



Metropolitan Transportation Commission

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

Meeting Agenda

Programming and Allocations Committee

Committee Members:

David Rabbitt, Chair Gina Papan, Vice Chair

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

Miley, Hillary Ronen, Amy R. Worth

Non-Voting Member: Dina El-Tawansy

Wednesday, May 12, 2021

10:00 AM

Board Room - 1st Floor (REMOTE)

The Programming and Allocations Committee is scheduled to meet on Wednesday, May 12, 2021 at 10:00 a.m., in the Bay Area Metro Center (Remotely), or immediately following the 9:55 a.m. Administration Committee meeting. In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 issued by Governor Newsom on March 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, the meeting will be conducted via webcast, teleconference, and Zoom for committee, commission, or board members who will participate in the meeting from individual remote locations. A Zoom panelist link for meeting participants will be sent separately to committee, commission, or board members.

The meeting webcast will be available at

<https://mtc.ca.gov/whats-happening/meetings/live-webcasts>.

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

Attendee Link: <https://bayareametro.zoom.us/j/85925815841>

Or iPhone one-tap: US: +16699006833,,85925815841# or +14086380968,,85925815841#

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

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

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

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

Webinar ID: 859 2581 5841

International numbers available: <https://bayareametro.zoom.us/j/kdAVXfQI78>

Detailed instructions on participating via Zoom are available at:

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

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

1. Call to Order / Roll Call / Confirm Quorum

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

2. Consent Calendar

- 2a.** [21-0560](#) Minutes of the April 14, 2021 meeting
- Action:** Committee Approval
- Attachments:** [2a - 21-0560 - April 14 Prog&Allocations Draft Minutes.pdf](#)
-
- 2b.** [21-0577](#) MTC Resolution No. 3664, Revised. Regional Measure 2 (RM2) Project 32: Allocation of \$230,000 in RM2 funds to the Livermore Amador Valley Transit Authority (LAVTA) for the Rapid Bus Stop Improvement Project.
- Action:** Commission Approval
- Presenter:** Anne Spevack
- Attachments:** [2b - 21-0577 - Reso 3664 - RM2 LAVTA Bus Stop Improvements.pdf](#)
-
- 2c.** [21-0562](#) MTC Resolution Nos. 3989, Revised and 4468. Agreement for the Exchange of MTC Regional Discretionary Funds with Transportation Authority of Marin Unrestricted funds for the US 101 High Occupancy Vehicle (HOV) Lane project.
- Action:** Commission Approval
- Presenter:** Ross McKeown
- Attachments:** [2c - 21-0562 - Resos 3989 and 4468 - TAM Exchange Agreement.pdf](#)
-
- 2d.** [21-0584](#) MTC Resolution No. 4462. Adoption of the FY2021-22 Regional State Transit Assistance (STA) Program to program \$8.6 million to MTC projects that support regional coordination including Clipper and the Regional Transit Card programs.
- Action:** Commission Approval
- Presenter:** Cheryl Chi
- Attachments:** [2d - 21-0584 - Reso 4462 - Regional STA Program.pdf](#)
-
- 2e.** [21-0561](#) MTC Resolution No. 4475, Revised. 2021 Transportation Improvement Program (TIP) Amendment 2021-05.
- Action:** Commission Approval
- Presenter:** Adam Crenshaw
- Attachments:** [2e - 21-0561 - Reso 4475 - TIP Amendment 2021-05.pdf](#)

- 2f. [21-0576](#) Regional Measure 2 (RM2) and Regional Measure 3 (RM3) Capital Programs: Semi-Annual Update.

Action: Information

Presenter: Anne Spevack

Attachments: [2f - 21-0576 - RM2 Capital Update - Summary Sheet.pdf](#)
[2f - 21-0576 - RM2 Capital Update - Presentation.pdf](#)

3. Regional

- 3a. [21-0585](#) MTC Resolution No. 4463. Adoption of the \$45.4 million FY2021-22 Regional Measure 2 (RM2) Operating and Marketing Assistance Program.

Staff will present a \$45.4 million program recommendation for the FY 2021-22 Regional Measure 2 (RM2) Operating and Marketing Program.

Action: Commission Approval

Presenter: Cheryl Chi

Attachments: [3a - 21-0585 - Reso 4463 - RM2 Ops and Marketing Assistance.pdf](#)

4. Federal

- 4a. [21-0580](#) MTC Resolution 4202, Revised. A proposed framework for the distribution of highway infrastructure funding provided through the federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), including a \$34.4 million augmentation to the Safe and Seamless Mobility Quick-Strike program.

The federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) includes \$10 billion in supplemental COVID-relief funding for highway infrastructure programs. Of the \$912 million available statewide, the California Transportation Commission (CTC) recently approved distributing 40% of the funds to local and regional programs. The CTC will program the remaining 60% of the available funds to various state programs.

Action: Commission Approval

Presenter: Theresa Romell

Attachments: [4a - 21-0580 - Reso 4202 - CRRSAA Mobility Quick-Strike Program.pdf](#)

- 4b.** [21-0563](#) Proposed Principles and Approach to the Distribution of Transit Funding from the American Rescue Plan Act of 2021
- Update on MTC's Approach to the Distribution of Transit Funding from the American Rescue Plan Act and Proposed Principles to Guide the Distribution of Funds.
- Action:** Commission Approval
- Presenter:** Therese McMillan and William Bacon
- Attachments:** [4b - 21-0563 - ARP Transit Funding Principles.pdf](#)

5. Public Comment / Other Business

6. Adjournment / Next Meeting

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

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

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0560 **Version:** 1 **Name:**
Type: Minutes **Status:** Committee Approval
File created: 3/29/2021 **In control:** Programming and Allocations Committee
On agenda: 5/12/2021 **Final action:**
Title: Minutes of the April 14, 2021 meeting
Sponsors:
Indexes:
Code sections:
Attachments: [2a - 21-0560 - April 14 Prog&Allocations Draft Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of the April 14, 2021 meeting

Recommended Action:
Committee Approval



Metropolitan Transportation Commission Meeting Minutes

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

Programming and Allocations Committee

Committee Members:

*David Rabbitt, Chair Gina Papan, Vice Chair
Margaret Abe-Koga, Cindy Chavez, Federal D. Glover, Nate
Miley, Hillary Ronen, Amy R. Worth
Non-Voting Member: Dina El-Tawansy*

Wednesday, April 14, 2021

9:45 AM

Board Room - 1st Floor (REMOTE)

Call Remote Meeting to Order

1. Roll Call / Confirm Quorum

Present: 8 - Commissioner Abe-Koga, Commissioner Chavez, Commissioner Glover,
Commissioner Miley, Vice Chair Papan, Chair Rabbitt, Commissioner Ronen, and
Commissioner Worth

Non-Voting Member Present: Commissioner El-Tawansy

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

Ad Hoc Non-Voting Members Present: Commissioner Ahn, Commissioner Connolly, Commissioner
Giacopini, and Commissioner Spering

2. Consent Calendar

**Upon the motion by Commissioner Glover and the second by Vice Chair Papan,
the Consent Calendar was unanimously approved by the following vote:**

Aye: 8 - Commissioner Abe-Koga, Commissioner Chavez, Commissioner Glover,
Commissioner Miley, Vice Chair Papan, Chair Rabbitt, Commissioner Ronen and
Commissioner Worth

2a. [21-0430](#) Minutes of the March 10, 2021 meeting

Action: Committee Approval

2b. [21-0112](#) 3rd Quarter Report of the Executive Director's Delegation of Authority
Actions

Action: Information

Presenter: Cheryl Chi

- 2c.** [21-0432](#) Concurrence Request for STIP Amendment. State Transportation Improvement Program (STIP) Amendment request for the US 101 Silicon Valley Express Lanes Phase 5, and I-280 Soundwall projects in Santa Clara County.
- Action:** Committee Approval
- Presenter:** Karl Anderson
- 2d.** [21-0449](#) Concurrence Request for STIP Amendment. State Transportation Improvement Program (STIP) Amendment request for the State Route 37 & Fairgrounds Drive Interchange Improvements and the West Bound Truck Scales projects in Solano County.
- Action:** Committee Approval
- Presenter:** Karl Anderson
- 2e.** [21-0434](#) MTC Resolution No. 3685, Revised. Regional Measure 2 (RM2) Project 35: Rescission of \$1.6 million and allocation of \$2.1 million in RM2 funds to MTC to engage a consultant to implement recommendations of the Blue Ribbon Transit Recovery Task Force.
- Action:** Commission Approval
- Presenter:** Anne Spevack
- 2f.** [21-0446](#) MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letters of No Prejudice to the Alameda County Transportation Commission for the SR-262 (Mission Blvd) Cross Connector Project, and to the Solano Transportation Authority for the I-80 Westbound Truck Scales Project.
- Action:** Commission Approval
- Presenter:** Kenneth Kao
- 2g.** [21-0453](#) MTC Resolution No. 4428, Revised. Regional Measure 2 (RM2). Revision to Regional Measure 2 (RM2) Operating and Marketing Program to adjust the ferry program and make minor changes to the marketing program.
- Action:** Commission Approval
- Presenter:** Terence Lee
- 2h.** [21-0431](#) MTC Resolution No. 4475, Revised. 2021 Transportation Improvement Program (TIP) Amendment 2021-03
- Action:** Commission Approval
- Presenter:** Adam Crenshaw

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

Action: Commission Approval

Presenter: Mallory Atkinson

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

Action: Commission Approval

Presenter: Craig Bosman

3. Regional

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

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

Action: Commission Approval

Presenter: Kenneth Kao

Roland Lebrun was called to speak.

