capacity-increasing projects provides the impetus to establish innovative solutions like VMT exchanges and banks, but these are very new concepts in nascent stages of development. In the near-term, MTC and express lanes partners should closely track the results of VMT impact analysis for upcoming projects, participate in mitigation strategies, and add to the VMT toolbox described above. This work should include consideration of the feasibility, benefits and risks of committing future express lane revenue to mitigations through a mitigation bank or exchange program. A summary of ongoing efforts in the region is included in Appendix Section 7.3

6.2 Advocate for legislation

When it comes to lane conversion, general purpose lane conversion is particularly stymied by unclear statutes. There are also real concerns about the operational feasibility of such a strategy, which may rely on whether certain conditions are or are not met on specific corridors with particular characteristics. It is therefore important that MTC and express lane partners continue to advocate for clear opportunities to test or pilot general purpose lane conversion, keeping in mind the ultimate goal of implementation.

⁴⁴ <https://www.gov.ca.gov/2020/09/23/governor-newsom-announces-california-will-phase-out-gasoline-powered-cars-drastically-reduce-demand-for-fossil-fuel-in-californias-fight-against-climate-change/>

7 Appendix

7.1 HOV Lanes

One of the most well-established and publicly recognizable forms of freeway demand management is the HOV lane, which dedicates a highway capacity to drivers who are carrying more than one passenger in their vehicle. Since a relatively small proportion of highway users typically travel as an HOV, this lane is usually less congested than general purpose lanes and provides a reduction in travel time to users. The Bay Area has made significant investments in building a system of HOV lanes throughout the region. These lanes are intended to incentivize users to carpool, reducing the number of vehicles on the road and therefore reducing overall VMT. However, there are many challenges to HOV lanes operating as intended:

- Underutilization: HOV lanes are underutilized for many reasons. Despite the availability of benefits for HOVs, driving alone continues to be a more popular choice for personal travel. Potential reasons for this may be practical (lack of a connected HOV lane system, location/schedule limitation, travel flexibility, need a vehicle during the day, need to make other stops, no available carpool program) or personal (appreciate alone time, commute preferences e.g. radio, perceived potential traits of carpool partners), making it difficult to influence behavior.⁴⁵
- Overutilization: HOV lanes can become overutilized when the volume of eligible HOVs and/or Clean Air Vehicles in a corridor approaches the capacity of the lane, and/or when too many non-eligible vehicles use the lane illegally. In the former case, increasing the HOV occupancy requirement can address the overutilization problem, although the reverse problem of underutilization can then sometimes occur if the volume of eligible HOVs is too low. The occurrence of HOV violations can only be addressed via manual enforcement by California Highway Patrol, which has limitations given the relatively few violators that can be safely observed and cited at any given time. MTC is currently undertaking two pilots to improve enforcement. One is testing the effectiveness of vehicle occupancy detection cameras, while the other focuses on app-based technology for self-identification.
- Lack of a connected system: The benefits of using HOV lanes can be hindered by gaps in the system. The reliability and time saving benefits of HOV lanes are compromised without seamless connectivity in the system. However, these gaps can be costly to fill.

These challenges, as well as the inability to actively manage HOV lanes, prevents them from being a maximally effective strategy in managing demand and reduce their viability as a strategy to reduce congestion and GHG emissions.

7.2 Express Lanes

Over the past decade, express lanes, also known as High Occupancy Toll lanes, have emerged regionally as a solution to the underutilization, overutilization and the often fragmented nature of HOV lanes. Express lanes maintain the primary function of HOV lanes, preserving time saving and reliability benefits for transit and carpools, while using pricing to manage the remaining capacity in a way that maintains free-flowing conditions. This provides additional benefits above and beyond those of an HOV lane, including:

- Better utilization of extra HOV lane capacity, reducing congestion on general purpose lanes;

⁴⁵ Li, Jianling, et al. "Who chooses to carpool and why? Examination of Texas carpoolers." *Transportation Research Record* 2021.1 (2007): 110-117.

- Provides commuter with more reliability in travel time when needed;
- Better ability to maintain favorable operating conditions to continue encouraging carpools, vanpools, and transit;
- Ability to provide increased enforcement against policy violators; and
- Revenue generation to offset construction costs, better maintain service and functionality of the lane, and fund programs that support other regional goals like equity or GHG reduction.

7.3 Regional Efforts in VMT/GHG Mitigation

	Title	Lead Agency	MTC Staff Contact	Outcome & Implications for MTC Policy	Status / Timeline for Results
Regional	Bay Area Regional Advance Mitigation Planning (RAMP) Program	Leads: MTC, Nature Conservancy, Coastal Conservancy	Kenny Kao	MTC is working to establish a RAMP framework for advance mitigation of habitat impacts. The team is currently developing a strategic plan exploring whether VMT can be incorporated as a mitigation required under CEQA (per SB-743)	Strategic plan to be shared summer 2020.
	CCTA VMT Bank Feasibility Study	Lead: CCTA	Krute Singa / Kenny Kao	CCTA received a Caltrans Planning Grant to explore VMT mitigation strategies, basing the scope on similar studies in Southern California. A Bay Area study could also examine regional involvement for larger/ multi-county projects' VMT impacts and mitigation.	\$400K awarded to CCTA in June 2020
	TDM Programs	Lead: MTC	Cross-Agency	MTC implements programs designed to reduce solo driving. MTC could tie highway capacity projects to enhancements of these programs and express bus. Projects include (note: list not complete): <ul style="list-style-type: none"> • Carpool/vanpool • SHIFT • Climate programs • Forward programs • Commuter Benefits Program 	Ongoing programs
Statewide	Caltrans guidelines for SB-743 Implementation	Lead: Caltrans	Krute Singa / Lisa Zorn	Requirements for CEQA compliance for analysis of and mitigation for VMT impacts for all projects on the state highway system. This would set the standard for methodologies to measure impacts, assesses their significance and identify appropriate mitigations under CEQA Projects now starting CEQA review (including the CC-680 express lane northbound project) must perform VMT analysis and commit to mitigation for impacts.	SB-743 requirements are applicable as of July 1, 2020. MTC submitted comments June 15, 2020. Final guidelines due in September 2020
	Statewide VMT bank/exchange feasibility study	Lead: Caltrans	Krute Singa	A mitigation tool Caltrans may study	TBD
	California VMT Exchange Working Group	Lead: Collaborative	Krute Singa	The group includes city, county and state agency staff as well as consultants from throughout the state	Ongoing discussion group meeting every 2 months

5.3 EXPRESS BUS WHITE PAPER

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1 Executive Summary

1.1 Express Lanes are a natural fit for regional transit service like express bus

The Bay Area Express Lanes Network is a system of managed lanes, currently under construction throughout the region's highway network, which uses pricing to control traffic volume on one or two lanes of a highway. Like an HOV lane, this system provides a free travel time benefit to people traveling in a high-occupancy mode; however, it also generates revenue by allowing drivers not meeting the occupancy requirement to use excess capacity in the lane for a toll (see Appendix Section 6.1, below). As traffic volume grows, the price for low occupancy vehicles does as well, so that good traffic flow is maintained and the incentive for taking high-occupancy modes remains strong. It is important for this network to be extensive and seamless because one of the greatest motivators for drivers to switch to a high-occupancy mode is the presence of a clear travel time benefit over a large portion of their trip.

In addition to incentivizing commuter carpools, the Express Lanes Network also has many potential benefits to transit, especially for express bus service. Transit is essential for urban areas like the San Francisco Bay Area to survive and thrive because it:

- Supports growing populations while mitigating congestion increases,
- Reduces the public health and environmental harms of pervasive auto use, and
- Provides options that ensure all communities have access to a variety of transportation choices.

Regional express bus is a type of transit that is gaining momentum in the Bay Area as regional roadway congestion, the cost of rail transit infrastructure, and crowding on existing transit services like BART⁴⁶ have continued to increase. A typical express bus service route has a single origin stop or cluster of stops, followed by a long travel segment, ending in a single destination stop or cluster of stops. Regional express buses are similar in function to employee shuttle buses. These services are privately operated by major employers, but would similarly stand to benefit from access to a complete express lanes network.

The Metropolitan Transportation Commission (MTC) solicited comments from several regional express lane and express bus operators on what makes express lanes work best for express bus services. Since users may need to account for extra travel time on both ends of their transit journey, an effective express transit service must provide fast travel times, minimal headways, and reliable operations to attract riders. On a highway network, this can only be accomplished under consistent uncongested travel conditions, for example on an express lane, and these benefits must be easily accessible to buses.

1.2 Express Lanes have the potential to provide significant benefits to bus transit

Unlike transportation investments that tend to exclusively favor either transit or roadway improvements, managed lanes improve both the highway network and transit systems by preserving capacity for buses and carpools. Taking this a step further, express lanes allow for greater control in managing traffic than other types of managed lanes since dynamic pricing can be used in conjunction with other policy, enforcement, and programmatic strategies to better prevent lane degradation. The resulting improved travel times and reliability can improve the overall attractiveness of an express bus.

⁴⁶ <https://www.bart.gov/about/projects/corecapacity>

1.3 While some express lanes would work well for express buses, this is not universal in the region. However, the express lanes create opportunities for transit in general

Improving the express lanes to better serve transit would enhance the functionality and benefits of the express lanes as well as both existing and future transit. However, benefits may not be best achieved under current express lane designs. For buses to gain the significant benefits from express lanes, they must first merge across several lanes of frequently congested traffic to gain access. These weaving and merging challenges often lead to travel time delays, inconsistency, and anxiety for bus operators.

Existing express bus transit, which focuses on serving commuters during peak hours, would benefit from improved access between express lanes and walk-up stations or park-and-ride facilities, ranging from dedicated direct-access ramps to transit signal priority improvements on connecting local streets. However, the existing lack of off-peak service neglects transit users who make trips outside of commute purposes or hours. Future express bus transit might focus more on supporting equity by accommodating riders who make trips for all purposes instead of higher income users who ride during peak commute times. This would rely on both placing stations optimally to maintain a user base, while also investing in infrastructure which increases the travel time benefit to buses, station accessibility, and multimodal connectivity. It is crucial to involve transit planners and operators as early as possible in express lane design to help identify which types of investments make sense for transit needs.

No matter the type of bus transit service, major infrastructure improvements are expensive. A sufficient benefit would need to be projected to provide enough public benefits to counter the significant cost of major capital improvements like dedicated access ramps. Since there are diverse transit needs across the region, it is unlikely that the same improvements will make sense for every express lane project, so the infrastructure strategies described below are not intended to be prescriptive for all projects at present. However, this may change as the network is built out and connectivity increases. Express lane and express bus operators should continue to advocate and expand for increased connectivity and collaboration across the region.

In consideration of all these points, express bus service is not appropriate for all express lane projects. Among the Bay Area counties, congestion management agencies, in consultation with transit operators and MTC, are best equipped to determine if the strategy is a good fit. This is not to say that all projects may not be able to support other local or regional transit services in some way – we also describe several possibilities to invest available net toll revenue into general transit improvements on a corridor. Subject to statutory requirements, supporting transit operations using toll revenue is a good way for express lane operators to still have a positive impact on transit in general, even if express bus is not supported.

1.4 Recommendations

Based on these challenges, MTC recommends the following:

1. Seek opportunities to increase ease of access to the express lanes for express buses and other high-occupancy modes;
2. Since express bus will not work everywhere, work with local, regional, and state partners to establish clear criteria and performance metrics to prioritize corridors and guide investments in express bus services;
3. Get transit planners and operators involved in the conversation early when starting planning for the express lanes;

4. Advocate for transit operators and planners to increase transit network connectivity, coordination, and communication to take full advantage of the regional express lanes network by partnering to deliver inter-county express bus services; and
5. Identify opportunities to link transit investments with greenhouse gas (GHG) or VMT mitigation strategies.

2 Background

Regional interest in supporting express bus services with the express lanes is emerging within a greater context. In the Bay Area and California, the seriousness of climate change and socioeconomic inequity is increasingly being emphasized, with express bus eyed as a possible mitigation for both.

2.1 Plan Bay Area 2050

Traffic congestion is reaching a crisis point in the San Francisco Bay Area, threatening the region's economy and environment. However, instead of expanding highways to increase the supply of transportation infrastructure, transportation entities in the Bay Area are focusing on managing the demand to use highways. Strategies are increasingly focused on improving speed and reliability for carpools and transit, so they are attractive compared to driving alone. Getting more people into each vehicle by encouraging them to shift to carpool and transit means that each traveler has a smaller impact on congestion and VMT/GHG emissions, while removing the need for costly highway expansions.

The goals of Plan Bay Area 2050,⁴⁷ the Bay Area's Regional Transportation Plan and Sustainable Communities Strategy (Plan) expected to be adopted in 2021, are all emblematic of this paradigm shift from building capacity to managing it, including:

- Transportation:
 - Maintain and Optimize the Existing System
 - Create Healthy and Safe Streets
 - Build a Next-Generation Transit Network

While not directly addressing transportation, several other aspects of the Plan can also be seen to affect road use and transportation systems through changes in land use and other policy considerations:

- Economic Strategies:
 - Improve economic mobility
 - Shift the location of jobs
- Housing Strategies:
 - Protect and preserve affordable housing
 - Spur housing production at all income levels
 - Create inclusive communities
- Environmental Strategies:
 - Reduce risks from hazards
 - Reduce climate emissions

Additionally, equity and resilience are at the forefront of the Plan and are a focus in all strategies, with the central vision of making the Bay Area affordable, connected, diverse, healthy, and vibrant for all.

Plan Bay Area 2050 also identified three deficiencies in the express lane network, whose topics have become critical express lanes network strategic goals:

⁴⁷ https://www.planbayarea.org/sites/default/files/FinalBlueprintRelease_December2020_Strategies.pdf

- GHG impact: Plan Bay Area 2050 also includes a 19% per capita reduction in GHG emissions for light-duty vehicles by 2035, compared to 2005 levels. The Express Lane Network was found to increase GHG due to several capacity increases, projected to cause long-term increases to VMT and GHG. Transit investment is one of many mitigation strategies under consideration;
- Equity: Express Lanes on their own do not help uplift underserved populations and advance equity. MTC is currently exploring how to improve equity outcomes by piloting a means-based tolling program, and partner agencies in San Francisco and San Mateo are pursuing separate studies on equity in the Express Lanes Network; and
- Cost Effectiveness: Benefit-cost ratios were low in many possible future scenario conditions.

2.2 How Planned Projects Achieve Strategic Goals

Developing an express lane network in conjunction with robust express bus services lanes has varying potential to address the three express lanes network strategic goals:

- GHG impact: A significant mode shift of drivers on express lane corridors to transit services would likely help reduce GHG/VMT.⁴⁸ This is important to meet Plan Bay Area 2050 goals, but also due to the recent implementation of Senate Bill 743, which requires projects to conduct impact analysis and mitigations in terms of VMT. Depending on the feasibility of transit for individual projects, investing in transit may be a primary VMT mitigation strategy. However, estimating the true impact of express bus as a mitigation strategy requires detailed project-level analysis.
- Equity: An express bus system that offers an affordable and accessible mode of transportation for Communities of Concern could be one way to mitigate equity concerns associated with the express lanes. To list a few possible ways express buses could create equity benefits in the Bay Area, transit service may need to focus more on supporting multi-purpose trips throughout the day, commuting during off-peak hours, and building infrastructure like direct access ramps that provide significant and accessible benefits where communities of concern are located. However, detailed equity analysis is outside the scope of this paper. Well-informed determinations of the effects of investing in express bus infrastructure on express lanes would need to ask several key questions. When comparing the benefits to the cost, what does access to express buses mean for disadvantaged populations in terms of change in access to employment, education, and housing opportunities? How do the specific geographies of these populations relate to where express bus routes are currently planned? Do express bus operations provide more benefits than alternatives? These questions must be addressed in separate, targeted studies.
- Cost Effectiveness: Incorporating elements into the Express Lanes Network that enhance transit service can result in greater benefits for with each dollar invested in the network. Improving travel time and reliability for high-occupancy modes incentivizes mode shift, which can also help alleviate crowding in the transit network and increase resiliency by providing redundancy.

2.3 Planned Express Bus Projects

Plan Bay Area 2050 envisions a network of express bus services, shown in Figure 2 including the Regional Express (ReX) Transit Network and other express bus services. ReX is a vision for a connected regional express bus network in the Bay Area which uses the Express Lanes Network to deliver reduced travel times, provide connectivity to existing rapid transit and bus systems, and meet the needs of diverse communities by providing high-frequency bus service all day.⁴⁹ Although such a service could provide

⁴⁸ The simplified term “GHG/VMT,” used throughout, refers to GHG and/or VMT, not a ratio of quantities.

⁴⁹ <https://www.transformca.org/ReX>

regional benefits, many routes on the original ReX network showed low cost effectiveness in modeling because they required a high number of expensive infrastructure features like tunnels, ramps and stations, as well as significant operating costs required to provide all-day, high frequency service. As shown in Figure 2, MTC has since sponsored one of the high-performing routes of the ReX network along I-80 through San Francisco (green route), in addition to two lower-frequency “basic” routes (red and blue routes) for inclusion in Plan Bay Area 2050.



Figure 2: Regional Express Bus Concept for Plan Bay Area 2050

2.4 Transit from the User Perspective

To ensure the success of transit services that use the express lanes, it is important to be aware of the users' needs and experiences, particularly since those that are planning, implementing, and operating express lanes are not always transit providers. Different strategies are needed for different types of transit users:

- Commuters: take transit regularly, but primarily for work. This user may find auto traffic inconvenient, parking too difficult or expensive, or be taking advantage of transit subsidies from their employer;
- All-Purpose Riders: take transit regularly for multiple purposes. These users may live in an area which already has great transit access and quality, be more likely to use transit off-peak and on weekends, be more likely to use non-auto modes even when not using transit, or be transit-dependent. Transit-dependent riders require some additional consideration here. While there is overlap between those who may choose to use transit for multiple purposes and those who are dependent upon it, it still bears pointing out that there are many for whom transit is their only transportation option. These populations are particularly important to consider from an equity perspective; and
- Occasional Riders: take transit occasionally. This user is likely to travel primarily by car or app-based car services, using transit when other options are unavailable.⁵⁰

Strategies for designing and operating express lanes can be geared toward many different aspects of transit operations. These have varied importance to different groups of users, while still being critical to the success of the specific transit service and local expectations of public transit as a mode. This will be further discussed below, but to summarize, these aspects center around:

- Frequency
- Travel Time
- Service Reliability
- Station Conditions
- Real-time Information

2.5 A Note on the COVID-19 Pandemic

This paper recognizes the significant and continuing impact that the COVID-19 pandemic has at the societal level in the United States. From a transportation perspective, the long-term effects of the pandemic on travel behavior are speculative at this point, but may result in long-lasting impacts on travel patterns, particularly as they relate to the willingness to use high-occupancy modes and transit, as well as commuting and work travel.

MTC has convened the Blue Ribbon Transit Recovery Task Force, a group of thirty elected officials; state representatives; CalSTA; transit operators; business and labor groups; and transit and social justice advocates. The task force was formed to help guide the region's response to pandemic impacts on transit operators and riders. The ongoing efforts of the task force reiterate the importance of early collaboration with transit planners and operators. How the pandemic may affect the types of transit infrastructure decisions made by express lane operators and the ability of transit operators to provide service, is also speculative at this point, but it is important to track the ongoing work emerging from this regional group and carry on in its spirit of collaboration.

⁵⁰ <https://transitcenter.org/wp-content/uploads/2016/07/TransitCenter-WOB-2016.pdf>

3 Express Bus and the Bay Area

3.1 Current Bay Area Express Bus Service

Several of the region's bus operators provide services on longer, multi-county routes. Golden Gate Transit, AC Transit, WestCAT and SamTrans have focused on express bus services along specific corridors, primarily to and from San Francisco, with AC Transit also providing some additional connectivity across the Bay by operating across the San Mateo-Hayward and Dumbarton Bridges. Based on the success of these routes, express lanes which lead into high-traffic bottlenecks like bridges may warrant special consideration at the project-level to determine any additional benefits express bus investment may provide and the challenges of providing such benefits. Soltrans and FAST also primarily serve a commuter-focused function by providing connectivity to BART and providing connectivity to the mega-region via Sacramento.⁵¹

However, express bus services in the Bay Area have not been a consistent success story. Santa Clara Valley Transportation Authority, for example, has found that for their population and geography, express buses have not been a good fit for many of their transit goals. Express buses have tended to only work for unidirectional commute-focused services, which often run empty on return routes. Without significant ridership on these return routes, operation cost per passenger is high, without providing significant support for equity goals in communities that need it. These communities may gain more benefit from investment in local transit services.

These examples emphasize the critical point that among the counties of the Bay Area, there are some where express buses have worked and some where they have not. It is essential to learn from these examples to ensure that we are not pursuing strategies which may come at great cost without providing needed progress toward local or regional climate, congestion, and equity goals. As a strategy, express bus sometimes falls within this category, and should be carefully analyzed as an alternative at the project level when being considered along with express lanes. The first step in developing an express bus network should be a comprehensive existing and future travel market analysis to determine which corridors have the greatest ridership potential given existing and planned land use. This should include identifying corridors that have the greatest potential for bi-directional transit travel demand.

3.2 Transit Operations and the Express Lanes

Operational decisions are critical to the performance of any transit service, but also the furthest outside the purview of express lanes operators. For example, one of the most important determinants for riders in taking transit is frequency of service. High frequency takes on additional importance for future services, especially those focused on accommodating non-commuting users by providing high frequency service all day.

There is very little that express lane operators can build in terms of infrastructure to encourage high frequency service – that is an operational decision which must be supported by population density, point of interest density at destinations, and overall demand. However, express lanes operators can coordinate with transit operators early to make sure that infrastructure is in place to support planned high frequency routes. The express lane network can help prioritize bus infrastructure investments in corridors that meet demand that is not otherwise filled by existing transit services like BART and

⁵¹ MLIP Express Bus White Paper

Caltrain. Additionally, by continuing the network buildout, it can also fill critical missing gaps in facilities that would provide a travel time savings along full regional routes that does not currently exist.⁵²

As a national example, Houston Metro reorganized bus routes after noting a 39% decrease in transit ridership from 1999-2013. While the overall number of routes decreased, they have increased ridership by refocusing routes on serving job centers and maximizing the number of people within walking distance of routes.⁵³ By involving transit planners early, express lane infrastructure investments can be made in ways that best support smart route planning. On the other hand, this example also shows that routes are not sustainable when the demand does not exist. This means that not all express lane facilities will support high frequency transit. However, it is still important to incorporate transit planners early even if it is only to confirm that transit options are not viable.

4 Lessons for the Bay Area

While managed lanes present many potential benefits for transit services, transit operators face many challenges when it comes to realizing the full potential of the express lanes network. At a basic level, there must be demand to support a planned route. But even after a route is determined, routes that do choose to use the lanes may experience drawbacks in travel time and reliability in getting to the lane that counteract potential benefits. These include:

- Gaps in the network;
- Difficulties in navigating into and out of the lanes;
- Lack of signal priority or direct-access ramps that connect stations directly to express lanes; and
- Express lane degradation (slow travel speeds and lack of reliability).

MTC solicited comments from regional transit providers⁵⁴ to help determine the kinds of investments they want to see to increase the benefits of the express lanes for their bus services. Considering this feedback, along with regional and national examples, can help inform the types of investments that can be made on the express lane network in the Bay Area. We reference the user perspective here to organize types of investments by transit characteristics that are important to users.

4.1 Travel Time & Reliability

4.1.1 Direct, Connected Routes

The first consideration, even before the types of improvements transit operators would like to see on the express lanes, is whether there is an express lane at all. The lack of a facility that provides time savings over the whole trip is often cited as a primary barrier to getting users to switch to high-occupancy modes.⁵⁵ Completing an integrated express lane network would provide benefits across trips of all types, purposes, and lengths.

⁵² https://www.spur.org/sites/default/files/publications_pdfs/SPUR_Seamless_Transit.pdf

⁵³ Houston METRO, "Ridership Reports."

⁵⁴ Includes representatives from AC Transit, Central Contra Costa Transit Authority, County Connection, Livermore Amador Valley Transit Authority, SamTrans, San Francisco County Transportation Authority, San Francisco Municipal Transportation Agency, SolTrans, Solano Transportation Authority, Eastern Contra Costa Transit Authority, and Santa Clara Valley Transportation Authority

⁵⁵ Giuliano, Genevieve, Douglas W. Levine, and Roger F. Teal. "Impact of high occupancy vehicle lanes on carpooling behavior." *Transportation* 17.2 (1990): 159-177.

Benefits	Challenges
<ul style="list-style-type: none"> • Enables consistent travel time benefits across local, sub-regional, and regional routes • Encourages further coordination and development of regional services • Provides benefits to other modes like carpooling • May generate revenue which could be used for reinvestment 	<ul style="list-style-type: none"> • Building new express lanes to close gaps is expensive and may require VMT mitigation • Converting existing general purpose lanes may be difficult, politically and practically
<p>Learning from National Examples</p> <p>Houston Metro takes full advantage of a complete network to be creative with routing. During peak hours, each park-and-ride lot has its own route; this changes to a multi-station route during off-peak hours.</p> <p>In Miami-Dade, 53% of new express bus riders said the presence of express lanes influenced their decision to start using transit, while 38% of new riders said they used to drive.⁵⁶</p>	

National Example: I-95 (Miami-Dade/Broward)



Summary

Variable toll managed lanes in Florida provide benefits to auto users after registration, but transit, school and intercity buses can use for free without registration.

Four express bus routes in and out of downtown Miami have seen ridership increase by 22% over a year despite a 12% decrease in overall transit ridership.

Source: FDOT

<https://ops.fhwa.dot.gov/congestionpricing/docs/fhwajpo11044/index.htm>

4.1.2 Dedicated Bus-Only Access Points

Among the Bay Area express bus operators interviewed by MTC, the difficulty of getting to the express lane was the number one challenge to deriving maximum benefits from the system. Sixty percent of operators in express lane corridors claimed this as a challenge, with forty percent noting that it was specifically the challenge and safety concerns around merging across multiple lanes of highway traffic to access the express lane on the left.

Successful express bus systems on managed lanes, like Houston Metro, tend to have lanes on different grades, or physically separated from general purpose lanes by a barrier. This is not likely to be feasible in the Bay Area due to limited and expensive right-of-way.

Multiple national examples feature dedicated ramps that connect buses directly from median or off-freeway stations to the express lane. The Bay Area already features such ramps on I-80 in Richmond/El Cerrito which provide access for buses and HOVs at Cutting Boulevard Interchange and Richmond Parkway. Ramps such as these cut down on travel time costs incurred when buses must merge across multiple lanes of traffic to access the facility, increasing bus reliability and benefit to users. This is

⁵⁶ <https://ops.fhwa.dot.gov/congestionpricing/docs/fhwajpo11044/armiami1.pdf>

supported by five of the Bay Area bus operators interviewed who indicated that direct access/exit ramps between stations and express lanes were among their top desired improvements.

Benefits	Challenges
<ul style="list-style-type: none"> • Dedicated ramps reduce congestion and weaving and improve safety • Limited entry and exit points reduce the complexity of merging transit and general traffic • Direct access ramps may also provide benefits to non-transit users like carpools 	<ul style="list-style-type: none"> • Building above-grade facilities, including direct access ramps, is expensive and likely requires acquisition of right-of-way • Gaining community support to add access ramps may be challenging since access ramps can change the look and feel of the neighborhood
Learning from National Examples	
Houston metro has dedicated ramps to park-and-ride stations, so buses do not have to interact with general traffic at transition points.	
Harbor Transitway also notes the difficulties in transit having to interact extensively with general traffic. They indicate decreased speeds due to increased express lane use by private vehicles as one of its main detractors from ridership.	

National Example: Houston Metro



Source: <https://www.ridemetro.org/pages/PR-SouthPoint.aspx>

Summary

Houston Metro operates five reversible barrier-separated express lanes:

1. Northwest Freeway (US 290 W)
2. Eastex Freeway (US 59 N)
3. Gulf Freeway (I-45 S)
4. North Freeway (I-45 N)
5. Southwest Freeway (US 50 S)

Features

- 28 park-and-ride lots and transit centers
- Direct access to ramps for travel time savings and improved safety
- Connectivity to multiple local bus services
- Routes that vary between multi-station and direct routes to each station depending on time of day
- Rideshare programs to match carpools and vanpools

Additionally, while building dedicated right-of-way may prove expensive, it is also possible that dedicated ramps may provide benefits outside of transit services. If ramp access was granted to carpools, this would provide more widespread benefit and go farther toward meeting greenhouse gas reduction goals by providing more incentive for other high-occupancy modes, though enforcement would be challenging without some type of automated charging and/or enforcement system. We also note that targeting direct access ramps in strategic locations, rather than planning a high frequency of such facilities, could provide benefits with a lower intensity of investment.

4.1.3 Bus-Only Shoulders

Bus-only shoulders did not show significant interest among Bay Area transit operators interviewed, however there are successful examples of its use around the country. This strategy allows use of the shoulder when mainline speeds are slow. Use of the left shoulder might prove useful if express lane

conditions deteriorated; however, allowing transit use on left shoulders is likely impossible when considering safety, the need for emergency vehicle access, and the fact that there are limited areas in the Bay Area where left shoulders are already wide enough to allow transit use. Maintenance costs will likely also be increased because of regular use by heavy buses. Allowing use of right shoulders has little to do with the express lanes as planned but may be useful when access to express lanes is prevented by severe degradation in general purpose lanes, and the ability to install direct access ramps is limited.

Benefits	Challenges
<ul style="list-style-type: none"> • Allows buses to maintain speeds while moving past congestion • Less expensive than added lanes • Takes onus off express lane operators 	<ul style="list-style-type: none"> • Requires diligent maintenance of shoulders, including cleanup of debris • Safety and emergency vehicle access • May require expensive shoulder widening • Requires enforcement for bus only

Learning from National Examples

Minneapolis allows shoulder use when mainline speeds are less than 35 mph. Buses are prohibited from exceeding adjacent speeds by more than 15 mph, up to a maximum speed of 35 mph. They also have ramp-meter bypasses so buses can reach shoulders directly.

San Diego is currently undertaking a three-year Transit Only Lane Demonstration Project which allows for South Bay Rapid Buses to perform Bus on Shoulder operations along I-805 and SR 94 during peak travel times. Set to begin operations in early 2021, this project is notable for its use of ITS technologies which will alert drivers to lane conditions, vehicle conflicts, and obstructions.⁵⁷

MTC has also proposed a pilot program to speed up buses on the Dumbarton Corridor, known as Dumbarton Forward. This will allow peak period bus lanes on the shoulder of Highway 84.⁵⁸

4.1.4 Operational Considerations

While bus operations are out of the scope of this paper, it is important to point out several operational considerations that can be made in tandem with the infrastructure strategies above to support travel time and reliability goals. These are a mix of decisions to be made by transit operators and express lane/HOV operators based on local conditions.

Transit Operators

- Optimizing station/stop frequency: Peak and off-peak periods may have widely varying user needs. A combination of strategic station placement and route planning can allow buses to provide more direct routes to major stops during peak and switch to sequential stops during off-peak.
- Bi-directional routes: Routes which must deadhead, or return to their origin empty due to lack of demand for return routes, are more expensive to run for the benefit provided. By working with operators, investments can be prioritized in corridors with the greatest potential for bidirectionality.
- Prepaid fare collection/tap-and-go cards: reducing transaction time allows buses to spend less time at stations and helps maintain consistency with in-station loading times.
- Regional connectivity: the operational considerations of transit services are very much localized in the Bay Area, which somewhat contrasts with the connected regional vision of the Express

⁵⁷ https://www.keepsandiegomoving.com/Rapid-Group/SouthBayRapid_BusOnShoulders.aspx

⁵⁸ <https://mtc.legistar.com/LegislationDetail.aspx?ID=3855890&GUID=40F06297-587A-4734-85B4-79DB16D0E702%EF%BB%BF>

Lanes Network. The operational limits of each transit agency are governed by local funding sources, service areas, and goals. It is therefore difficult to initiate service outside of jurisdictional boundaries, besides origin-destination pairings that are particularly in demand, like service to and from San Francisco. Even so, 29% of Bay Area commuters cross a county boundary on the way to and from work every day,⁵⁹ while only three percent of trips in the Bay Area are currently made on public transit.⁶⁰ Depending upon travel patterns, markets, and local conditions, a vision of a connected transit guideway through a complete Express Lanes Network can introduce greater possibilities for transit services to expand cross-county services. However, to achieve this, transit agencies and express lane partners will likely need to partner to deliver more inter-county express bus services. The operational considerations of such a venture are outside the scope of this white paper, but would likely require significant effort, expense, and coordinated administration. The Blue Ribbon Task Force, previously mentioned for guiding the region's transit response to the COVID-19 pandemic, is looking at the idea of a single network manager to help coordinate transit operations across the region. The express lane operators will need to collectively monitor the network manager effort as future express bus planning and coordination may be with the network manager.

Local Conditions

- **Transit Signal Priority:** By focusing on improving operations on streets which feed into express lane facilities, variability in arrival and travel times can be reduced for buses that partly rely on non-highway roads. Transit and express lane operators can work together with local jurisdictions and/or Caltrans as part of the express lane project to improve transit signal priority.

Express Lane/HOV Operators

- **Managed lane degradation and violation:** The express lane network uses variable tolls and automated enforcement systems to ensure there is enough capacity on express lanes to be able to maintain a specific speed. Tolls can be adjusted to create extra capacity for transit services to function better. The network also works with California Highway Patrol for manual HOV occupancy enforcement practices, for which supplemental automated enforcement strategies are currently being studied. In addition to operational considerations, this also has design implications in the designation of police observation zones and enforcement technology.
- **Cross-service benefits:** Linking services such as FasTrak® with other transit card services creates the opportunity to incentivize travel on both by providing free rides, reduced tolls or other significant financial benefits.

⁵⁹ <https://www.spur.org/publications/urbanist-article/2015-05-11/seamless-transit>

⁶⁰ 2010–2012 California Household Travel Survey Final Report (California Department of Transportation, June 1, 2013), <http://www.dot.ca.gov/hq/tsip/FinalReport.pdf>

National Example: Flatiron Flyer (US 36)



Source: Nathaniel Minor/CPR News
<https://www.cpr.org/2019/07/02/that-1-5b-boulder-longmont-train-transit-advocates-say-maybe-we-should-ask-for-more-buses-instead/>

Summary

The Flatiron Flyer is a bus rapid transit service on the US 36 between Denver and Boulder that opened in 2016. It was developed as part of a public-private partnership between CDOT and Plenary Group, who agreed to guarantee minimum bus speeds as part of their operations contract.

Features

- Bus priority improvements on ramps
- Improvements to intermodal regional transportation stations
- Electronic display signage
- Separated commuter bike paths

4.2 Station/Stop Conditions

Current express bus services in the Bay Area are dominated by commuter buses that stop off-freeway. These may utilize park-and-ride facilities which allow users to drive to a station, park, and transfer to bus. While this type of station is critical to existing services, certain station locations, improvements, and other station types are important to consider for equity purposes. While commuters who currently use express transit may trend to be working professionals with higher incomes, older or lower-income users traveling outside of peak times would likely also benefit from express bus services where there is demand that can be provided cost-effectively.

4.2.1 Accessibility and Multi-modal Connectivity

Accessibility is critically important when considering equity in transit since users may be transferring to transit from non-auto modes, be older, or disabled. Accessible stations have pedestrian access points that are safe, easy, and pleasant. These stations are in walkable areas with a high concentration of residents and destinations, a concept which may be at odds with stations located on the freeway.

An additional consideration for accessibility is multi-modal connectivity. These stations have access points for shared modes, local transit services, and active transportation like bicycles. They may provide additional infrastructure like bike lockers or carpool drop-off points to accommodate this.

There are many station types which may be appropriate for a transit service that utilizes the express lanes. Each has different considerations in accessibility and safety that are critically important to how the service is perceived by users.

4.2.2 Freeway Stations

Stations located on the freeway can be on the median, which allows the bus to easily move left off the express lane to pick up passengers and merge right to return to the freeway. This helps the bus run efficiently, however, it creates a less than ideal environment for the passenger while waiting due to freeway noise, pollution, and safety. Such stations can also only be accessed by pedestrian access paths, which may be intimidating or inaccessible to users. Universally, Bay Area transit operators had little enthusiasm for stations located on the freeway, citing the poor user experience generally associated

with such stations discouraging ridership. For these operators, the operational benefits made possible under such stations did not outweigh the high cost and negative impacts to user experience. This is reinforced by the national example of the Harbor Transitway in Los Angeles, which notes median station conditions as a primary reason for lower than expected ridership.⁶¹

As an alternative to ground-level median stations, providers like Sound Transit in Seattle have buses travel up dedicated ramps that connect perpendicularly to stations on an over- or underpass. This provides better access and comfort compared to median stations in return for higher capital cost. It bears noting there are numerous freeway over- and underpasses which cross planned express lanes.

Benefits	Challenges
<ul style="list-style-type: none"> Increased efficiency for bus operators since they do not have to exit the express lane or merge in general traffic Over-/underpass station ramps also create possible access points for other modes 	<ul style="list-style-type: none"> Isolated, noisy stations Right-of-way constraints make this a costly option (less problematic for over-/underpass stations, but these could have costly seismic challenges) Difficult to access, not multi-modal
Learning from National Examples Harbor Transitway identified the isolated, noisy freeway environment of stations as one of the key reasons for lower than expected ridership.	

National Example: Harbor Transitway (I-110)



Source: Steve Hymon/Metro
<https://thesource.metro.net/2015/12/14/87997/comment-page-2/>

Summary

The Harbor Transitway is an 11-mile shared-use bus corridor and HOT Lane in Los Angeles, converted from HOV lanes in 2012. The Metro Silverline runs between Downtown LA and the El Monte Bus station. Six stations provide connectivity to multiple local bus routes.

Features

- Added modal connectivity to stations (bike stations)
- Safety improvements (sheriff substation, improved lighting, security cameras)
- Bus priority in Downtown LA
- Digital message boards
- Park & ride stations
- LA Metro is currently planning HOV5+ operations to prioritize high-occupancy transportation

Detractors

Lower than expected ridership attributed to:

- Lower cost parallel lines
- Isolated, noisy environment of median stations
- Inconvenience of accessing stations
- Decreased bus speeds due to increased use of express lanes by private vehicles

⁶¹ Schaffer, Alexander. Passenger Exposure to Noise at Transit Platforms in Los Angeles. UCLA Luskin Center for Innovation, 2012. https://www.transitwiki.org/TransitWiki/images/6/69/Noise_Transit_Platforms.pdf

4.2.3 Off-Freeway Stations

Off-freeway stations can be more optimally located for passengers in environments that are more pleasant and accessible. However, this increase in accessibility comes at the expense of operating efficiency. Buses often must enter lower-priority local streets to access stations, reducing time savings and reliability.

The design and placement of off-freeway stations are also squarely outside the purview of express lane operators. That is not to say that express lane operators have no influence in their success. The reduced time savings caused by exiting the freeway can be offset by locating stations as close to the freeway as possible, which may be within existing right-of-way. Building dedicated access ramps to the express lanes can also be optimized for existing and planned station development (see 4.1.2 above).

Benefits	Challenges
<ul style="list-style-type: none">• Greater accessibility and safety for passengers• Allows for multi-modal connectivity• Locates stops within high density of destinations and/or residences	<ul style="list-style-type: none">• Without serious investments in direct access for buses from station to express lane, off-freeway stations introduce lags in travel time and reliability• Possible over-emphasis on commuting user base, particularly for park-and-rides
Learning from National Examples	
Houston Metro's stations are predominantly park-and-rides, which also emphasize connectivity to local transit and providing carpool matching services. The success of this model is likely due to dedicated direct access ramps that connect express lane facilities to stations, combined with a routing strategy that changes depending upon demand throughout the day.	

Likely the most recognizable type of off-freeway station is the shared mobility hub or park-and-ride. Increasingly in the Bay Area, the concept of the park-and-ride, where commuters park their cars in a lot to transfer to another mode such as carpool, vanpool or bus, is transitioning to that of the shared mobility hub. This emphasizes connectivity to other non-auto modes, like local bus, bicycle, walking, or shared rides, and often takes significant operations and maintenance investment to work well. Mobility hubs are currently in development as part of the Innovate 680 project in Contra Costa County (see Section 4.3, below).

There are currently 175 park-and-ride facilities already in the Bay Area (see Figure 3, below). These lots are free, and often provide multi-modal connectivity to transit, vanpool/carpool, and bicycling through the provision of amenities like bike lockers.⁶²

⁶² <https://511.org/>

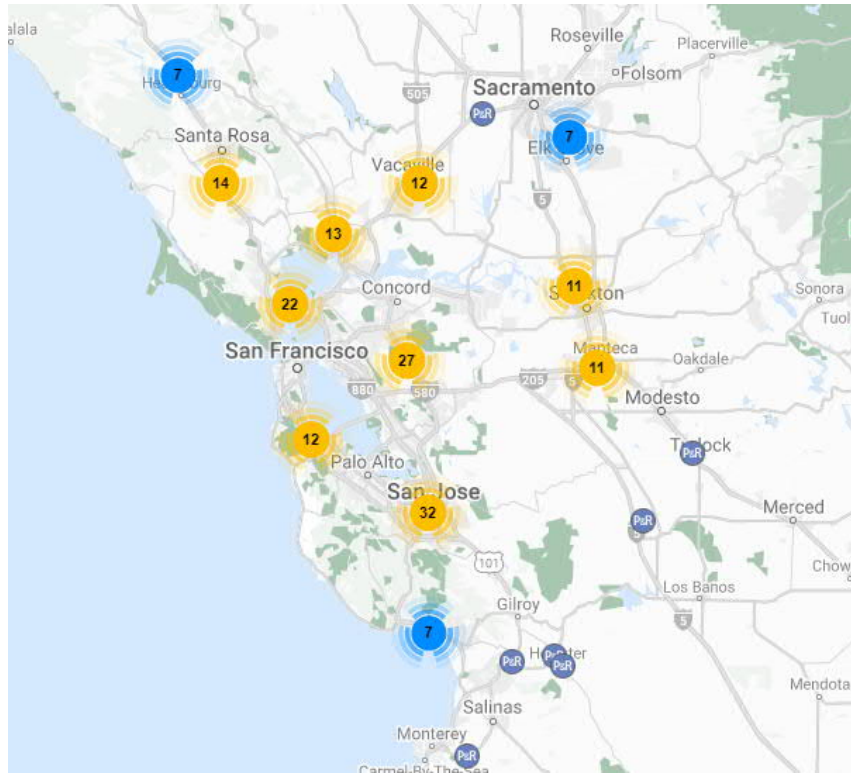


Figure 3: The Bay Area has over 150 park-and-ride facilities, shown above in clusters based on geography (<https://511.org/>)

In addition to constructing new mobility hubs where appropriate, there are many improvements that could be made to improve existing facilities. These include:

- Live updates on parking availability;
- Active management and security;
- First/last-mile services;
- Manage/distribute demand through parking pricing; and
- Shared parking with nearby available lots.⁶³

4.3 Local Innovation

One local example that seeks to integrate the express lanes with a multi-modal transit corridor through shared mobility hubs is Innovate 680 in the I-680 corridor in Contra Costa County.⁶⁴ Innovate 680's concept of shared mobility hubs provides an opportunity to more effectively and efficiently use available resources to meet a range of mobility needs and attract customers to alternatives to single-occupancy vehicles. There are many existing publicly owned and operated parking lots and transit centers along the I-680 corridor served by express bus and BART service; however, the effectiveness of transit service is constrained by a combination of factors such as limited parking supply, incomplete access options, a poor user environment, and overlying land use patterns.

⁶³ MLIP Express Bus White Paper

⁶⁴ <https://ccta.net/projects/innovate-680/>

MTC has also introduced another hub concept by developing Pivot Point Commuter Hubs. These facilities allow users to park in gated, attended parking lots that allow easy transfer to Transbay buses or carpools. Multimodal and seamless connectivity is emphasized through bike lockers, electric vehicle charging, and app-based payment services.⁶⁵

To be successful, shared mobility hubs must be centers of seamless and comfortable connections for the user. By providing a range of fully integrated mobility options, infrastructure, and technologies at shared mobility hubs, more people will be able to utilize those facilities and transit services, redefining mobility and combatting increasing congestion by shifting mode choice. The Innovate 680 shared mobility hub project will assess the feasibility of and plan for the creation of dynamic and technology driven shared mobility hubs along the I-680 corridor.

4.4 Using Toll Revenue

Several national examples of express lane-express bus partnerships included ongoing investment of net toll revenue back into the transit system, up to 11% of Fiscal Year 2019 toll revenues in the case of LA Metro.⁶⁶ However, it should be noted that many of the national examples are dual lane facilities that generate significantly more revenue than Bay Area facilities. In the Bay Area, it is a requirement of authorization that excess revenue be reinvested in the corridor, but as a matter of process, investment of Bay Area express lane net revenues would first require a demonstration that revenues are sufficient to cover operations, maintenance and rehabilitation costs, and debt service, if applicable. The effects of the COVID-19 pandemic also make it difficult to plan for new uses of toll revenue which may detract from other critical uses. That said, a snapshot of what is going on around the country may still prove informative for two reasons:

- The impacts of any infrastructure investments made are strengthened by synergistic operational improvements; and
- Improvements to operations are not as monolithically expensive as capital improvements, so express lane operators may have options to invest in transit if large capital investments are not feasible. These options may also be viable to mitigate VMT impacts discovered through environmental analysis under Senate Bill 743 (SB-743).

Across the board, transit service subsidy is a common way for net toll revenues to be reinvested. Subsidies keep the cost of transit low for users, so in addition to making the mode more attractive in general, it also provides an added benefit for equity goals.

LA Metro's I-10 and I-110 express lanes have a robust re-investment strategy called the Net Toll Revenue Reinvestment Grant Program, which funds varied strategies to promote transit use, including:

- Fleet vehicle purchase
- Increasing frequency
- Expanding days of service
- Station comfort improvements (e.g. sound barriers, heat lamps)
- Multi-modal infrastructure (e.g. bicycle lockers, pedestrian access points)
- Fleet electrification

⁶⁵ <https://511.org/carpool/park-n-ride/pivot-point>

⁶⁶ http://media.metro.net/about_us/finance/images/fy20_adopted_budget.pdf

Congestion in Los Angeles is a powerful motivator to reinvest revenue gained from auto modes into transit. However, the Bay Area is not Los Angeles, so the same areas and levels of reinvestment may not be warranted. Even so, these offer varied options and examples which can be analyzed for suitability and individually adapted depending on what makes sense for a given project. Additionally, Bay Area operators like Alameda County Transportation Commission have already committed to transit investment goals for their adopted Express Lanes Expenditure Plan.

Subject to statutory requirements, revenue reinvestment is also a powerful tool for express lane operators to invest in transit in general when express buses are not a viable option for their area, are not the best way to achieve strategic goals like increasing equity, or planned express bus services would benefit from increases to local services. Investment in local services around the express lane corridor, programs to encourage transit and carpool adoption, and equity programs may be great ways to apply the spirit of these express bus recommendations in areas where express bus services are not expected to work.

5 Recommendations

5.1 Seek opportunities to improve accessibility to the express lanes for express buses and other high-occupancy modes

The key investments identified by transit operators to maximize the benefits of the express lanes are those that provide direct access to the express lanes without having to manage difficult merging across highway lanes. Users also want a service that is fast and reliable with stations that are easy to access. This points to a dual pronged approach to connect accessible off-freeway stations to the express lanes through targeted placement of direct access on- and off-ramps, which can also benefit other transit, carpools, vanpools, and shuttles. These investments can be costly, especially when requiring right-of-way acquisition, so they should not be undertaken lightly. Full project-level alternatives analysis, with robust input from transit planners and operators, will be necessary to determine whether such investments make sense for each project.

5.2 Since express bus will not work everywhere, work with local, regional, and state partners to establish clear criteria and performance metrics to prioritize corridors and guide investments in express bus services

Identifying priority corridors for express bus capital investments and service based on robust analysis of travel markets, demand, potential transit ridership, and land use, as well as the potential for bi-directional, all-day service is critical to establishing a healthy regional transit network. The region may benefit from consistent expectations on what characteristics of a corridor may lead to healthy regional transit routes so that investments can be made which will have the greatest effect on achieving regional goals like GHG reduction and transportation equity. As part of its ongoing dialogue with stakeholders on regional consistency, MTC and regional partners should work together to establish these metrics.

5.3 Get transit planners and operators involved in the conversation early when starting planning for express lanes

Extensive coordination between transit operators and express lane operators is necessary for express lanes to provide maximum value for express buses and transit, in general. In building the express lanes, partners should consider reaching out to express bus operators and transit planners as early as possible and maintaining frequent communication and collaboration throughout the project life cycle.

5.4 Advocate for operators and planners to increase transit network connectivity, coordination and communication so they can take full advantage of the regional express lanes network

For a variety of reasons, the Bay Area has not fully realized the potential for multi-county express bus service, with many current services focused on intra-county routes, or to and from San Francisco. However, as the Express Lanes Network is continually built out into a connected network, with transit in mind, there is likely to be greater benefit to expanding routes availability between counties. The region should continue to promote and explore inter-county efforts to provide seamless bus service that takes advantage of the growing network, while recognizing that express bus strategies will still require analysis to determine viability even if the travel demand is there. There are also several questions that need to be addressed regarding inter-county transit services (e.g., how services would be funded, who would be responsible for providing and maintaining vehicles, how routes would be managed), none of which are addressed in this white paper. Such questions are outside the purview of express lane operators, which reemphasizes the need to incorporate transit planners and operators in planning before deciding on any major investments.

5.5 Identify opportunities to link transit investments with SB-743 mitigation strategies

As the requirements of SB-743 go into effect and projects must mitigate VMT impacts, there may be opportunities to funnel investments into express bus services, among other transit services. This would require a better understanding of the magnitude of VMT mitigation that can be achieved by express bus investments. If express bus investments proved to offer sufficient mitigation, and programs such as VMT exchanges and banks were established in the Bay Area, there would be real opportunities to use mitigation funds to build a more robust express bus service. Regional exchanges and banks could also serve to promote regionally beneficial transit service. This could be in the form of targeted capital investments or the contribution of net toll revenue to subsidize service. If mitigation programs are to fund transit operations, they would ideally be able to offer reliable and consistent sources of funding to facilitate enduring service.

6 Appendix

6.1 Bay Area Express Lanes

The Bay Area Express Lanes are a local network of managed lanes currently being implemented across the Bay Area through close coordination among regional agencies. Although many agencies are involved in the implementation of the express lanes, there are currently five agencies with the authority to operate express lanes, which include Bay Area Infrastructure Financing Authority (BAIFA), Alameda County Transportation Commission (ACTC), Santa Clara Valley Transportation Authority (VTA), San Mateo County Express Lane Joint Powers Authority (SMCELJPA), and the I-680 Sunol Smart Carpool Lane Joint Powers Authority. Express Lanes build on the concept of High Occupancy Vehicle Lanes, which are further described in Appendix Sections 7.1 and 7.2, above. As of Fall 2020, there are approximately 144 lane-miles of operating express lanes in an overall planned regional network of 750 lane-miles

Bay Area Express Lanes generally operate according to the following principles:

- The lanes are largely open access, meaning drivers can enter and exit at will
- Variable tolls change with demand to maintain reliable travel times
- Tolls are paid electronically using FasTrak®. Solo motorists pay tolls with a FasTrak® or FasTrak Flex® toll tag set to 1 person. Carpools, vanpools, buses, and motorcycles use a FasTrak Flex® toll tag set to 2 or 3+ people to pay no toll or half-price toll, depending on the tolling rules
- Clean Air Vehicles (CAV) use a FasTrak® Flex CAV toll tag to pay no toll or half-price toll, depending on local rules⁶⁷

The overall goals of the Express Lane Network include managing traffic, reducing congestion and increasing beneficial travel behaviors like carpooling to reduce GHG emissions and increase throughput.

6.2 HOV Lanes

One of the most well-established and publicly recognizable forms of freeway demand management is the HOV lane, which dedicates a highway capacity to drivers who are carrying more than one passenger in their vehicle, including buses and other transit modes. Since a relatively small proportion of highway users typically travel as an HOV, this lane is usually less congested than general purpose lanes and provides a reduction in travel time to users. The Bay Area has made significant investments in building a system of HOV lanes throughout the region. These lanes are intended to incentivize users to carpool, reducing the number of vehicles on the road and therefore reducing overall VMT. However, there are many challenges to HOV lanes operating as intended:

- Underutilization: HOV lanes are underutilized for many reasons. Despite the availability of benefits for HOVs, driving alone continues to be a more popular choice for personal travel. Potential reasons for this may be practical (lack of a connected HOV lane system, location/schedule limitation, travel flexibility, need a vehicle during the day, need to make other stops, no available carpool program) or personal (appreciate alone time, commute preferences e.g. radio, perceived potential traits of carpool partners), making it difficult to influence behavior.⁶⁸
- Overutilization: HOV lanes can become overutilized when the volume of eligible HOVs and Clean Air Vehicles (CAVs) in a corridor approaches the capacity of the lane, or when too many non-

⁶⁷ https://mtc.ca.gov/sites/default/files/BAIFA_EL_Program_Report_2020_Q1_0.pdf

⁶⁸ Li, Jianling, et al. "Who chooses to carpool and why? Examination of Texas carpoolers." *Transportation Research Record* 2021.1 (2007): 110-117.

eligible vehicles use the lane illegally. In the former case, increasing the HOV occupancy requirement can address the overutilization problem, although the reverse problem of underutilization can then sometimes occur if the volume of eligible HOVs is too low. The occurrence of HOV violations can only be addressed via manual enforcement by California Highway Patrol, which has limitations given the relatively few violators that can be safely observed and cited at any given time. MTC is currently undertaking two pilots to improve enforcement. One is testing the effectiveness of vehicle occupancy detection cameras, while the other focuses on app-based technology for self-identification.

- Lack of a connected system: The benefits of using HOV lanes can be hindered by gaps in the system. The reliability and time saving benefits of HOV lanes are compromised without seamless connectivity in the system. However, these gaps can be costly to fill.

These challenges prevent HOV lanes from being a maximally effective strategy in managing demand and reduce their viability as a strategy to reduce congestion and GHG emissions.

6.3 Express Lanes

Over the past decade, express lanes, also known as High Occupancy Toll lanes, have emerged regionally as a possible solution to the underutilization, overutilization and the often-fragmented nature of HOV lanes. Express lanes maintain the primary function of HOV lanes, preserving time savings and reliability benefits for transit and carpools, while using pricing to manage the remaining capacity in a way that attempts to maintain free-flowing conditions. This provides additional benefits above and beyond those of an HOV lane, including:

- Better utilization of extra HOV lane capacity, reducing congestion on general purpose lanes;
- Provides commuter with more reliability in travel time when needed;
- Better ability to actively manage traffic to maintain favorable operating conditions to continue encouraging carpools, vanpools, and transit;
- Ability to provide increased enforcement against policy violators; and
- Revenue generation to offset construction costs and better maintain service and functionality of the lane.

It is important to note that while Express Lanes attempt to solve the underutilization, overutilization, and fragmentation of the HOV network, they can face the same challenges. This is particularly the case as the express lanes network is built out and as challenges with enforcement continue. The Bay Area Express Lanes Network is continuing to address these challenges, in part through the development of its Strategic Plan for Plan Bay Area 2050.

5.4 STRATEGIC INVESTMENT PRINCIPLES WHITE PAPER

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Executive Summary

The Bay Area Express Lanes Network is a system of managed lanes, currently under construction throughout the region's highway network, which uses pricing to manage traffic and maintain reliable travel conditions. As of Fall 2020, there are approximately 150 lane-miles of operating express lanes in an overall planned regional network (through 2050) of 750 lane-miles.

MTC worked together with express lane operators and Caltrans to identify and articulate six strategic program goals that would guide the continued buildout of the Bay Area Express Lanes Network, and better align it with regional and state priorities for equity, GHG emissions, and cost effectiveness.

Express Lane Program Goals
1. Manage congestion and bring reliability to the traveling public
2. Increase person throughput by creating a seamless network that incentivizes the use of transit, vanpools, and carpools
3. Deliver Bay Area Express Lanes Network in a timely manner
4. Be responsible in use of public funds
5. Minimize greenhouse gas impacts
6. Focus on equity to improve transportation access and affordability, especially for communities of concern

These program goals informed the interim prioritization principles that MTC used to determine which projects would be nominated in 2020 for funding under Senate Bill 1 competitive programs and under Regional Measure 3. The purpose of this white paper is to more formally adopt Strategic Investment Principles to guide future funding decisions for the buildout of the Bay Area Express Lanes Network.

MTC recommends adopting the strategic investment principles in Figure 1, below, into a framework for the Express Lanes Network Strategic Plan (see Section 2, below) that can incentivize projects to align with regional goals. This framework organizes principles into two groups: project merit and project readiness. As future funding sources become available where MTC has a role in selecting projects for funding, MTC would use this framework to advance projects that perform well against regional goals. The structure of this framework allows the flexibility to change emphasis depending upon the requirements of specific funding sources, while also allowing MTC to emphasize other goals over project readiness when possible to encourage development of projects that meet key regional goals. To this end, MTC would be helping partners advance Plan Bay Area 2050's vision for the Bay Area.

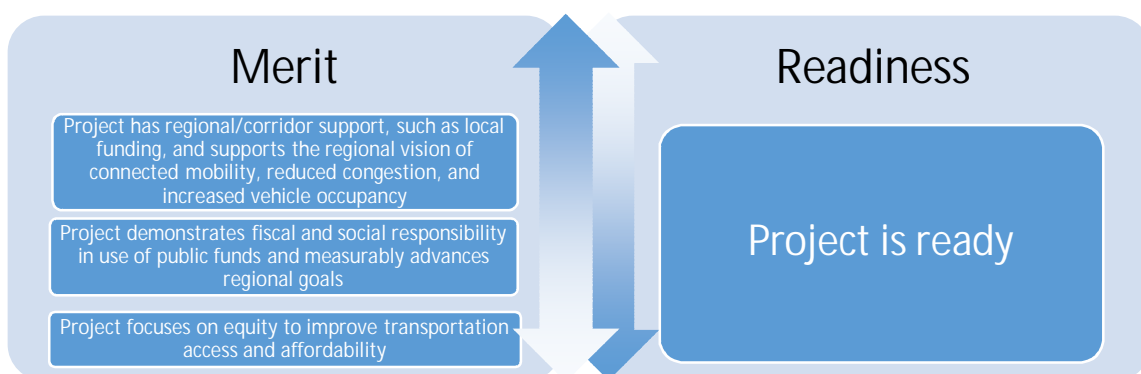


Figure 4: The strategic investment principles framework allows merit-based principles to be more strongly emphasized, while maintaining flexibility if certain funding sources prioritize readiness

1 Background

1.1 Bay Area Express Lanes Strategic Plan

The Bay Area Express Lanes Network is a system of managed lanes, currently under construction throughout the region's highway network, which uses pricing to manage traffic and maintain reliable travel conditions to increase person throughput. The express lanes provide a free travel time benefit to people traveling in a high-occupancy mode, encouraging carpooling and transit usage. Other vehicles can pay a toll to use any extra capacity in the lanes, providing a source of revenue that can be reinvested in the corridors (see Appendix Section 6.1 above for more information on Express Lanes).

The buildout of the Bay Area Express Lanes Network is being carried out by several Bay Area agencies, each with their own authority to implement and operate a portion of the overall network. To ensure a seamless, holistic vision, the express lane operators are collaborating to develop a Strategic Plan for the continued buildout and operation of the Express Lanes Network. Development of the Strategic Plan began in late 2019 and is expected to be finalized in Spring of 2021 with adoption by MTC's Operations Committee. In addition to the subject of this paper, the Strategic Plan will address the following topics:

- Vehicle Miles Traveled (VMT)/Greenhouse Gas (GHG) Impacts and Mitigations
- Express Bus
- Consistent Operating Policies
- Funding and Financing Strategies
- Implications of Future Pricing Strategies

1.2 What are strategic investment principles?

The purpose of this white paper is to define a set of guiding principles that capture the collective goals of the Bay Area Express Lanes to help the region make decisions as funding becomes available. In addition to building and operating express lanes, MTC also has a role in programming funding available to Bay Area express lane operators from certain Regional, State and Federal sources, including:

- Compiling project nominations,
- Nominating projects, and
- Programming funds.

These funds are typically limited and restricted in the kinds of uses for which they may be awarded, so MTC identifies eligible projects through a grant application and approval process. MTC is also often called upon to give input on funds from other sources which may be awarded by other entities.

Strategic investment principles are a way for MTC to incentivize projects that have applied for funding to ensure (1) they achieve the goals required by the grant and (2) they meet other important regional goals. As an example to the first point, if a grant becomes available for projects that reduce congestion, a strategic investment principle would encourage funding applicants to ensure their project reduces congestion in a way that is in alignment with regional strategic goals and meets the grant criteria.

Furthermore, investment principles ensure that all aspects of performance with regards to achieving strategic goals are considered when prioritizing projects, even if a specific funding source does not have such broad requirements. For example, if a limited grant becomes available to reduce congestion, and two projects demonstrate congestion reduction benefits, evaluating projects holistically may help prioritize a project which also achieves a regional strategic goal of focusing on equity. For this reason, it is critical to establish a set of standing strategic investment principles which may not only be applicable

to specific funding sources, but also provide universal guidance on how other benefits should be considered during project evaluation. It is also important that strategic investment principles are living guidelines that can adapt to a policy landscape that may change over the course of the decades-long timeline of long-term planning.

1.3 How has MTC used strategic investment principles in the past?

Throughout 2019, MTC worked together with regional express lane operators and Caltrans to identify and articulate strategic program goals that would guide the continued buildout of the Bay Area Express Lanes Network. These included:

1. Manage congestion and bring reliability to the traveling public;
2. Increase person throughput by creating a seamless network that incentivizes the use of transit, vanpools, and carpools;
3. Deliver Bay Area Express Lanes Network in a timely manner;
4. Be responsible in use of public funds;
5. Minimize greenhouse gas impacts; and
6. Focus on equity to improve transportation access and affordability, especially for communities of concern.

During and after the establishment of these goals, MTC had to nominate projects for 2020 Senate Bill 1 (SB1) competitive programs and for initial programming of Regional Measure 3 (RM3) express lane funds. Since the program goals of the Strategic Plan were still in development, interim prioritization principles were established to help translate these goals into tangible ways to evaluate potential funding recipients. The “short lists” identified under this process were comprised of projects that (1) met the network goals; and (2) conformed to the prioritization principles for each funding source.

SB1, also known as the Road Repair and Accountability Act of 2017, provides over \$5 billion annually in competitive funding, distributed through dedicated programs for specific purposes. MTC used a regional approach to prioritize projects which closely aligned with regional goals.⁶⁹ Prioritization principles for the SB1 Solutions for Congested Corridors Program (SCCP) were adopted under MTC Resolution No. 4130 in November 2019, and prioritized projects that:

- Were listed in SB1 legislation;
- Addressed mobility in congested corridors;
- Reduced GHG emissions;
- Demonstrated deliverability by FY22-23;
- Were fully funded (not including grant award); and
- Showed regional support (Caltrans, CalSTA, CTA support or nomination).

RM3 is a voter-approved measure that provides \$300 million in funding for the Bay Area Express Lanes Network for traffic relief.⁷⁰ RM3 gives MTC authority to program these funds to express lane projects. MTC’s principles for the RM3 Express Lanes Program (under MTC Resolution No. 4411, Revised in May 2020) include:

- Projects should be ready-to-go

⁶⁹ <https://mtc.legistar.com/LegislationDetail.aspx?ID=4217921&GUID=1DD58B8F-B7D0-4E0A-B6E5-867F213060BC&Options=&Search=>

⁷⁰ <https://mtc.legistar.com/LegislationDetail.aspx?ID=4454971&GUID=E77E128D-4EE1-45C7-9ACE-534C92BC285C&Options=&Search=>

- Projects must have strong benefit-cost performance
- Recipients must agree to follow regionally consistent toll policies established by MTC/BAIFA.

In addition, MTC's strategy for the 2020 RM3 program emphasized projects that

- Delivered seamless system to Bay Area commuters sooner;
- Put funds to work and got ready projects fully funded and constructed in each express lane's corridor group;
- Maximized opportunity to secure SB1 funding;
- Met commitments by making regional funds available when needed; and
- Agreed to return RM3 funds to reserve if projects fail to secure funding or meet other requirements to start construction.

These prioritization principles were intended to help evaluate funding recipients in a way that would also help achieve regional goals while the Strategic Plan was under development. As the Strategic Plan matures, MTC is seeking to both, (1) in anticipation of potentially diverse future funding opportunities including the possibility of a robust federal reauthorization, establish Strategic Investment Principles that better align funding prioritization with projects that achieve regional goals; and (2) achieve formal adoption of these principles by MTC as part of the Express Lanes Strategic Plan.

1.4 Why does the Strategic Plan include investment principles?

Plan Bay Area 2050,⁷¹ the Bay Area's Regional Transportation Plan and Sustainable Communities Strategy expected to be adopted in 2021, is focused on creating a future for the Bay Area that is affordable, connected, diverse, healthy, and vibrant. These overarching goals are to be achieved through broad recommendations that have specific applications to the Express Lanes Network, including:

- An emphasis on operating and maintaining the existing transportation system;
- Advancing equity by increasing affordability and connectivity of transportation in high-demand corridors and priority development areas; and
- Reducing our impact on the environment by expanding MTC's Climate Initiatives Program and investing in transportation demand management.

The Express Lanes Network was evaluated through a Project Performance Assessment to see how well it achieved the goals of Plan Bay Area 2050. The results of this assessment revealed challenges in meeting key regional strategic goals. These included:

- Cost Effectiveness: Benefit-cost ratios were low in several possible future conditions, i.e., planning scenarios.
- Equity: As a tolled facility, the benefits of express lanes were not experienced equally by users of all income levels. As one of several possible programmatic strategies, MTC is currently exploring how to improve equity outcomes by piloting a means-based tolling program; and
- Greenhouse gas (GHG) impact: Plan Bay Area 2050 requires a 19% per capita reduction in GHG for light-duty vehicles by 2035, compared to 2005 levels. The Express Lane Network was found to increase GHG due to several capacity increases, despite agencies planning to shift many projects to lane conversion. These are projected to cause long-term increases to VMT and GHG;

As part of MTC's efforts to adopt Strategic Investment Principles, it is necessary to better incorporate these key regional goals to ensure future funds go towards projects that help advance them.

⁷¹ https://www.planbayarea.org/sites/default/files/pdfs_referenced/PBA2050_Draft_BPStrategies_071320_0.pdf

1.5 How will investment principles be used?

As funding sources become available in the future, these investment principles will be used to consider projects for funding if MTC has a role in nominating projects or programming funds. However, particular funding programs may have specific requirements and goals established by state or federal funding agencies or statute. As such, the principles outlined below will need to be integrated and adapted to identify projects well-matched to each particular funding source. There may be diverse opportunities for express lanes projects with different characteristics to be competitive for funding, when available.

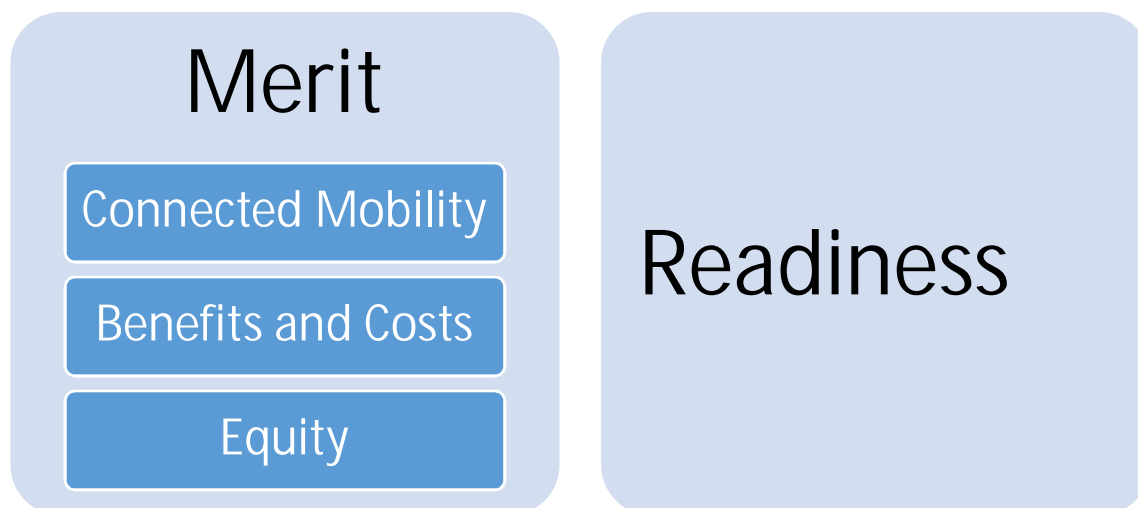
It is important to emphasize that express lane projects are complicated to consider because they are both individual projects and part of a broader project – the full network. We attempt to consider the duality here by emphasizing under each investment principle that each project may have a way to contribute to a strategic goal individually or agree to participate in a regional effort. For example, for a GHG/VMT reduction goal, a project may not feasibly be able to convert an existing lane rather than build new capacity, but may be able to participate in a regional effort like helping to connect and support a regional transit service.

Finally, we recognize that strategic investment principles are not generally considered in strategic plans. In this case, these principles are tied to other white papers being produced in consideration of programmatic components of the Express Lanes Network, listed in Section 1.1, above. Since strategic investment principles have bearing on how topics in these papers may be discussed, we believe it is important to consider them together.

2 How were investment principles developed?

MTC solicited feedback from partners through discussions and in written formats. While considering the region's strategic goals under Plan Bay Area 2050, to the extent possible MTC has incorporated these considerations to create a new baseline of strategic investment principles for incorporation into future funding considerations.

To assist projects to compete for future funds, we present a framework which structures program goals into two simplified groups: project merit and project readiness. Project merit can additionally be broken down into three themes: connected mobility, benefits and costs, and equity.



Each of these major themes relates to and expands upon the original six goals:

Original Six Goals		New Themes
1. Manage congestion and bring reliability to the traveling public	→	Connected Mobility
2. Increase person throughput by creating a seamless network that incentivizes the use of transit, vanpools, and carpools	→	
3. Deliver Bay Area Express Lanes Network in a timely manner	→	Readiness
4. Be responsible in use of public funds	→	Benefits and Costs
5. Minimize greenhouse gas impacts	→	
6. Focus on equity to improve transportation access and affordability, especially for communities of concern	→	Equity

In the sections below, we expand upon each of these themes by:

- Expanding their definitions;
- Providing illustrative examples of possible projects characteristics that fit these themes; and
- Defining and specifying language into a Strategic Investment Principle.

2.1 Assess Project Merit

Project Merit is a primary consideration to ensure projects meet regional goals. It describes what the project does to meet key regional priorities and determines how well the project achieves these goals. The main themes of such principles are:

- Connected Mobility;
- Benefits and Costs; and
- Equity.

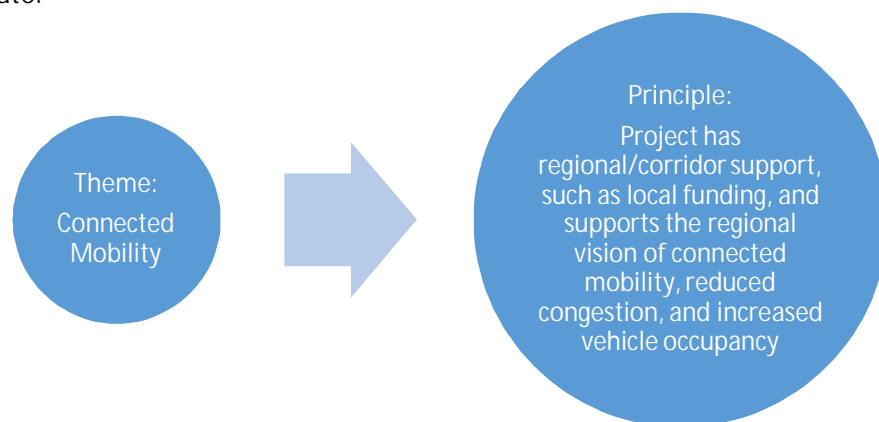
Each of these themes translates into a distinct prioritization principle as described in the following sections.

2.1.1 Connected Mobility

Demonstrating a coalition of support has been an important part of determining project funding eligibility. Support from local, regional and state agencies shows that a project's merits have been proven to stakeholders with oversight of, or connectivity to, a project. However, as important as it is to gain the support of regional stakeholders, it is just as important for a project to support the overall regional vision and strategic goals.

To that end, a core concept of the regional vision is to build a connected, seamless network that follows consistent operating policies, helps reduce per capita GHG emissions compared to 2005 levels, and increases equity outcomes. It is therefore critical that, whenever possible, express lane partners work to close gaps in the regional express lane network and meet the congestion management goals that typify express lanes. Gap closure may occur through lane conversion or new lane construction, which may both increase GHG emissions in the short- or long-term, respectively, depending on existing conditions. Partners may therefore couple gap closure projects with any of a diverse range of robust transportation management strategies to promote high occupancy modes.

MTC recognizes that all corridors are different, and that some may not be able to fully address their congestion problems through these methods alone. It may be necessary to add capacity by building additional lanes to complete the express lane network. However, even if building new capacity is a solution, promoting high-occupancy modes should be considered in tandem to (1) provide consistency with connected facilities across the region and (2) help slow the effects of induced demand, which increases the number of single-occupancy vehicles utilizing the new capacity and returning it to a congested state.



Projects which meet this principle may, for example:

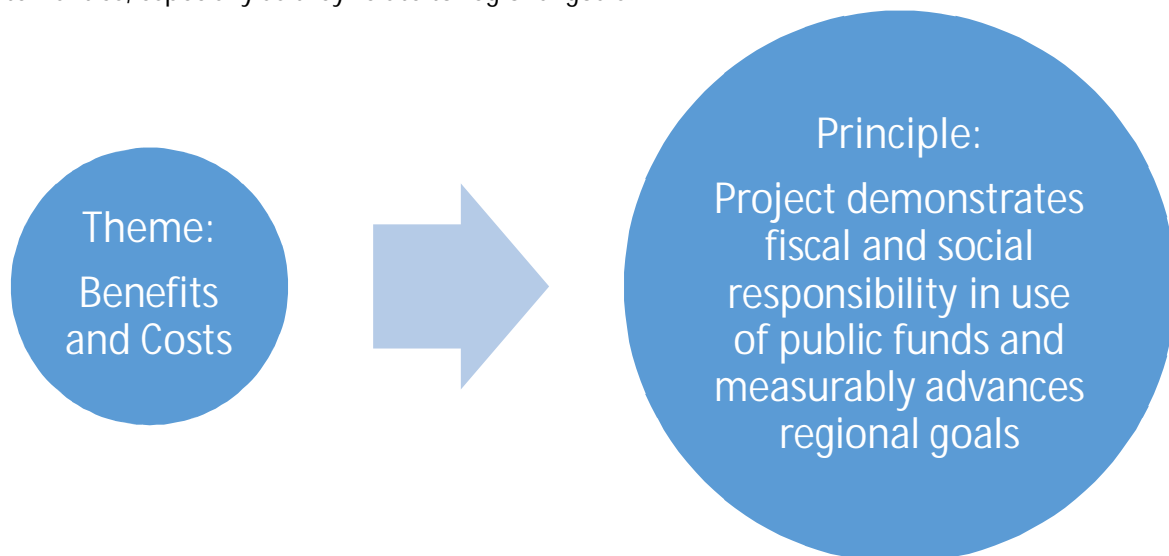
- Provide connectivity, close gaps, or complete corridors at the local, multi-county or interregional scale;
- Already have access to funding opportunities at the local or sub-regional scale;
- Integrate multi-modal strategies to increase person throughput, e.g. carpooling, local transit, express bus, and mobility hubs;
- Agree to follow tolling and operating policies that are consistent on the corridor or regional level, depending upon what is appropriate;
- Include design that provides greater access and travel time benefits to transit and HOVs;
- Plan to reinvest revenue in programmatic strategies for congestion relief, including transit, carpool, TDM, and active transport; or
- Incorporate feedback from and/or collaborate with transit operators, local transit operators, and other express lane operators in project design.

2.1.2 Benefits and Costs

It is important that projects demonstrate a strong benefit-cost ratio to be able to justify a good use of public funds. However, some positive or negative externalities provide costs and benefits beyond what can be monetized, like contributing to GHG reduction, equity, or safety strategies. In addition to achieving regional priorities, projects which accomplish these goals provide a clear public benefit.

It bears noting here that future express lane projects may be impacted by the recent implementation of California Senate Bill 743 (SB 743). This bill requires projects to mitigate the impacts to vehicle-miles travelled under the California Environmental Quality Act to the maximum extent possible. It is probable that mitigation requirements will add to project costs. As anticipated requirements for SB 743 solidify over the next few years, staff will likely need to reassess how they fit into investment principles under Benefits and Costs. Until these requirements are tested, the projects that best fulfill GHG goals likely generate no net project-level GHG and contribute to net regional-level reduction.

In general, while cost effectiveness is still important to demonstrate, this principle carves out some room for projects which can demonstrate a clear public benefit that may be difficult to quantify monetarily. On the other hand, it also calls for stronger examination of projects that generate negative externalities, especially as they relate to regional goals.



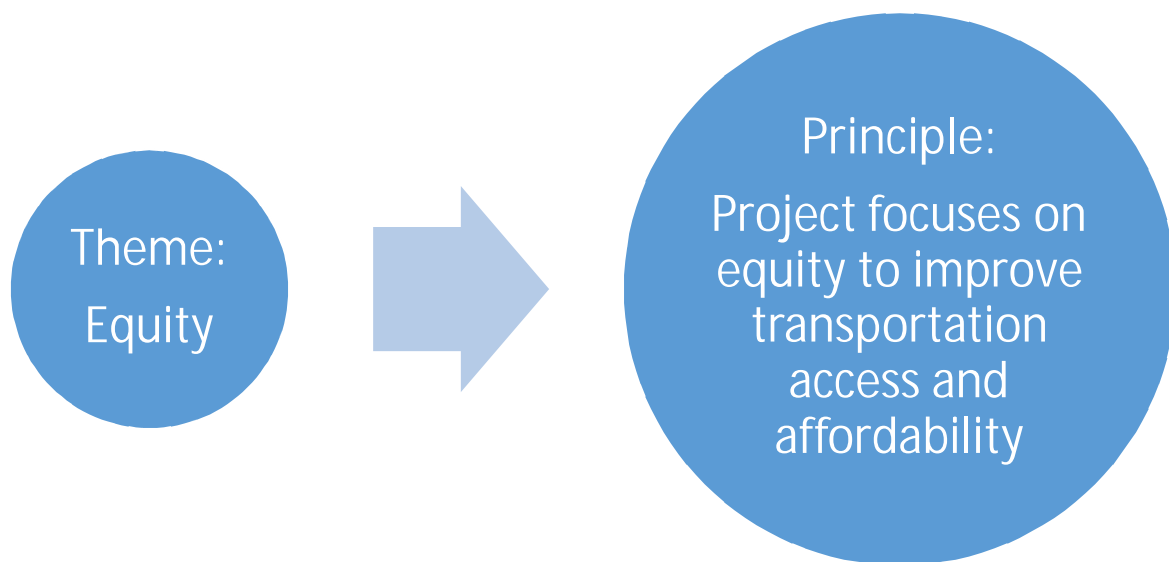
Projects which meet this principle may:

- Have strong benefit-cost performance;
- Demonstrate public benefits like reduced traffic congestion, enhanced equity, or transit;
- Incorporate additional GHG mitigation strategies not otherwise required by law at the project-level to support regional GHG reduction goals;
- Support regional express bus network, transit operations, and other TDM strategies; or
- Not generate negative externalities like GHG emissions, safety issues, or adverse impacts for communities of concern.

2.1.3 Equity

Integrating equity into the development and operation of the express lanes is a critical regional priority. The express lanes have always been available to a diverse user base depending upon need and are meant to better utilize available capacity to free up congestion for all users. However, tolled facilities are more accessible to higher income users, unless measures are taken to increase accessibility to lower income travelers. There are a variety of opportunities to further integrate equity into the express lanes, from implementing reduced toll programs for low-income users, to multi-modal integration, to discount and incentive programs for using non-auto modes, to funding projects with toll revenue.

This investment principle favors express lane project sponsors who take advantage of opportunities to have the express lanes benefit (and not negatively impact) communities of concern, encourage participation in planning, and support equity programs on a regional or local level, depending on what is appropriate.



Projects which meet this principle may:

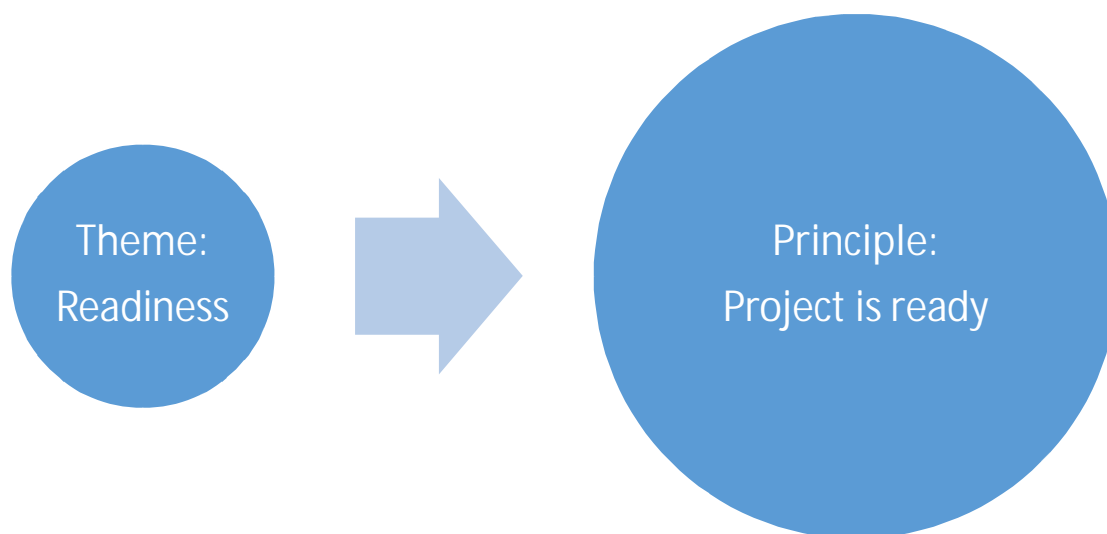
- Demonstrate benefits for and not negatively impact Communities of Concern;
- Increase accessibility by supporting multi-modal connectivity, including non-auto & active modes like bicycling and walking;
- Intend to use net toll revenue to support local or regional equity programs, such as a means-based toll discount or benefits funded from net revenue; or
- Address needs identified through community participation.

2.2 Assess Project Readiness

Previous funding opportunities greatly emphasized project readiness in determining which projects were most eligible for funding. This ran the gamut of characteristics that make projects “ready” including:

- Deliverability within the next few years, e.g. environmental review complete, toll authority granted;
- Full funding (besides the current request); and
- Regional support and consistency.

These aspects are still important for project viability for future funding opportunities and may continue to be emphasized for certain funds that establish readiness as key criteria, such as Senate Bill 1 funding. However, emphasizing readiness alone does not leave much opportunity to advance other promising projects. Therefore, project readiness is now a flexible consideration in how strongly it is emphasized. There may be projects that are not “shovel ready” but still have a positive impact on strategic goals, and MTC is open to considering projects at early stages, including Design Alternative Analysis studies, given sufficient justification from project owners. Evaluating this principle alongside the merit-based principles therefore allows some leeway for deemphasis if a project shows clear merit for other strategic goals.



Projects which meet this principle may be:

- Able to be delivered within the next few years e.g. environmental complete, toll authority granted; or
- Fully funded (besides current request) e.g. through sales tax measures, other grants.

3 Recommendations

MTC recommends adopting the above-listed framework and investment principles into the Express Lanes Network Strategic Plan. As future funding sources become available where MTC has a role in supporting projects in their selection for funding, MTC would use this framework to incentivize projects to meet regional goals and effectively compete for funds. To this end, MTC would help partners advance Plan Bay Area 2050's vision for the Bay Area. At the same time, the structure presented in this framework provides enough flexibility that principles can be emphasized or deemphasized depending upon the requirements of the funding source.

4 Appendix

4.1 Bay Area Express Lanes

The Bay Area Express Lanes are a local network of managed lanes currently being implemented across the Bay Area through close coordination among regional agencies. Although many agencies are involved in the implementation of the express lanes, there are currently five agencies (in addition to Caltrans) with the authority to operate express lanes. These include Bay Area Infrastructure Financing Authority (BAIFA), Alameda County Transportation Commission (ACTC), Santa Clara Valley Transportation Authority (VTA), San Mateo County Express Lane Joint Powers Authority (SMCELJPA), and the I-680 Sunol Smart Carpool Lane Joint Powers Authority. Express Lanes build on the concept of High Occupancy Vehicle Lanes, which are further described in Appendix Sections 4.2 and 4.3, below. As of Fall 2020, there are approximately 150 lane-miles of operating express lanes in an overall planned regional network of 750 lane-miles.

Bay Area Express Lanes generally operate according to the following principles:

- The lanes are largely open access, meaning drivers can enter and exit at will
- Variable tolls change with demand to maintain reliable travel times
- Tolls are paid electronically using FasTrak®. Solo motorists pay tolls with a FasTrak® or FasTrak Flex® toll tag set to 1 person. Carpools, vanpools, buses, and motorcycles use a FasTrak Flex® toll tag set to 2 or 3+ people to pay no toll or half-price toll, depending on local tolling rules
- Clean Air Vehicles (CAV) use a FasTrak® Flex CAV toll tag to pay no toll or half-price toll, depending on local tolling rules⁷²

The overall goals of the Express Lane Network include managing traffic, reducing congestion and increasing beneficial travel behaviors like carpooling to reduce GHG emissions and increase throughput.

4.2 HOV Lanes

One of the most well-established and publicly recognizable forms of freeway demand management is the HOV lane, which dedicates a highway capacity to drivers who are carrying more than one passenger in their vehicle. Since a relatively small proportion of highway users typically travel as an HOV, this lane is usually less congested than general purpose lanes and provides a reduction in travel time to users. The Bay Area has made significant investments in building a system of HOV lanes throughout the region. These lanes are intended to incentivize users to carpool, reducing the number of vehicles on the road and therefore reducing overall VMT. However, there are many challenges to HOV lanes operating as intended:

- Underutilization: HOV lanes are underutilized for many reasons. Despite the availability of benefits for HOVs, driving alone continues to be a more popular choice for personal travel. Potential reasons for this may be practical (lack of a connected HOV lane system, location/schedule limitation, travel flexibility, need a vehicle during the day, need to make other stops, no available carpool program) or personal (appreciate alone time, commute preferences e.g. radio, perceived potential traits of carpool partners), making it difficult to influence behavior.⁷³

⁷² https://mtc.ca.gov/sites/default/files/BAIFA_EL_Program_Report_2020_Q1_0.pdf

⁷³ Li, Jianling, et al. "Who chooses to carpool and why? Examination of Texas carpoolers." *Transportation Research Record* 2021.1 (2007): 110-117.

- Overutilization: HOV lanes can become overutilized when the volume of eligible HOVs, Clean Air Vehicles (CAVs), and non-eligible vehicles in a corridor approaches the capacity of the lane, or when too many non-eligible vehicles use the lane illegally. In the former case, increasing the HOV occupancy requirement can address the overutilization problem, although the reverse problem of underutilization can then sometimes occur if the volume of eligible HOVs is too low. The occurrence of HOV violations can only be addressed via manual enforcement by California Highway Patrol, which has limitations given the relatively few violators that can be safely observed and cited at any given time. MTC is currently undertaking two pilots to improve enforcement. One is testing the effectiveness of vehicle occupancy detection cameras, while the other focuses on app-based technology for self-identification.
- Lack of a connected system: The benefits of using HOV lanes can be hindered by gaps in the system. The reliability and time saving benefits of HOV lanes are compromised without seamless connectivity in the system. However, these gaps can be costly to fill.

These challenges may prevent HOV lanes from being a maximally effective strategy in managing demand and reduce their viability as a strategy to reduce congestion and GHG emissions.

4.3 Express Lanes

Over the past decade, express lanes, also known as High Occupancy Toll lanes, have emerged regionally as a solution to the underutilization, overutilization and the often-fragmented nature of HOV lanes. Express lanes maintain the primary function of HOV lanes, preserving time saving and reliability benefits for transit and carpools, while using pricing to manage the remaining capacity in a way that maintains speeds at the FHWA speed requirement of at least 45mph. This provides additional benefits above and beyond those of an HOV lane, including:

- Better utilization of extra HOV lane capacity, reducing congestion on general purpose lanes;
- Provides commuter with more reliability in travel time when needed;
- Better ability to actively manage traffic to maintain favorable operating conditions to continue encouraging carpools, vanpools, and transit;
- Ability to provide increased enforcement against policy violators; and
- Revenue generation to offset construction costs and better maintain service and functionality of the lane.

5.5 FUNDING AND FINANCING STRATEGIES WHITE PAPER

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Executive Summary

The estimated cost to construct the remaining segments of the Express Lanes Network in Plan Bay Area 2050 is \$3.7 billion. Relying on traditional funding sources alone will not be sufficient to fulfill this remaining need. Seeking alternative funding and financing strategies may be necessary in the future and can help expedite the buildout of the interconnected network.

So far in the Bay Area, express lanes have been delivered relying primarily on state, regional and local funds, and to a lesser extent, federal funds. Most express lane projects in the Bay Area have relied on a combination of funds from these multiple sources. It is likely that the near-term buildout of the Express Lanes Network will continue to rely primarily on these funding sources, although the prospect of a new federal transportation bill or reauthorization could make federal funding a more attractive option. The region has had some success securing state funds made available through the competitive grant programs as part of Senate Bill 1. The ability to obtain capital advances from local sales tax revenues and financial institutions and use express lane revenues to pay back the loans is another mechanism that is being used in the Bay Area.

Beyond obtaining loans from sales tax revenues, other financing models may be challenging to implement in the Bay Area. Introducing bond financing, although it could theoretically allow greater access to capital, may not be achievable given the need to generate sufficient revenues to cover principal and interest payments. Examples of express lanes that have been successful issuing bond debt generally feature two express lanes in each direction and HOV3+ occupancy requirements, which is notably different than express lanes in the Bay Area. Private investment is another option that would be challenging to implement and would require changes to state law, potentially ceding control of operational policies such as toll rate setting.

Given the uncertainty faced in the years following the COVID-19 pandemic, it seems imprudent to chart a course for a change in how Bay Area express lanes have been funded. The decline in tax and toll revenues will undoubtedly put a strain on transportation funding in the Bay Area for years to come. The region should actively pursue state and federal funding opportunities and should advocate to include the Express Lanes Network buildout in any future regional funding measure. While financing could be a part of the solution, it is unlikely to play a major role in the near-term, primarily because the Bay Area's environmentally friendly approach (e.g., minimizing roadway widening and right of way acquisition) is less attractive to the commercial bond market, and other financing opportunities remain limited.

1 Purpose

This white paper explores various options to fund the remaining buildout of the Bay Area Express Lanes Network. The estimated cost to construct the remaining segments of the planned express lanes network in Plan Bay Area 2050 is \$3.7 billion. Relying on traditional funding sources alone will not be sufficient to fulfill this remaining need. Seeking alternative funding and financing strategies may be necessary in the future and can help expedite the buildout of the network. For example, several express lane projects in the region have been delivered using capital advances from local sales tax revenues and financial institutions with the expectation that express lane toll revenues will be used to pay back the loans.

2 Background

So far in the Bay Area, express lanes have been delivered relying primarily on state, regional and local funds, and to a lesser extent, on federal funds. These fund sources are summarized below:

- State Funds
 - State Transportation Improvement Program (STIP)
 - Senate Bill 1 (SB1), also known as the Road Repair and Accountability Act, competitive programs
- Regional Bridge Toll Funds
 - Regional Measure 2
 - Regional Measure 3 (pending outcome of litigation)
 - BATA Express Lane Funds (one-time funding for BAIFA express lane implementation)
- Local Sales Tax Funds
 - Alameda County Measure B
 - Contra Costa County Measure J
 - San Mateo County Measure A

3 Traditional State, Regional and Local Funding

It is likely that the near-term buildout of the express lanes network will continue to rely primarily on federal, state, regional and local funding sources such as those listed above. In general, these sources feature a lower cost of capital and are less complicated to secure than financing. However, these sources of funds must also meet a lot of other competing transportation needs and therefore are not guaranteed. It is therefore in the best interest of the region to ensure that express lane projects incorporate state, regional and local goals to be competitive for these funding sources.

The following sections provide more detail on each of these traditional sources of public funding.

3.1 State Funding

3.1.1 State Transportation Improvement Program (STIP)

The STIP is a statewide 5-year plan that allocates transportation funding under the purview of the California Transportation Commission. Seventy-five percent of the STIP consists of regional spending plans developed by MTC and other Metropolitan Planning Organizations in the state. These regional plans are further subdivided based on a county share formula. STIP funds have been, and will likely continue to be, used for express lane projects in the Bay Area, although they typically make up a relatively small share of a project's overall funding plan.

3.1.2 Senate Bill 1 Competitive Programs

Senate Bill 1, the Road Repair and Accountability Act of 2017, was signed into law on April 28, 2017 and imposed new vehicle registration fees and increased the gasoline excise tax. This increased funding

allows investment of more than \$5 billion annually in California's transportation infrastructure, allocated by formula and through competitive grant programs. Three of the competitive grant programs provide funding opportunities for express lanes as described below.⁷⁴

3.1.2.1 Solutions for Congested Corridors Program (SCCP): \$250 million annually

SB1 created the Solutions for Congested Corridors Program (SCCP), providing \$250 million annually to multimodal corridor projects that make performance improvements along the state's busiest and most congested highway and transit corridors. SCCP funds cannot be used for general purpose lane construction; instead, capacity increasing projects are restricted to HOV and managed lanes and other non-general purpose lane improvements that improve safety or operations (e.g., auxiliary lanes, truck climbing lanes). MTC and Caltrans are the eligible nominating agencies in the Bay Area for this program. Selected congestion relief projects involving HOV and express lanes include:

- US-101 in San Mateo and Santa Clara Counties: \$233.2 million was awarded to build 22 miles of new, managed lanes on US-101 in San Mateo County and convert approximately nine miles of carpool lanes to express lanes in Santa Clara County.
- US-50 in Sacramento County: \$110.3 million was awarded to build seven miles of carpool lanes on US-50 from I-5 to just east of Watt Avenue and expand light rail service from Sunrise Blvd. to Downtown Folsom.
- I-105 in Los Angeles County: \$150 million was awarded to convert existing HOV lanes and build an express lane in each direction on I-105 between I-405 and I-605.

3.1.2.2 State-Local Partnership Program (LPP): \$200 million annually

The LPP supports the investment that local communities have made in their region through voter-approved transportation measures by matching funds. Projects include road maintenance and rehabilitation purposes and other transportation infrastructure improvements. Funds are allocated by the California Transportation Commission (CTC) with funding split between formula and competitive programs. Example express lane projects that have received LPP funds include:

- US-101 in San Mateo and Santa Clara Counties received \$20 million of State LPP competitive funds in 2019.
- I-680 SB Gap Closure Project in Alameda County received \$25 million of State LPP competitive funds, leveraging Alameda County's LPP formula funds.

3.1.2.3 Trade Corridor Enhancement Program (TCEP): \$300 million annually

The TCEP provides funding for projects that seek to improve corridors that have a high volume of freight traffic. Demonstration of 30% matching funds is a requirement of this program. Preference is given for projects that can be completed in a timely manner and that are jointly nominated.

The Solano Transportation Authority, MTC, and Caltrans District 4 submitted a joint application for construction funding for the I-80 Express Lanes in Solano County through the TCEP and SCCP programs in the Summer of 2020. The project was ultimately successful in receiving \$123.4M as part of the adopted 2020 TCEP Program.

3.2 Regional Funding

BATA made a funding commitment of \$345.2M to deliver the first set of express lanes projects in BAIFA's authorized network. These funds were used to construct the I-680 express lanes in Contra Costa County and the I-880 express lanes in Alameda County and are being used to complete the design for

⁷⁴ <https://catc.ca.gov/programs/sb1>

the I-80 express lanes in Solano County. This was a one-time commitment and there is no expectation that BATA will supply any additional funding for express lanes.

To help address the Bay Area's growing congestion problems, Regional Measure 3 was put on the ballot in 2018 to finance a comprehensive suite of highway and transit improvements through an increase in tolls on the region's seven state-owned toll bridges. The ballot measure passed in 2018 with overall 55% voter approval in the nine counties in the Bay Area. Toll revenues will be used to finance a \$4.45 billion slate of highway and transit improvements in the toll bridge corridors and their approach routes, including \$300M for express lanes. Initial programming of \$240 million for the express lanes was adopted by MTC in May 2020.⁷⁵ As of January 2021, RM3 is under active litigation, pending resolution. Until that occurs, the revenues associated with the toll increase are being held in an escrow account.

A regional sales tax measure to provide funding for transportation in the Bay Area has been under consideration. In 2019, the concept of a regional 1-cent sales tax measure to fund \$100 billion for transportation improvements over 40 years (referred to as the "mega measure") received serious consideration. Early conversations about the mega measure contemplated a robust network of dedicated toll lanes that could be leveraged to serve enhanced regional bus service. Ultimately, the campaign backing the measure was put on hold amid the disruption caused by the COVID-19 pandemic. It is not known if or when such a measure may resurface.

3.3 Local Funding

Eight of the nine Bay Area counties have approved dedicated transportation sales tax measures. At least three counties have used their sales tax revenues to fund express lanes, including:

- Alameda County Measure B half-cent sales tax – The I-580 express lanes were funded, in part, from Measure B capital advance loans up to \$38.5 million.⁷⁶ Toll revenue from I-580 will be used to repay this loan. Measure B is also being used to fund \$128.2 million for Phase 1 of the I-680 Sunol Express Lanes.⁷⁷
- Alameda County Measure BB half-cent sales tax – The 2014 Transportation Expenditure Plan developed for Measure BB includes \$60 million for express lanes on the I-680 corridor in Alameda County.⁷⁸
- San Mateo County Measure A half-cent sales tax – A loan of up to \$100 million was approved for the US-101 Express Lanes Project. The loan is to be repaid with future toll revenues once the express lanes are operational.⁷⁹
- Contra Costa County Measure J half-percent sales tax – \$40 million from Measure J has gone towards the southbound I-680 gap closure project.⁸⁰

Sales tax funds can be used to provide capital loans for express lane implementation with the expectation that they are to be repaid with future toll revenues. This arrangement helps to preserve county sales tax measure capacity by requiring that any funds used towards express lanes

⁷⁵ <https://mtc.legistar.com/View.ashx?M=F&ID=8447864&GUID=1CF71018-0856-4D60-89C5-42C4401268BD>

⁷⁶ https://www.alamedactc.org/wp-content/uploads/2018/12/I-580_Express_Lanes_20_Year_Expenditure_Plan_201800426.pdf

⁷⁷ https://www.alamedactc.org/wp-content/uploads/2020/10/1369000_I680-Sunol-EL_FS_20201028.pdf

⁷⁸ https://www.alamedactc.org/wp-content/uploads/2018/11/2014_Transportation_Expenditure_Plan-2.pdf

⁷⁹ https://www.smcta.com/about/MediaRelations/News/Transportation_Authority_and_San_Mateo_County_Express_Lanes_Joint_Powers_Authority_Approve_up_to_100_million_in_Financing_for_101_Express_Lanes.html

⁸⁰ <https://ccta.net/wp-content/uploads/2019/10/2019-Measure-J-Strategic-Plan.pdf>

implementation be repaid at a future date. And since in many cases the entity providing the loan is often the same entity implementing express lanes, the terms of the loan agreement and repayment may be more flexible than if the loan had been offered from a private entity.

4 Federal Funding

This section explores federal funding opportunities. The U.S. Department of Transportation (USDOT) offers several discretionary grant programs and financing options that Bay Area agencies can pursue to fund express lane projects. Grant funding and financing provided by the federal government involves adhering to very specific federal requirements as set forth in the various application processes, and may include reporting and Buy America considerations that could affect project costs and contracting options. The combined incremental cost to adhere to federal requirements should be included in any consideration of federal grant or financing programs. Grant programs are generally highly competitive with success rates of less than 10 percent of applicants while federal financing programs often require a lengthy review and authorization process.

4.1 BUILD Grants

The Better Utilizing Investments to Leverage Development (BUILD) grant program (formerly known as TIGER) is a highly competitive USDOT discretionary grant program which supports the capital costs of road, rail, transit, and port projects that have a significant impact on the nation, a region, or a metropolitan area. The funds are awarded on a competitive basis for projects that demonstrate significant local or regional impact. The program was first created in the 2009 Recovery Act.⁸¹ The USDOT routinely provides technical assistance to prospective applicants, via a series of webinars and guidance.⁸²

Broad support and local consensus, including support from the business community, various interest groups (e.g., environmental, labor, economic development) and elected officials at the federal, state, and local levels are key requirements to being competitively positioned for BUILD funding. USDOT also prefers projects that have completed considerable project development (e.g., finalized environmental clearance) and secured commitments of matching non-federal funding. In situations where a project cannot meet USDOT's preparedness criteria, but the project sponsor anticipates they will in one to two years, they may submit an application to make USDOT aware of the project and better position the project for future rounds of BUILD grants based on initial feedback.

BUILD grant applications must demonstrate:

- The benefits for expected users of the project, a description of the challenges that the project aims to address, and how the project will address these challenges;
- Project stakeholders are engaged and supportive of the project;
- Grant funds and sources / uses of project funds are available and commitment funding sources;
- The project will improve the condition of existing transportation facilities and systems, with a particular emphasis on minimizing lifecycle costs and improving resiliency;
- The project will contribute to regional economic competitiveness over the medium- to long-term by improving the transportation system while creating and preserving jobs;
- The project will increase transportation choices and access to transportation services for local residents;

⁸¹ <https://ops.fhwa.dot.gov/Freight/infrastructure/tiger/>

⁸² <http://www.transportation.gov/BUILDgrants/outreach>

- The project will improve energy efficiency, reduce dependence on oil, reduce greenhouse gas emissions and benefit the environment;
- The project will improve the safety of U.S. transportation facilities and systems; and
- The project uses innovative strategies, such as innovative technology, innovative funding and financing mechanisms, or innovative project delivery and management techniques.

In FY 2020, \$1 billion was made available through the BUILD program; with the most recent cycle closing on May 18th, 2020. The program is subject to annual appropriations by Congress and the next BUILD notice of funding availability is anticipated in early 2021 with a submittal deadline in May or June. Express lane projects in Atlanta and Denver have been successful securing TIGER/BUILD grant funding.

4.2 INFRA Grants

The Infrastructure for Rebuilding America (INFRA) discretionary grant program was established by the 2015 Fixing America's Surface Transportation (FAST) Act. The program promotes the incorporation of innovative technology that will improve the national transportation system.⁸³ INFRA grants can be used for up to 60 percent of eligible costs for highway projects on the National Highway System

INFRA grant applications must demonstrate that:

- The project will generate national or regional economic, mobility, or safety benefits;
- The project will be cost effective;
- The project will contribute to the accomplishment of 1 or more of the national goals described under 23 U.S.C. 150;
- The project is based on the results of preliminary engineering;
- Additional stable and dependable source(s) of funding and financing are available to construct, maintain, and operate the project;
- Contingency amounts are available to cover the unanticipated cost increases;
- The project cannot be easily and efficiently completed without other Federal funding or financial assistance available to the project sponsor; and
- The project is reasonably expected to begin construction not later than 18 months after the date of obligation of funds. [23 U.S.C. 117(g)]

In FY 2020, \$906 million was made available through the INFRA program; with the most recent cycle closing on February 25, 2020. The program is subject to annual appropriations by Congress. The next INFRA notice of funding opportunity is anticipated in February 2021.

There have been at least two express lane projects in the country that have been recipients of an INFRA grant:

- \$184 million for express lanes on State Route (SR) 400 in Atlanta, Georgia (awarded in 2018)
- \$90 million for express lanes on I-25 and I-70 in Colorado (awarded in 2018)

4.3 Grant Reporting Requirements

Each applicant selected for an INFRA/BUILD grant must submit the Federal Financial Report (SF-425) on the financial condition of the project and the project's progress, as well as an Annual Budget Review and Program Plan to monitor the use of federal funds and ensure accountability and financial transparency

⁸³ <https://www.transportation.gov/buildamerica/financing/infra-grants/infrastructure-rebuilding-america>

in the INFRA/BUILD programs. The USDOT requires reporting on project performance, including observed measures under baseline (pre-project) conditions as well as post-implementation outcomes. This information is used to evaluate and compare projects and monitor the results.

4.4 New Federal Authorization/Reauthorization

The current federal surface transportation authorization is set to expire on September 30, 2021. With a new administration just taking office, ever growing demands for more investment in the nation's transportation infrastructure, and the ability for transportation funding to serve as an economic stimulus post pandemic, there is reason to believe that a robust federal authorization could be in the near future. However, it is too early to speculate what kinds of funding opportunities could be available for express lane projects in a future authorization.

5 Financing Options

Financing options rely on obtaining funds from financial institutions or capital markets. It is common for lenders/investors to require some amount of public funds to be pledged to the project in order to secure financing in the first place. Any borrowed funds must be repaid with interest. Express lanes can use toll revenue to secure and repay these loans. As a general rule of thumb, every \$100 million of project cost requires about \$6 million in toll revenue per year to service the debt over 30-40 years. The amount of toll revenue available for debt service needs to account for the need to cover annual operations and maintenance costs as well as rehabilitation and replacement costs.

The following sections further describe individual financing options along with a discussion of feasibility for financing the Bay Area's express lanes.

5.1 Bond Financing

Several publicly owned express lanes facilities have sought financing in the form of issuing debt through toll revenue bonds, which are paid back using toll revenues. In general, the advantage of toll revenue bond financing is access to a greater amount of capital, which would allow faster buildout of the express lanes network. However, bond financing requires sufficient toll revenues to cover principal and interest payments, and associated bond covenants place requirements on the issuer of the bond. These requirements often include the establishment of reserve accounts that can be used to pay debt if annual toll revenues fall below the necessary amount to cover debt service. Requirements can even include limitations on bond issuer's ability to make additional capital investments.

An investment-grade traffic and revenue study is typically prepared to provide confidence to investors prior to bond issuance, with exceptions made for facilities that have a robust track record of toll revenue generation. The traffic and revenue study includes detailed assumptions and results of traffic demand modelling and forecasting, and usually includes sensitivity tests to demonstrate impacts as a result of different economic projections. Detailed estimates of toll revenue, operations and maintenance costs and rehabilitation costs for the tolled facility are estimated as well to illustrate a project's potential to contribute to debt repayment and financial capacity. A Debt Service Coverage Ratio (DSCR) is assumed when calculating the maximum debt capacity, which is the ratio of annual revenues available for debt service to required repayments for any given year. The DSCR is typically set between 1.3 to 2; the higher the DSCR, the more conservative the borrower or riskier the revenue stream, and the more toll revenue available for debt service is required.

In general, the advantage of toll revenue bond financing is access to a greater amount of capital, allowing for faster buildout of the express lanes network. However, compared to other financing options, specifically those using a larger pool of funding, such as a general state tax or fee, the cost of capital in terms of debt service is likely to be higher. Investment-grade financing also tends to require additional financial disclosures and reserve account requirements. Nearly all examples of express lanes that have been successful obtaining bond financing feature two express lanes in each direction, with access restrictions and HOV3+ occupancy requirements in place, which is notably different than the Bay Area Express Lanes Network. Such designs are geared to maximize toll revenue and reduce revenue leakage; however, they also tend to require more road widening and right of way acquisition than the “skinnier”, lower-impact approach (i.e., predominantly single lanes with continuous access) pursued in the Bay Area. From an investor’s perspective, this would most likely dampen toll revenue potential, increase revenue volatility, and ultimately affect the financial capacity and/or potential credit ratings.

Since the vision for the Bay Area Express Lanes Network is not what bond markets typically favor, options to improve the prospect of bond financing include offering up another source of revenue as backing for debt, or a mechanism to pool toll revenues. Both of these options come with challenges. Backing toll revenue bond debt with sales tax revenues would require tying up some portion of sales tax funds to service express lanes debt. Pooling express lane revenues may require statutory changes to allow revenues to more easily flow across jurisdictional boundaries.

5.2 Individual Facility Compared to System

Bay Area Express Lanes are largely single lane facilities, many operating with HOV2+ occupancy requirements, and it is unlikely that most individual projects will generate sufficient initial toll revenue to support financing. Since the operational structure of the Bay Area Express Lanes Network is not what bond markets typically favor, options to improve the prospect of bond financing include pledging other sources of revenue as backing for debt or pledging revenue from multiple toll facilities. Both options come with challenges. Backing debt with sales tax or other revenues would limit funding available for other uses. Pooling express lane revenues may require statutory changes to allow revenues to more easily flow across jurisdictional boundaries.

Consolidating projected system revenues and costs into a centralized financing strategy is a frequently used option. One option is to establish a regional infrastructure bank that could be backed by various sources of transportation revenues (e.g., sales tax revenue, toll revenue, future state and federal funds). A regional infrastructure bank set up in this way could offer loans to fund project development with the expectation that the loans would be paid back. This concept could help advance project delivery by closing the gaps in project funding plans and offer lower borrowing costs than other financing options. However, establishing a regional infrastructure bank would be challenging for many reasons. Previous attempts to establish a regional bank in the Bay Area⁸⁴ did not prove successful due to disparate goals and requests from different jurisdictions. Being able to pledge revenues towards a regional bank in the first place would require changes to statutory restrictions on the use of revenues across jurisdictional boundaries, favorable economic conditions, and broad consensus among regional participants on how the bank would be governed. However, a regional infrastructure bank may be an important strategy to consider since financing opportunities are limited.

⁸⁴ <https://mtc.legistar.com/MeetingDetail.aspx?ID=644512&GUID=6529D007-DA04-4C30-B509-57C59D6DA4E6&Search>

5.3 Commercial Loans

Although commercial bank loans could be an option to secure a share of express lanes capital funding needs, the amounts that banks can be expected to offer at competitive terms may initially be limited until there are proven revenue streams. Opposed to securing debt from the bond market, where risk is spread out among investors, a bank that issues a loan is taking on all the risk and is therefore not likely to lend large amounts of capital. Furthermore, a larger bank loan can often require higher debt service payments and thus a greater amount of toll revenue required to repay the loan.

VTA was able to finance a portion of its Phase 2 extension of SR-237 Express Lanes via a commercial loan. Of the \$33.9 million total project cost, \$24 million was provided by Western Alliance Bank. The terms of the loan include a 20-year payback period with a fixed annual rate of 5.15%⁸⁵

5.4 TIFIA Loans

The Transportation Infrastructure Finance and Innovation Act (TIFIA) of 1998 provides credit assistance in the form of direct loans, loan guarantees, and standby lines of credit (rather than grants) to projects of national or regional significance.⁸⁶ TIFIA loans tend to be more flexible with repayment terms for both interest and principal and offer lower competitive interest rates. As of February 15, 2021, the interest rate for a 35-year loan stands at 1.93%, which is lower than can be expected with toll revenue bonds or commercial loans. For new toll facilities without proven revenue streams, TIFIA offers a lower cost and flexible financing solution that also helps to reduce perceived program risk and secure additional debt at more competitive terms from other sources. TIFIA tends to be junior, or subordinate to other debt obligations, in terms of future cash flow. In the event of liquidation or bankruptcy, US DOT is required to have a parity lien with senior creditors. If TIFIA is used as subordinate debt, the senior debt must also obtain two investment grade ratings prior to execution of the loan.

Obtaining a TIFIA loan requires a detailed federal application process and the credit assistance has some key major requirements as follows:

- Minimum anticipated project costs:
 - \$10 million for Transit-Oriented Development, Local, and Rural Projects
 - \$15 million for Intelligent Transportation System Projects
 - \$50 million for all other eligible Surface Transportation Projects
- TIFIA credit assistance limit – Credit assistance limited to 33 percent of reasonably anticipated eligible project costs (unless the sponsor provides a compelling justification for up to 49 percent).
- Investment grade rating – Senior debt and TIFIA loan must receive investment grade ratings from at least two nationally recognized credit rating agencies (only one rating required if less than \$75 million).
- Dedicated repayment source – The project must have a dedicated revenue source pledged to secure both the TIFIA and senior debt financing.
- Applicable federal requirements – Including, but not limited to: Civil Rights, NEPA, Uniform Relocation, Buy America, Titles 23 and 49.

⁸⁵ <http://santaclaravta.igm2.com/Citizens/FileOpen.aspx?Type=4&ID=7933>

⁸⁶ <https://www.transportation.gov/buildamerica/financing/tifia>

- Reimbursement – Project sponsors must reimburse USDOT for the costs of the outside advisors who advise TIFIA on the transaction. This transaction fee generally ranges between \$400,000 and \$700,000. The fee may vary significantly depending on the complexity of the project.⁸⁷
- Reporting requirements - Ongoing, periodic reporting is required to provide USDOT with an oversight tool for ensuring the borrower's compliance with the provisions of the credit agreement; monitor the overall status of the project; and assist USDOT and the Office of Management and Budget (OMB) in identifying any changes to the credit risk posed to the federal government under individual credit agreements. This includes providing ongoing financial and project information until the loan is fully repaid at the cost of the project sponsor, including audited financial statements, annual credit evaluations of the project, budget and cash flow projections, sources and use of funds, project schedules, and operating statistics.

TIFIA is often combined with other bond measures including toll revenue and sales tax revenue bonds. TIFIA accounted for 41 percent of total debt obligations on the I-405 Express Lanes in Orange County and for 38 percent of debt obligations on the SR-91 Express Lanes in Riverside County. The two agencies offer examples of how TIFIA has been used on projects in California:

- Orange County Transportation Authority (OCTA) I-405 Express Lanes – OCTA in cooperation with Caltrans is widening I-405 16 miles of I-405 between the SR-73 freeway in Costa Mesa and I-605 near the L.A. County line. The project will incorporate the existing carpool lanes and add a new lane in each direction between SR-73 and I-605.⁸⁸ The credit agreement was executed in 2017 and provides a \$561 million direct loan for the \$1.7 billion project.⁸⁹
- Riverside County Transportation Commission (RCTC) SR-91 Express Lanes – RCTC extended the existing express lanes on SR-91 into Riverside County, from the Orange County Line to the I-15. The project constructed two express lanes in each direction with no intermediate access points. The credit agreement was executed in 2013 and provided \$421 million for the \$1.79 billion project.⁹⁰

6 Private Investment

Private investment in express lane implementation is typically achieved through a Public-Private Partnership (P3), where a private company enters into a contractual relationship with a public agency to deliver a project. P3s for express lanes and other tolled facilities often involve a long-term concession agreement where the private entity agrees to deliver, operate and maintain the facility in exchange for the right to collect the toll revenue generated. These agreements can have terms that range from 30 years to as long as 99 years. At the end of the term, the facility reverts to the public owner.

Some of the biggest advantage of P3s include the ability to accelerate project construction and the ability to transfer risks to the private sector. P3s can bring private investment to the table that would otherwise take years or decades to obtain through traditional funding approaches, although many P3 models do include an investment of public funds towards the project. In addition, P3 can stipulate regimented operations and maintenance regimes and provisions for rehab and replacement to ensure that the facility is kept in optimal condition throughout the life of the agreement. These regimes and

⁸⁷ <https://www.transportation.gov/buildamerica/financing/tifia/tifia-credit-program-overview>

⁸⁸ <http://www.octa.net/Projects-and-Programs/Under-Construction/I-405-Improvement-Project/?frm=7135>

⁸⁹ <https://www.transportation.gov/buildamerica/projects/octa-i-405>

⁹⁰ <https://www.transportation.gov/buildamerica/projects/sr-91-corridor-improvement>

provisions would need to be adhered to regardless of the amount of revenue that is being collected, thereby transferring risk to the private partner.

Express lanes that have utilized a P3 model tend to be megaprojects requiring significant highway reconstruction in heavily traveled corridors. And the facilities themselves tend to consist of two express lanes in each direction with HOV3+ occupancy requirements, some of them with no cap on toll rates. A few example express lane projects that were delivered via P3 agreements are summarized below:⁹¹

- Washington, D.C. metropolitan area – The I-95, I-395 and I-495 Express Lanes outside of Washington, D.C. have all been delivered through P3 concession agreements. Each facility was constructed in the median, with some portions including two express lanes in each direction and other portions including two to three reversible express lanes. The total project cost for all three facilities was over \$3.5 billion, which included replacement of aging bridges and overpasses in the corridors. The express lanes operate 24/7 and require three or more occupants for toll-free travel. The lanes essentially serve as a separate freeway within a freeway, with direct access ramps provided from the express lanes to major interchanges. The terms of the concession agreements range from 70 to 75 years.
- Dallas-Fort Worth Metroplex, Texas – The North Tarrant Express project is being delivered in two phases through separate P3 agreements. The entire project comprises 31 miles on three separate freeways, including direct connectors. Two express lanes are provided in each direction, which required reconstruction and widening of the freeway, and in some areas, new frontage roads were added. The total project cost is \$3.8 billion. The lanes provide a 50% discount for vehicles with two or more occupants during weekday peak periods only; all vehicles pay the full toll at all other times.
- Denver Metro Area, Colorado – A 5-mile extension of the US 36 express lanes that connect the City of Boulder to Denver was delivered as a P3. The terms of the 50-year concession agreement included improvements to the entire US 36 corridor as well as routine maintenance and lifecycle replacement on the entirety of the US 36 express lanes as well as the I-25 express lanes. The total cost of the project was \$208.4 million. Unlike other express lanes delivered via P3, the US 36 express lanes consist of a single lane in each direction. Vehicles with three or more occupants travel toll-free and tolls are capped.

Significant changes would be required for P3 to be a feasible option for continued buildout of Bay Area express lanes. First, a change to state law would be required to even allow public private partnerships for tolled facilities. In addition, the following would need to be considered by Bay Area express lane agencies:

- Control of operational policies, include toll setting – Policies that seek to maximize toll revenues tend to attract greater private interest. Private investors would prefer to have a say in toll-setting policies to guarantee a return. A compromise could be to include provisions in the concession agreement that allow for changes to operational policies only when certain triggers/thresholds are reached. Toll caps can also be included as part of the agreement.
- Bundling of facilities – It is not likely that any single express lane facility in the Bay Area would attract sufficient private interest. Instead, it may be necessary to bundle facilities that are to be delivered and operated via a P3. Like the US 36 example, it could be possible to structure an agreement that involves some portion of the buildout and includes operations and maintenance of multiple facilities.

⁹¹ https://www.fhwa.dot.gov/ipd/project_profiles/

- Project delivery and operations – Express lanes project delivery and operations have become integrated functions of the County Transportation Authorities and MTC. Ceding control of these functions to a private entity would still require some agency oversight, but probably not as much as is currently invested in the buildout and operation of the express lanes.
- Revenue sharing – It can be difficult to give up 30 to 50 years of toll revenues, creating a desire to include revenue sharing provisions into concession agreements. Although such provisions can ensure that the public receive a share of net revenues, they can also serve to dissuade would-be private investors.

7 COVID-19 Impacts

The COVID-19 pandemic has taken its toll on the transportation sector and its impacts are likely to last for several years after the pandemic ends.

Fitch Ratings released a series of reports over the summer of 2020 that project potential credit rating scenarios for various toll projects with debt financing. One such report focuses on managed lanes exclusively, owing to their unique demand profile and generally distinct debt structure.⁹² The report notes that, while managed lanes have seen incredibly sharp year-on-year drops in traffic and revenue (approaching 75 percent for Q2 2020), they have somewhat counterintuitively demonstrated strong financial performance, in terms of liquidity and debt service coverage. Several factors have contributed to this. Most debt-financed managed lanes projects are relatively new, and therefore the debt required to be paid back is relatively less now than it will be in later years. The relative novelty of managed lanes has also discouraged the pre-COVID assignment of the highest investment-grade credit rating to their debt.

Another interesting aspect of managed lanes' performance throughout the COVID-19 pandemic has been the fact that users are paying to use them at all. Managed lanes' value proposition typically centers around the time savings they provide; with free-flow traffic being the current norm, users appear to be paying (albeit generally lower tolls) for the perceived reliability, safety, and perhaps still greater speed benefits of using the lanes. Variation among express lane corridors during the pandemic has been observed and may be attributable to different trip types being served; for example, express lanes on corridors that primarily serve peak period commute trips have been observed to experience sharper declines in traffic than express lanes on corridors where there is substantial recreational use.

With that being said, Fitch Ratings' updated baseline has some critical assumptions on the timeline of economic, and by proxy, traffic recovery. Fitch's rating case assumes year-over-year managed lanes traffic losses peaking in the second quarter of 2020. Traffic losses are then assumed to ease through the remainder of the year with a gradual recovery through 2022 when traffic is estimated to return to 2019 levels.

8 Conclusions and Recommendations

Given the uncertainty faced in the years following the COVID-19 pandemic, it seems imprudent to chart a course for a change in how Bay Area express lanes have been funded. The decline in tax and toll revenues will undoubtedly put a strain on transportation funding in the Bay Area for years to come. The

⁹² <https://www.fitchratings.com/research/us-public-finance/coronavirus-stress-tests-us-toll-roads-managed-lanes-structural-protections-offset-steep-traffic-losses-rating-pressure-in-severe-downside-case-06-07-2020>

region should actively pursue state and federal funding opportunities and should advocate to include the Express Lanes Network buildout in any future regional funding measure. While financing could be a part of the solution, it is unlikely to play a major role in the near-term, primarily because the Bay Area's environmentally friendly approach (e.g., minimizing roadway widening and right of way acquisition) is less attractive to the commercial bond market, and other financing opportunities remain limited. Specifically, the following are recommended.

Actively pursue state and federal funding opportunities	<p>Senate Bill 1 introduced a new source of much needed transportation funding. Express lane projects in the Bay Area have been successful obtaining funds from each of the three competitive programs under Senate Bill 1. With continued emphasis on building a pipeline of projects that achieve state and regional goals, the region can hopefully continue to rely on state funds for express lanes buildout.</p> <p>Existing discretionary federal grant programs offer opportunities for express lanes funding, and there is potential that a new authorization could provide sustained or enhanced funding for these types of programs. The region should advocate for funding opportunities that could apply to express lane projects, and as funding becomes available, seek opportunities to put forth competitive projects.</p>
Advocate to include the Express Lanes Network buildout in any future regional funding measure	<p>There continues to be talk of a potential regional measure to generate funds for transportation. The previous measure contemplated for 2020 included consideration of funding for a robust managed lanes network to support regional express bus service. The region should continue to stay engaged in discussions that may reemerge and advocate for the buildout of the Express Lanes Network.</p>
Explore regional infrastructure bank concept when economic conditions are favorable	<p>The concept of a regional bank backed by various forms of transportation revenues (e.g., sales tax revenues, toll revenues, or future state and federal funds) could help the region leverage more attractive financing options by pooling resources. However, such a venture requires favorable economic conditions, broad consensus among regional participants, and possible changes to statutory restrictions on the use of net revenue across jurisdictional boundaries.</p>

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0534 **Version:** 1 **Name:**
Type: Assembly Bill **Status:** Commission Approval
File created: 3/23/2021 **In control:** Joint MTC ABAG Legislation Committee
On agenda: 4/9/2021 **Final action:**
Title: Assembly Bill 629 (Chiu): Seamless and Resilient Transit Act

Requires MTC to designate transit priority corridors to support fast and reliable transit service and to create a pilot of a multi-operator transit fare pass. MTC develop a regional transit mapping and wayfinding system and operators comply with it by a specified date. Sets new rules for transit operators with respect to real time transit information.

Sponsors:

Indexes:

Code sections:

Attachments: [12a - 21-0534 - AB 629 Chiu.pdf](#)
[12a - Public Comment - Coates.pdf](#)
[3e AB 629 Chiu.pdf](#)

Date	Ver.	Action By	Action	Result
4/9/2021	1	Joint MTC ABAG Legislation Committee		

Subject:

Assembly Bill 629 (Chiu): Seamless and Resilient Transit Act

Requires MTC to designate transit priority corridors to support fast and reliable transit service and to create a pilot of a multi-operator transit fare pass. MTC develop a regional transit mapping and wayfinding system and operators comply with it by a specified date. Sets new rules for transit operators with respect to real time transit information.

Presenter:

Rebecca Long

Recommended Action:

Support and Seek Amendments / MTC Commission Approval

Attachments:

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

April 9, 2021

Agenda Item 3e

Assembly Bill 629 (Chiu): Seamless and Resilient Transit Act

Subject: Requires MTC to designate transit priority corridors to support fast and reliable transit service and to create a pilot of a multi-operator transit fare pass. MTC develop a regional transit mapping and wayfinding system and operators comply with it by a specified date. Sets new rules for transit operators with respect to real time transit information.

Overview: AB 629 is Assembly Member Chiu’s legislation aimed at making the Bay Area’s transit system a more seamless, easy-to-use network that attracts riders. The bill will be amended over the next few months to incorporate feedback from key stakeholders as it moves through the legislative process. AB 629 takes immediate, short-term steps towards a more coordinated Bay Area transit system by requiring MTC to work with agencies to design a single regional transit map, standardize wayfinding mechanisms, and report real time transit data across the region.

Big Picture Stuff

The bill includes several sections that are not substantive in the sense of requiring any specified actions but are nonetheless noteworthy for the policy statement they make. For instance, the bill includes a specific reference to the vision adopted by the Blue Ribbon Transit Recovery Task Force (Task Force) of a network that is “inclusive, appropriately frequent, accessible, reliable, and integrated with unified service, fares, schedules, customer information and identity, serving all bay area populations, resulting in increased transit ridership and reduced growth in vehicle miles traveled.” The bill also includes provisions declaring that it is the state’s policy that *all transportation agencies* in the Bay Area work towards common goals, including integrating all transit in the region to operate as “one seamless easy-to-use, multimodal transit system from the perspective of the user.” Other goals identified are to 1) equitably expand and improve access to reliable and affordable public transportation and 2) prioritize institutional reforms that support creation of a more seamless and resilient transit network.

Priority Transit Network

The bill requires MTC, in consultation with transit agencies, county transportation agencies, and the public, to identify a transit priority network of corridors that will most benefit from interventions to support fast and reliable transit service. The bill specifies items that should be considered in development of the network. It requires inclusion of any transit corridor funded through the Solutions for Congested Corridors Program and requires the Commission consider for inclusion any high-quality bus corridor, defined as a corridor with service intervals no longer than 15 minutes during peak commute hours.

Managed Lanes Review and Report

The bill requires MTC, on or before January 1, 2024, to submit a report to the Legislature recommending changes to state and federal law that would support a more efficient and sustainable managed lanes network and regional high-capacity transit. The bill also requires that MTC, in partnership with the Department of Transportation (Caltrans) and the operators of managed lanes, develop goals, performance measures and targets to guide decision-making for the buildout and

operation of the regional managed lanes network. The bill also requires that MTC initiate a process with Caltrans and the Department of the California Highway Patrol (CHP) to establish options for delivering the managed lanes while minimizing roadway capacity expansion.

Accumulator Pass Pilot Project

The bill requires MTC to create a pilot program by July 1, 2023 to implement a transit pass among multiple operators providing service in at least three adjacent counties whereby the rider pays a standard fare for individual trips, up to a specified amount, at which “accumulated” point the fares are capped. This pass is known as an “accumulator pass” and the time period could be daily, weekly, or monthly. The bill requires MTC to submit a copy of the Fare Coordination and Integration Study and Business Case to the Legislature on or before February 1, 2022 as well as a progress report on steps taken to implement the study’s recommendations by January 1, 2023.

Mapping/Wayfinding

The bill requires MTC, on or before July 1, 2024, to 1) develop a comprehensive, standardized regional transit mapping and wayfinding system, including common branding for regional transit service and a shared digital mapping platform; and 2) develop an implementation and maintenance strategy and funding plan for deployment. Finally, the bill requires each transit agency to exclusively use that system by July 1, 2025, unless the commission adopts an alternate timeline.

Real-Time Transit Information

The bill includes legislative findings that transit riders across the region should have access to consistent and uniform real-time information across all transit services in the region. To that end, the bill requires all Bay Area operators to use open data standards to make key information available in the industry standard format, known as GTFS for General Transit Feed Specification. Operators are also required to make real-time transit vehicle data available in real-time format and track actual transmission of real-time information by transit vehicles. The bill assigns to MTC the role of coordinating this work and serving as the point of contact for data development and dissemination to third parties, consistent with our current role via 511. MTC is also tasked with developing an implementation and funding plan for deployment of real-time information.

Recommendation: Support and Seek Amendments

Discussion: The March 22, 2021, amendments to AB 629 incorporate a number of the near-term recommendations that were included in Assembly Member Chiu’s legislation from 2020, including provisions requiring the development and adoption of a regional transit mapping/wayfinding system; integrated fares; real-time transit information; and managed lanes. The bill is largely consistent with the advocacy principles staff presented and the Committee referred to the Commission last month, though some key items are missing. Staff recommends a “support and seek amendment” position on the bill to indicate our interest in provisions being incorporated to reflect Advocacy Principles #2-5 in Attachment A. In developing specific amendment suggestions, our advocacy will also be informed by the ongoing dialogue at the Blue Ribbon Transit Recovery Task Force.

Legislative Deadlines

Under the 2021 legislative calendar, the bill must be heard in the Assembly Transportation Committee by April 30th. The bill will then be referred to the Assembly Appropriations Committee which it must pass by May 21st. The bill must then pass the Assembly Floor by June 4. The process then repeats itself in the Senate with the deadline for policy committee being July 14, the deadline for the Senate Appropriations Committee being August 27 and the deadline for Senate Floor being September 10.

Conclusion

Assembly Member Chiu has indicated his interest in incorporating recommendations emerging from the Task Force. However, since the Task Force will not complete its work until after the final meeting on July 26th, it is vital that MTC engage in the legislative process on a parallel track, but in close and frequent coordination with the Task Force. As ideas of consensus emerge over the next few months, such ideas can be incorporated into the bill. Consistent with our 2021 Advocacy Program, staff recommends a “support and seek amendments” position on AB 629.

Bill Positions:

Support:


Seamless Bay Area

Oppose:

None on file

Attachment:

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


Therese W. McMillan

MTC Principles and Proposed Concepts for Seamless Transit Legislation
(As Approved by the Joint MTC/ABAG Legislation Committee, 3/12/21)

Background

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

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

Proposed Principles

1. Provide Tangible, Near-Term Benefits for Riders

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

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

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

2. Increase the Priority of Service Coordination

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

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

3. Give Transit Greater Priority on Local Roads and Highways

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

from future Task Force discussions, such as:

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

4. Transit Network Management: Formalize Transit Coordination & Collaboration

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

5. Improve Access to Transit Hubs

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

6. Avoid Rushing Complex Items that Require More Evaluation

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

From: Rick Coates [REDACTED]
Sent: Sunday, April 11, 2021 1:14 PM
To: Therese W. McMillan <tmcmillan@bayareametro.gov>; Randi Kinman [REDACTED]
Cc: Martha Silver <MSilver@bayareametro.gov>; Marti Paschal <mpaschal@bayareametro.gov>
Subject: Assembly Bill 629

External Email

I have a suggestion MTC lobby for an amendment of Assembly Bill 629. An enforcement mechanism needs to be added. I deal with several state and local agencies that routinely ignore the provisions of any law that they disagree with. Sometimes they do so even after successfully sued! The Regional Water Quality Control Board in Santa Rosa has been under a court order to complete a Total Maximum Daily Load requirement under the Clean Water Act for 30 years without compliance! I foresee a great deal of resistance from local transit agencies.

Rick Coates
Member
Policy Advisory Council, MTC
[REDACTED]

Metropolitan Transportation Commission

375 Beale Street, Suite 800
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Legislation Details (With Text)

File #: 21-0393 **Version:** 1 **Name:**
Type: Report **Status:** Commission Approval
File created: 2/22/2021 **In control:** Joint MTC ABAG Legislation Committee
On agenda: 3/12/2021 **Final action:**
Title: Resiliency/Climate Adaptation Advocacy Principles

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

Sponsors:

Indexes:

Code sections:

Attachments: [12b - 21-0393 - Regional Resilience Advocacy Principles SummarySheet.pdf](#)
[12b - 21-0393 - Attachment A-Regional Resilience Advocacy Principles.pdf](#)
[12b - 21-0393 - Attachment B-Regional Resilience Advocacy Principles.pdf](#)
[12b - 21-0393 - Attachment C-Slide on Principles.pdf](#)
[8d - HANDOUT - Regional Resilience Advocacy Principles ABAG2.pdf](#)
[8d - 21-0393 - Adaptation Principles.pdf](#)

Date	Ver.	Action By	Action	Result
3/24/2021	1	Metropolitan Transportation Commission		
3/12/2021	1	Joint MTC ABAG Legislation Committee	adopted	Pass

Subject:

Resiliency/Climate Adaptation Advocacy Principles

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

Presenter:

Rebecca Long

Recommended Action:

Support / ABAG Executive Board Approval
Support / MTC Commission Approval

Attachments:

Metropolitan Transportation Commission

April 28, 2021

Agenda Item 12b

Regional Resilience/Climate Adaptation Advocacy Principles

Subject: Adoption of Regional Resilience/Climate Adaptation Advocacy Principles to guide legislative engagement on climate adaptation legislation including, but not limited to Assembly Bill 897 (Mullin) as well as resilience-related bond proposals, including Assembly Bill 1500 (Garcia) and Senate Bill 45 (Portantino).


Background: In March 2021, the MTC/ABAG Legislation Committee recommended adoption of staff-proposed Regional Resilience/Climate Adaptation Advocacy Principles. Since that meeting, staff received input from various regional and statewide stakeholders suggesting changes to the principles. The ABAG Executive Board requested staff engage in additional dialogue with members of the Bay Area Regional Collaborative and other Bay Area stakeholders before bringing back revised principles for adoption in April. The Commission followed the ABAG Executive Board's approach and deferred consideration of the principles to April.

Staff has engaged in various conversations since the March 24 Commission meeting, including holding a special meeting of the recently formed Bay Area Climate Adaptation Legislative Working Group to discuss the principles. The meeting was well attended by a staff from equity and environmental advocacy organizations, the Bay Area Climate Action Network (BayCAN), the San Francisco Estuary Institute (SFEI), as well as local and regional agency staff. Staff presented the revised version of the principles (attached) to the ABAG Executive Board at its April 15 meeting and they were adopted unanimously. Staff plans to bring bill position recommendations on climate adaptation-related bills to the MTC/ABAG Legislation Committee in May, which, if adopted by the Legislation Committee will come to the Commission for approval.

Issues: None

Recommendation: The Commission is requested to adopt the attached Regional Resilience/Climate Adaptation Advocacy Principles

Attachments: Attachment A: Revised Regional Resilience/Climate Adaptation Advocacy Principles
Attachment B: March 18 version of Regional Resilience/Climate Adaptation Advocacy Principles
Attachment C: Table summarizing key changes


Therese W. McMillan

Revised Regional Resilience/Climate Adaptation Advocacy Principles

Revised: April 13, 2021

The principles below are substantially revised from what was presented in March based on feedback from the Bay Area Climate Adaptation Legislative Working Group. The principles are intended to guide staff's advocacy as it relates to the range of climate adaptation bills and proposals pending in the Legislature in the 2021-2022 state legislative session. They are a broad statement of policy priorities. Recommendations on specific bills will be brought to the Joint MTC/ABAG Legislation Committee in the coming months.

1. **Build on Existing Regional Planning Processes and Authorities:** State law should ensure that regional climate adaptation plans are developed by a multi-stakeholder process managed and led by public agencies that are accustomed to tackling complex regional planning processes. Councils of government (COGs) and metropolitan planning organizations (MPOs) should be identified as potential agencies to serve in this role in partnership with other key stakeholders. Additionally, the geographic scope of regional climate adaptation networks should cover the entirety of a single region and there should not be multiple regional climate networks within a given region.
2. **Center Equity:** Equity should be a core consideration identified in legislation related to climate adaptation planning and any climate adaptation bond proposals. Many of the communities most vulnerable to the impacts of climate change lack the resources to engage in the critical planning work and local capacity building that is needed on the front end, not to mention the capital funds to construct the projects. To remedy this, equity must be centered as a factor for determining what stakeholders are included in the planning and prioritization process. Furthermore, a regional approach to climate adaptation planning and funding can help ensure that vulnerability assessments are conducted throughout the region, particularly in the most vulnerable communities often at the frontlines of risk.
3. **Define Appropriate Roles for Local, Regional and State Agencies:** Effective planning and implementation requires clarity about agency roles and responsibilities at all levels of government to avoid conflicts and duplication of effort while optimizing the use of taxpayer funds. The Legislature should provide clear direction regarding local, regional, and state government roles in adaptation planning, and build on areas where each level of government already has some level of authority and responsibility. At the same time, the Legislature should provide clear guidance for the important roles to be played by regional adaptation collaboratives, non-profits, community organizations, and academic institutions. Outside the legislative process, the Bay Area needs to identify the roles and responsibilities of the various local and regional agencies that have a stake in, and authority related to, climate adaptation.
4. **Support Engagement with and Provide Support for Nongovernmental Agencies Involved in Climate Adaptation:** Many nongovernmental entities in the Bay Area and statewide are making significant contributions to climate adaptation research, community engagement and planning. The establishment of regional climate networks in state law should encourage and support the public-private-nonprofit collaboration that is already underway in most regions of the state. While new planning responsibilities should reside with public agencies, nongovernmental organizations can make significant contributions to

climate adaptation education, research and technological innovation, as well as convening stakeholders. Accordingly, nongovernmental agencies should be eligible to receive funding from new state or federal grant programs for these purposes and their work should be coordinated with that of local and regional agencies.

5. Support a Local/Regional/State Partnership Approach and Secure New Funding:

Successful climate adaptation planning and implementation will depend on action at both the local and regional levels with guidance – and where possible, funding – provided by the state and federal government. This is analogous to housing planning, where the state requires regions to develop an overarching methodology for growth that achieves specific goals but leaves it up to regions to work out the details of a regional strategy and to local jurisdictions to identify specific sites and make the zoning changes needed.

The following factors should be considered in the development of any new climate adaptation funding program(s):

- Funding is needed as soon as possible to begin the necessary local and regional planning work to identify, prioritize, and design a pipeline of climate adaptation projects that are ready to receive capital funding.
- Funding should be identified to support the entire lifecycle of a project: planning, design, engineering, permitting, construction, and monitoring. Where possible, funding program eligibility and timing guidelines should be designed to encourage projects to advance rapidly from one phase to the next.
- One-time funds can help jump start this effort in FY 2021-22, such as through a state climate resilience bond or federal stimulus funding, but to institutionalize resilience and fully integrate it into long-range local and regional planning, additional ongoing resources will be needed.
- To ensure that *all* regions and local jurisdictions statewide have adequate funding to conduct this work, the state should augment local and regional planning funding for this purpose. Additionally, a share of new climate adaptation capital funding should be distributed directly to regional climate networks to support cross-jurisdictional needs that are identified in regional climate adaptation plans.

Proposed Regional Resilience/Adaptation Advocacy Principles (REVISED)

March 5, 2021 March 18, 2021

1. **Build on Existing Regional Planning Processes and Authorities:** State law should ~~assign~~ ensure that regional climate adaptation plans are developed and adopted by ~~ning~~ responsibility to public agencies that are accustomed to tackling complex regional planning processes. ~~—, namely—~~ Councils of government (COGs) and ~~—~~metropolitan planning organizations (MPOs) should be identified as potential agencies to serve in this role. ~~—~~COGs and MPOs are governed by local policy makers who are accountable to the public and required to conduct their work in an open and inclusive manner. We are responsible for planning to address regional housing and transportation needs, both of which face significant climate resilience challenges. Specifically, state law requires that COGs and MPOs develop an eight-year regional housing needs allocation (RHNA) and a four-year sustainable communities strategy (SCS), respectively. To be effective, these plans must account for a wide array of impacts anticipated from our changing climate, which is why many of us have already begun integrating climate adaptation into our work.

With decades of regional planning work under our belts, COG/MPOs have the technical capacity and experience to effectively engage with the public and key stakeholders to develop regional plans that enjoy broad support and include specific strategies and funding plans to achieve challenging, long-term goals set forth by the state. With boards comprised of local elected officials, we have deep connections to the cities and counties that need to be key partners in making our communities more resilient to climate change. In addition, it is important to recognize that impacts from a changing climate will be predominately borne by low income and traditionally underrepresented communities – specifically, Black, Indigenous, and People of Color (BIPOC). As a public entity receiving state and federal funding, COG/MPOs are subject to environmental justice and equity mandates – including Title VI of the Civil Rights Act of 1964 as well as Executive Order 12898.

2. **Define Appropriate Roles:** Effective planning and implementation requires clarity about who is responsible for what to avoid conflicts as well as duplication of effort with taxpayer funds. The Legislature should provide clear direction regarding local, regional, and state roles in adaptation planning, and build on areas where each level of government already has some level of authority and responsibility.
3. **Climate Adaptation Planning Responsibilities Should be Assigned to Public Agencies:** There are many nongovernmental entities that are making significant contributions to climate adaptation research, community engagement and planning and the establishment of climate networks in state law should encourage the extensive public-private collaboration that is already underway. However, it is important that any new, ~~such as regional climate collaboratives, have important contributions to make to climate adaptation but should not be assigned specific~~ planning responsibilities reside with public agencies. in state law. They are best suited to assist Nongovernmental organizations can make significant contributions to climate adaptation ~~with~~ education, research and technological innovation, as well as

convening stakeholders. Accordingly, ~~nonprofit entities~~like public agencies, they should also be eligible to receive funding from new state or federal grant programs for these purposes and their work should be coordinated with that of local and regional agencies.

4. **Support a Local/Regional/State Partnership Approach to Climate Adaptation:** Successful climate adaptation planning and implementation will depend on action at both the local and regional levels with guidance – and where possible, funding – provided by the state. This is analogous to housing planning, where the state requires regions to develop an overarching methodology for growth that achieves specific goals but leaves it up to regions to work out the details of a regional strategy and to local jurisdictions to identify specific sites and make the zoning changes needed.
5. **Secure New, Ongoing Funding:** Funding is needed as soon as possible to begin the necessary local and regional planning work to identify, prioritize, and design a pipeline of climate adaptation projects that are ready to receive capital funding. Funding should be identified to support the entire lifecycle of a project: planning, design, engineering, permitting, construction, and monitoring. One-time funds can help jump start this effort in FY 2021-22, such as through a state climate resilience bond or federal stimulus funding, but to institutionalize resilience and fully integrate it into long-range local and regional planning, additional resources will be needed. To ensure that *all* regions and local jurisdictions statewide have adequate funding to conduct this work, the state should augment regional planning funding and give COGs and MPOs a direct role in distributing some of the funds to local agencies so they are incentivized to implement projects and strategies developed in regional climate adaptation plans. This approach is modeled on the structure of the housing technical assistance established in AB 101 (2018), which formed the Regional Early Action Plan (REAP) and Local Early Action Plan (LEAP).

Climate Adaptation Advocacy Principles

	Original	Revised
Principle 1	Build on Existing Regional Planning Processes and Authorities	Header the same – more concise; incorporates former principle #3
Principle 2	Define Appropriate Roles	Moved to #3 and new principle added: “Center Equity”
Principle 3	Climate Adaptation Responsibilities Should be Assigned to Public Agencies	Replaced with “Define Appropriate Roles for Local, Regional and State Agencies”
Principle 4	Support a Local/Regional/State Partnership Approach to Climate Adaptation	Merged with #5 and replaced with new principle: “Support Engagement with and Provide Support for Nongovernmental Agencies Involved in Climate Adaptation”
Principle 5	Secure New, Ongoing Funding	Merged #4 and #5: “Support a Local/Regional/State Partnership Approach and Secure New Funding”



Metropolitan Transportation Commission

375 Beale Street, Suite 800
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Legislation Details (With Text)

File #:	21-0530	Version:	1	Name:	
Type:	Assembly Bill	Status:		Commission Approval	
File created:	3/23/2021	In control:		Joint MTC ABAG Legislation Committee	
On agenda:	4/9/2021	Final action:			
Title:	Assembly Bill 917 (Bloom): Camera-Based Enforcement for Transit Stops and Transit Only Lanes				
	Expands an existing pilot program authorizing camera-based enforcement for parking violations in a transit-only traffic lane or transit stop or station.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	12c - 21-0530 - AB 917 Bloom.pdf 3a AB 917 Bloom.pdf				

Date	Ver.	Action By	Action	Result
4/9/2021	1	Joint MTC ABAG Legislation Committee		

Subject:
Assembly Bill 917 (Bloom): Camera-Based Enforcement for Transit Stops and Transit Only Lanes

Expands an existing pilot program authorizing camera-based enforcement for parking violations in a transit-only traffic lane or transit stop or station.

Presenter:
Rebecca Long

Recommended Action:
Support / MTC Commission Approval

Attachments:

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

April 9, 2021

Agenda Item 3a

Assembly Bill 917 (Bloom): Camera-Based Enforcement for Transit Stops and Transit Only Lanes

- Subject:** Expands an existing pilot program authorizing camera-based enforcement for parking violations in a transit-only traffic lane or transit stop or station.
- Overview:** AB 917 expands on existing law to allow transit agencies statewide to use readily available camera technology to discourage illegal parking in transit only lanes and at transit stops where parking is already prohibited. The parking citations would not impact a motorist's driving record, carry the same fine as a parking ticket and can be appealed.
- Recommendation:** Support
- Discussion:** Illegal parking in transit-only lanes and at transit stops and stations compromises transit operators' ability to provide safe, reliable and accessible public transit service. Illegally parked vehicles can block buses from continuing on their route, reducing reliability, and negatively impacting transit riders. In addition to the service impacts, illegal parking at a transit stop can pose safety hazards to riders. When a bus cannot reach the curb, riders may be forced to exit or enter the bus in the middle of the roadway. This can be dangerous for riders and impossible for those in a wheelchair or with other physical limitations.
- The San Francisco Municipal Transportation Agency (SFMTA) was the first agency in California authorized to test forward-facing camera technology to enforce parking in bus-only lanes in 2007 by AB 101 (Ma). The program has conducted numerous evaluations demonstrating its success. It was extended multiple times, including by AB 1287 (Chiu, 2015), which eliminated the sunset date altogether. In 2016, the Legislature enacted SB 1051 (Hancock, 2016) expanding the authorization to include AC Transit, however AC Transit's authority is currently scheduled to sunset on January 1, 2022.
- Consistent with MTC's 2021 Advocacy Program, which expresses support for legislation aimed at getting transit out of traffic, staff recommends a support position on AB 917 to give transit agencies throughout the Bay Area and statewide an additional tool that will help improve service reliability.
- Bill Positions:**
- Support:**
AC Transit (sponsor)
Los Angeles Metropolitan Transportation Authority (LA Metro)
California Transit Association (sponsor)
- Oppose:**
None on file


Therese W. McMillan

Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 21-0531 **Version:** 1 **Name:**
Type: Assembly Bill **Status:** Commission Approval
File created: 3/23/2021 **In control:** Joint MTC ABAG Legislation Committee
On agenda: 4/9/2021 **Final action:**
Title: Assembly Bill 476 (Mullin): Transit Bus on Shoulder Pilot Program

Authorizes the Department of Transportation (Caltrans) to establish a pilot program of up to eight projects allowing for the operation of transit buses on the shoulders of state highways.

Sponsors:

Indexes:

Code sections:

Attachments: [12d - 21-0531 - AB 476 Mullin.pdf](#)
[3b AB 476 Mullin.pdf](#)

Date	Ver.	Action By	Action	Result
4/9/2021	1	Joint MTC ABAG Legislation Committee		

Subject:

Assembly Bill 476 (Mullin): Transit Bus on Shoulder Pilot Program

Authorizes the Department of Transportation (Caltrans) to establish a pilot program of up to eight projects allowing for the operation of transit buses on the shoulders of state highways.

Presenter:

Rebecca Long

Recommended Action:

Support and Seek Amendments / MTC Commission Approval

Attachments:

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

April 9, 2021

Agenda Item 3b

Assembly Bill 476 (Mullin): Transit Bus on Shoulder Pilot Program

- Subject:** Authorizes the Department of Transportation (Caltrans) to establish a pilot program of up to eight projects allowing for the operation of transit buses on the shoulders of state highways.
- Overview:** To help attract commuters to transit, transit agencies need new tools that can offer bus riders a travel time savings advantage over commuters who choose to drive alone. “Bus-on-Shoulder” (BOS) describes the limited use of highway shoulders for low-speed transit bus operations, primarily during peak commute periods.
- Recommendation:** Support and Seek Amendments
- Discussion:** According to a 2016 report by the Federal Highway Administration, there are over 30 shoulder use cases in operation in the U.S. covering 14 states, including Seattle, Miami, Minneapolis/ St. Paul, Atlanta, and the Washington, D.C. area. BOS was also successfully piloted on State Route 52 in San Diego County.

MTC has formally supported the concept of authorizing buses to use the highway shoulder during peak periods for a number of years, including in our 2019 Advocacy Program. While no legislation was introduced that year, in 2020 the California Transit Association sponsored SB 1283 (Beall), which unfortunately did not advance due to limitations on bills as a result of COVID-19. For years, MTC has also been partnering with the Contra Costa Transportation Authority on the potential to deploy BOS in the I-680 corridor and jointly conducted a feasibility analysis in 2017. In addition, MTC has been working with Caltrans to convert the shoulder along the SR84/Bayfront Expressway corridor to a part-time bus-only lane for use by public and private buses. MTC is also conducting a regional bus on shoulder study to identify potential highways for bus on shoulder implementation.

Currently, state law authorizes Monterey-Salinas Transit District and the Santa Cruz Metropolitan Transit District to deploy a BOS program, subject to approval by Caltrans and the Department of the California Highway Patrol (CHP) but no statutory authorization exists for projects in the San Francisco Bay Area.

Guidelines Establish Key Program Parameters

The bill requires that Caltrans develop guidelines with input from CHP and the public to ensure driver and vehicle safety and the “integrity of state highway infrastructure.” The bill requires a maximum speed limit of 35 miles per hour. The bill requires that an operator applying to participate in the program submit a joint application with a regional transportation agency.

Bill Imposes All Costs Associated with Project on Regional Transportation Agency

The bill provides that the regional transportation agency that submits the application with the transit operator shall be responsible for all costs attributable to the project, including costs related to necessary maintenance/repairs resulting from the operation of transit buses on shoulders. This provision seems likely to deter many projects from advancing given that most projects are funded by multiple funding sources, including state funds. Moreover, the state has a strong interest in promoting time-savings on buses given the important role that mode shift to transit from passenger vehicles plays in the state's climate protection strategy. Given that Caltrans is required to develop guidelines for the program, the issue of cost-sharing can be covered in that process. For these reasons, we recommend the bill be amended to remove this provision.

Program Evaluation

The bill requires agencies with an approved pilot project, submit a report to the Legislature within two years after beginning operations, including information about how the BOS has performed in terms of safety, freeway operations, transit travel time savings and reliability, among other items. This information will be critical to help inform whether or not to extend, expand or discontinue the program.

Consistent with MTC's 2021 Advocacy Program, which expresses support for legislation aimed at getting transit out of traffic, staff recommends a "support and seek amendment" position on AB 476, so as to give transit operators more tools to offer riders a faster trip.

Bill Positions:**Support:**

California Transit Association (sponsor)

Oppose:

None on file


Therese W. McMillan

Metropolitan Transportation Commission

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Legislation Details (With Text)

File #:	21-0533	Version:	1	Name:	
Type:	Assembly Bill	Status:		Commission Approval	
File created:	3/23/2021	In control:		Joint MTC ABAG Legislation Committee	
On agenda:	4/9/2021	Final action:		4/9/2021	
Title:	Assembly Bill 43 (Friedman): Vision Zero-Setting Speed Limits to Enhance Roadway Safety				
	Provides greater flexibility to local jurisdictions to set speed limits on streets with high injuries and fatalities.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	12e - 21-0533 - AB 43 Friedman.pdf 3c AB 43 Friedman.pdf				

Date	Ver.	Action By	Action	Result
4/9/2021	1	Joint MTC ABAG Legislation Committee		

Subject:
Assembly Bill 43 (Friedman): Vision Zero-Setting Speed Limits to Enhance Roadway Safety

Provides greater flexibility to local jurisdictions to set speed limits on streets with high injuries and fatalities.

Presenter:
Rebecca Long and Shruti Hari

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

Attachments:

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

April 9, 2021

Agenda Item 3c

Assembly Bill 43 (Friedman): Vision Zero-Setting Speed Limits to Enhance Roadway Safety

- Subject:** Provides greater flexibility to local jurisdictions to set speed limits on streets with high injuries and fatalities.
- Overview:** AB 43 permits cities to lower speed limits below the 85th percentile on streets with high injuries and fatalities. The bill also provides for greater flexibility to set speed limits in school zones and requires traffic surveyors take into account the presence of vulnerable groups, including children, seniors, the unhoused and persons with disabilities when setting speed limits.
- Recommendation:** Support
- Discussion:** When it comes to roadway safety, particularly for vulnerable roadway users such as pedestrians and bicyclists, one thing is clear: higher speeds equate to higher rates of serious injury and fatalities. A person struck by a vehicle going 20 miles per hour has a 5 percent chance of dying, but that risk rises to 40% for vehicles traveling 30 miles per hour, and 80 percent for vehicles going 40 miles per hour. Over 400 fatalities and 2,000 serious injuries occur on Bay Area roads each year. Moreover, most of the Bay Area's highest injury roadways are located in communities of concern.

AB 43 makes updates to California's laws governing speed limits, implementing a core recommendation of the Zero Traffic Fatalities Task Force (Task Force) that was established pursuant to AB 2363 (Friedman, 2018). California's current system uses an outdated method to determine and revise speeds over time known as the 85th percentile. Under this method, the speed limit is set according to the speeds being driven by 85 percent of drivers on the roadway. To enable speeds to be enforceable, localities must conduct traffic surveys at least every 10 years to determine current average speeds. Under the 85th percentile method, such surveys can have the unintended consequence of forcing speed limits to be raised even if no changes have been made to the roadway since the last survey was conducted. The National Transportation Safety Board (NTSB), the National Association of City Transportation Safety Officials and the California Transportation Agency (CalSTA) have all concluded that this method is flawed and has negative safety impacts.

Avoid Speed Creep

According to the report (<https://calsta.ca.gov/-/media/calsta-media/documents/calsta-report-of-findings-ab-2363-zero-traffic-fatalities-task-force-a11y.pdf>) from the Task Force, studies have shown that using the 85th percentile speed to establish speed limits has increased drivers' operating speeds as an unintended consequence. Raising speed limits to match the 85th percentile speed of vehicles leads to higher operating speeds, which can then contribute to a higher 85th percentile speed. Research has shown that over time, vehicle operating speeds continue to increase even if the road and vehicle conditions remain the same. To avoid this cycle of ever-increasing speed limits, known as "speed creep," AB 43 would allow speeds to remain the same, or even lowered to the limit set in a prior survey, if no significant design changes have been made to the roadway.

Require Consideration of Vulnerable Users and Allow Lower Speed Limits on High-Injury Roadways

Under current law, the process for setting speed limits through engineering and traffic surveys does not require consideration of pedestrian and bicyclist safety. AB 43 would make this a required factor for consideration. In addition, the bill would allow local agencies to round speed limits down by five miles per hour if an engineering and traffic survey finds that the speed limit is more than is reasonable or safe if the roadway has been designed a “high injury street” or has high concentrations of bicyclists or pedestrians, “especially those from vulnerable groups such as children, seniors, persons with disabilities, and the unhoused.” A “high injury street” is defined as a portion of a street that is identified (and has been adopted by the local agency) as experiencing a high concentration of traffic-related serious injuries and fatalities in at least the immediately receding three years.

Summary


Staff recommends a support position on AB 43, a cornerstone of the recommendations emerging from the state’s Zero Traffic Fatalities Task Force and consistent with our 2021 Advocacy Program (Item 9A) and Plan Bay Area 2050’s goal to advance Regional Vision Zero Policy (Strategy T9). Support for the legislation is also consistent with MTC Resolution 4400, the Regional Safety/Vision Zero Policy, which established a regionwide policy to encourage and support actions towards eliminating traffic fatalities and serious injuries in the Bay Area by 2030.

Bill Positions:**Support:**

City of Oceanside
San Francisco Municipal Transportation Agency
Southern California Association of Governments

Oppose:

None on file


Therese W. McMillan

Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 21-0532 **Version:** 1 **Name:**
Type: Assembly Bill **Status:** Commission Approval
File created: 3/23/2021 **In control:** Joint MTC ABAG Legislation Committee
On agenda: 4/9/2021 **Final action:**
Title: Assembly Bill 550 (Chiu): Vision Zero: Speed Safety Cameras

Establishes a speed-safety camera pilot program in highway work and local zones.

Sponsors:

Indexes:

Code sections:

Attachments: [12f - 21-0532 - AB 550 Chiu.pdf](#)
[3d AB 550 Chiu.pdf](#)

Date	Ver.	Action By	Action	Result
4/9/2021	1	Joint MTC ABAG Legislation Committee		

Subject:

Assembly Bill 550 (Chiu): Vision Zero: Speed Safety Cameras

Establishes a speed-safety camera pilot program in highway work and local zones.

Presenter:

Rebecca Long and Shruti Hari

Recommended Action:

Support / ABAG Executive Board Approval
Support / MTC Commission Approval

Attachments:

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

April 9, 2021

Agenda Item 3d

Assembly Bill 550 (Chiu): Vision Zero: Speed Safety Cameras

- Subject:** Establishes a speed-safety camera pilot program in highway work and local zones.
- Overview:** AB 550 requires the Secretary of the California State Transportation Agency (CalSTA) to establish a stakeholder working group to establish guidelines for two pilot programs for speed safety cameras: one focused on local streets the other on state and local work zones.
- Recommendation:** Support
- Discussion:** As noted in Agenda Item 3c, when it comes to roadway safety, particularly for vulnerable roadway users such as pedestrians and bicyclists, one thing is clear: higher speeds equate to higher rates of serious injury and fatalities. AB 550 aims to provide the state and local agencies with a critical new tool—speed safety cameras—to help enforce speed limits in construction zones and school zones. This legislation is co-sponsored by the Bay Area cities of Oakland, San Francisco, and San Jose, who have been champions of vision zero policy for a number of years.

The bill requires the Secretary of CalSTA on or before July 1, 2022, to adopt guidelines for two speed safety pilot programs:

1. **Work Zone Pilot Program.** Authorizes the Department of Transportation (Caltrans) to establish, in collaboration with the California Highway Patrol, a work zone pilot program where speed safety cameras may be used in active work zones on state highways. If the state highway functions as a local road, Caltrans must have a written agreement with the local transportation department.
2. **Local Streets Pilot Program.** Authorizes a local department of transportation (including public works division of a city or county if it does not have a transportation department) to establish a local program authorizing speed safety cameras on local roads, including in school zones.

In developing the guidelines, AB 550 requires that CalSTA consult with Caltrans, the California Highway Patrol (CHP), the State Department of Public Health, local governments, privacy stakeholders and others. Thirty days after the guidelines are finalized and submitted to the Legislature, Caltrans and local agencies would be authorized to implement compliant speed safety programs until 2027.

Camera-Based Enforcement: Evidenced Supports Its Effectiveness

Across the United States, numerous peer-reviewed studies (<https://www.davidpublisher.org/Public/uploads/Contribute/58d1d8f04c149.pdf>) have shown that speed detection systems reduce the number of severe and fatal collisions by as much as 58 percent. An international study cited by the IIHS found that the presence of automated speed enforcement reduced the share of vehicles traveling above the speed limit from 14-65 percent and reduced the risk of crashes resulting in injury or fatality from 11-44 percent. In a 2017 study, the National Transportation Safety Board (NTSB) found that speed safety cameras resulted in reduced speeding and the likelihood that a crash involved a severe injury or fatality

and recommended all states remove barriers to their use. Despite their use in over 150 communities (<https://www.iihs.org/topics/speed/speed-camera-communities>) in 16 different states, according to the Insurance Institute for Highway Safety (IIHS), California still prohibits speed safety cameras.

Privacy Protections Incorporated into Legislation

Any enforcement policy that involves cameras should have privacy protections built into it. Under AB 550, information collected under the program is restricted to being used only to administer the program itself. Additionally, a local jurisdiction participating in the pilot program must adopt a privacy policy setting out clear restrictions on the use of data and provisions to protect, retain, and dispose of that data. Data from a system cannot be used for any other purpose or disclosed to any other person or agency except as required by law or in response to a court order or subpoena. The bill also prohibits the use of facial recognition technology.

Equity Considerations

The bill requires that equity considerations be incorporated into the guidelines up front and that Caltrans and local agencies participating in the program offer a “diversion program” whereby fines can be paid via a payment plan, the option to enroll in community service in lieu of payment and the establishment of reduced fines and penalties for low-income individuals. The bill also caps fines at rates much lower than for standard speeding tickets. Specifically, a citation would be capped at \$125, including fees. This is compared to speeding tickets in construction zones, which can range from \$360 to as high as \$650 depending on how much above the limit the vehicle was driven. In addition, the bill provides that the ticket would be a civil citation, and therefore would not affect a motorist’s driving record or insurance rates.

Summary

Staff recommends a support position on AB 550, a cornerstone of the recommendations emerging from the state’s Zero Traffic Fatalities Task Force and consistent with our 2021 Advocacy Program (Item 9A) and Plan Bay Area 2050’s goal to advance Regional Vision Zero Policy (Strategy T9). Support for AB 550 is also consistent with MTC’s Regional Safety/Vision Zero Policy (Resolution 4400), which established a regionwide policy to encourage and support actions towards eliminating traffic fatalities and serious injuries in the Bay Area by 2030.


Bill Positions:

Support

City of Los Angeles (cosponsor)
City of Oakland (cosponsor)
City of San Francisco (cosponsor)
City of San Jose (cosponsor)
Walk San Francisco (cosponsor)
San Francisco Bicycle Coalition

Oppose

None on file


Therese W. McMillan



Metropolitan Transportation Commission

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Legislation Details (With Text)

File #:	21-0552	Version:	1	Name:	
Type:	Contract	Status:		Commission Approval	
File created:	3/25/2021	In control:		Metropolitan Transportation Commission	
On agenda:	4/28/2021	Final action:			
Title:	Public Transit Network Management Evaluation: Bay Area Transit Organization Structure Consultant Bench, Category C: VIA Architecture, Inc. (\$200,000)				

A request for Commission approval to negotiate and enter into a contract with VIA Architecture, Inc. for the term of May 1, 2021 to August 31, 2021 to inform the Blue Ribbon Transit Recovery Task Force's (BTRTF) evaluation of public transit network management options.

Sponsors:

Indexes:

Code sections:

Attachments: [13a - 21-0552 - ViaArchitect_Contract_Public Transit Network Management Evaluation.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Public Transit Network Management Evaluation: Bay Area Transit Organization Structure Consultant Bench, Category C: VIA Architecture, Inc. (\$200,000)

A request for Commission approval to negotiate and enter into a contract with VIA Architecture, Inc. for the term of May 1, 2021 to August 31, 2021 to inform the Blue Ribbon Transit Recovery Task Force's (BTRTF) evaluation of public transit network management options.

Presenter:

Therese McMillan (Shruti Hari)

Recommended Action:

Commission Approval

Metropolitan Transportation Commission

April 28, 2021

Agenda Item 13a - 21-0552

Public Transit Network Management Evaluation: Bay Area Transit Organization Structure Consultant Bench, Category C: VIA Architecture, Inc. (\$200,000)

Subject: A request for Commission approval to negotiate and enter into a contract with VIA Architecture, Inc. for the term of May 1, 2021 to August 31, 2021 to inform the Blue Ribbon Transit Recovery Task Force's (BTRTF) evaluation of public transit network management options.

Background: In May 2020, the Commission created the 32-member BTRTF to guide the recovery of public transit and its role in the region, as it adjusts to new conditions created by the COVID-19 pandemic. The Task Force is comprised of representatives of the Commission, the State of California, transit operators, county transportation agencies, and stakeholder groups. One of the priorities of the Task Force is to develop recommended actions to foster long-term improvements to the Bay Area transit network to produce a more connected, more efficient, and more user-focused mobility network. As part of its work, the Task Force will be exploring near-term actions to implement beneficial long-term network management and governance reforms to our region's public transit system.

In support of this, MTC issued a Request for Qualifications (RFQ) on November 25, 2020 to create the Bay Area Transit Organization & Structure pre-qualified bench of consultants ("Bench") from which MTC can contract on a per-project basis to provide a variety of services under the following specific expertise categories:

- A. Improving Project-Level Governance
- B. Support and Evaluation of Functional and Full Consolidations of Transit Agencies
- C. Establishing New Sub-Regional and Regional Governance and Administration
- D. Subject Matter Expertise (SME) to Multiple Areas of Transit Decision Making, Administration/Management and Operations

The Commission approved the Bench on February 24, 2021. The scope of work for this project falls under category C: "Establishing New Sub-Regional and Regional Governance and Administration." The effort will involve working directly with the BTRTF to develop evaluation criteria, finalize network management roles and responsibilities, and identify alternative network management structures, concluding with a preliminary comparison of network management alternatives and a summary of next steps needed to identify a preferred network management framework.

Due to the desire of the BTRTF for consultant support to evaluate network management roles and identify alternative structures prior to the Task Force's last scheduled meeting in July 2021, staff chose to select a consultant from the Bench through a modified mini-procurement process, to provide sufficient time for the recommended consultant to complete the scope of work.

MTC offered the five firms that had been pre-qualified for Category C, the opportunity to respond to the scope of work and a set of specific relevant questions through an informal mini-procurement process. Four firms submitted responses: 1) Cambridge Systematics, Inc.; 2) Ernst & Young Infrastructure Advisors, LLC; 3) KPMG LLP; and 4) VIA Architecture, Inc. Each of these firms' proposals was supported by a team of sub-consultants.

A panel of MTC, Bay Area Rapid Transit, Napa Valley Transportation Authority, and Santa Clara Valley Transportation Authority staff performed an initial evaluation and then held interviews to score the proposals based on the evaluation criteria below:

1. Key Personnel and Mobilization (35%)
2. Approach (35%)
3. Presentation and Interviews (15%)
4. Reasonableness of Rates (15%)

Based on the evaluation criteria noted above, the evaluation panel recommends approval of the team led by VIA Architecture, Inc., based on this firm's:

- Highly experienced staff with knowledge of transit structures in California, nationally, and internationally, including in Vancouver and London;
- Strong comprehension of the desired approach to the project, and an understanding of the stakeholders involved;
- Appreciation of the timeline and urgency of the project, and a realistic work plan showing a viable path to completion within the existing budget; and
- Strong performance in the interview process demonstrating the relevant experience/expertise of the key personnel in guiding network management evaluation.

Neither Via Architecture, Inc., nor its subcontractors, are small businesses or disadvantaged business enterprises.

Issues:

None.

Recommendation: Staff recommends that the Commission authorize the Executive Director to negotiate and enter into a contract with VIA Architecture, Inc. in an amount not to exceed \$200,000 for the term of May 1, 2021 to August 31, 2021, to inform the BRTD's evaluation of public transit network management options needed to achieve its transit transformation goal.

Attachments: Request for Committee Approval



Therese W. McMillan

REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Contract

Work Item No.: 1517

Consultant: VIA Architecture, Inc.
Seattle, Washington

Work Project Title: Public Transit Network Management Evaluation

Purpose of Project: To inform the Blue Ribbon Transit Recovery Task Force's (BRTRTF) evaluation of public transit network management options needed to achieve its transit transformation goal.

Brief Scope of Work: The effort will involve working directly with the BRTRTF to develop evaluation criteria, finalize network management roles and responsibilities, and identify alternative network management structures, concluding with a preliminary comparison of network management alternatives and a summary of next steps needed to identify a preferred network management framework.

Project Cost Not to Exceed: \$200,000

Funding Source: Regional Measure 2

Fiscal Impact: Regional Measure 2 capital project (#35.2) funds are available for this contract.

Motion by Committee: That the Executive Director or designee is authorized to negotiate and enter into a contract with VIA Architecture, Inc. for the term of May 1, 2021 to August 31, 2021 to assist the BRTRTF's evaluation of public transit network management reforms needed to achieve its transit transformation goal and the Chief Financial Officer is authorized to set aside funds for such contract.

Metropolitan Transportation Commission:

Alfredo Pedroza, Chair

Approved: April 28, 2021