Upon the motion by Vice Chair Papan and the second by Commissioner Glover, the Committee unanimously approved the referral of MTC Resolution Nos. 4202, Revised and 4412, Revised to the Commission for approval. The motion carried by the following vote:

Aye: 8 - Commissioner Abe-Koga, Commissioner Chavez, Commissioner Glover, Commissioner Miley, Vice Chair Papan, Chair Rabbitt, Commissioner Ronen and Commissioner Worth

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

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

Action: Commission Approval

Presenter: Karl Anderson

Upon the motion by Commissioner Chavez and the second by Commissioner Ronen, the Committee unanimously approved the referral of MTC Resolution No. 4403, Revised to the Commission for approval. The motion carried by the following vote:

Aye: 8 - Commissioner Abe-Koga, Commissioner Chavez, Commissioner Glover, Commissioner Miley, Vice Chair Papan, Chair Rabbitt, Commissioner Ronen and Commissioner Worth

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

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

Action: Commission Approval

Presenter: Terence Lee

Roland Lebrun was called to speak.

Upon the motion by Commissioner Glover and the second by Vice Chair Papan, the Committee unanimously approved the referral of MTC Resolution Nos. 4430, Revised and 4431, Revised to the Commission for approval. The motion carried by the following vote:

Aye: 8 - Commissioner Abe-Koga, Commissioner Chavez, Commissioner Glover, Commissioner Miley, Vice Chair Papan, Chair Rabbitt, Commissioner Ronen and Commissioner Worth

4. Federal

- 4a. [21-0470](#) MTC Resolution Nos. 4456, 4457, 4169, Revised, and 4272, Revised

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

Action: Commission Approval

Presenter: Craig Bosman

Roland Lebrun was called to speak.

Aleta Dupree was called to speak.

Upon the motion by Commissioner Worth and the second by Commissioner Chavez, the Committee unanimously approved the referral of MTC Resolution Nos. 4456, 4457, 4169, Revised, and 4272, Revised to the Commission for approval. The motion carried by the following vote:

Aye: 8 - Commissioner Abe-Koga, Commissioner Chavez, Commissioner Glover, Commissioner Miley, Vice Chair Papan, Chair Rabbitt, Commissioner Ronen and Commissioner Worth

5. California Transportation Commission Update

- 5a. [21-0448](#) California Transportation Commission (CTC) and State Funding Programs Update

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

Action: Information

Presenter: Kenneth Kao

6. Public Comment / Other Business

The following members of the public were called to speak: Maddy Grace Webbon, Aleta Dupree, Andrea Lowe, Nathan Wedlow, and Ken Bukowski.

7. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee will be held on May 12, 2021 at 9:45 a.m. remotely and by webcast. Any changes to the schedule will be duly noticed to the public.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	21-0577	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	3/31/2021	In control:		Programming and Allocations Committee	
On agenda:	5/12/2021	Final action:			
Title:	MTC Resolution No. 3664, Revised. Regional Measure 2 (RM2) Project 32: Allocation of \$230,000 in RM2 funds to the Livermore Amador Valley Transit Authority (LAVTA) for the Rapid Bus Stop Improvement Project.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	2b - 21-0577 - Reso 3664 - RM2 LAVTA Bus Stop Improvements.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 3664, Revised. Regional Measure 2 (RM2) Project 32: Allocation of \$230,000 in RM2 funds to the Livermore Amador Valley Transit Authority (LAVTA) for the Rapid Bus Stop Improvement Project.

Presenter:

Anne Spevack

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

May 12, 2021

Agenda Item 2b - 21-0577

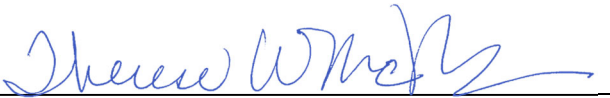
MTC Resolution No. 3664, Revised

- Subject:** Regional Measure 2 (RM2) Project 32: Allocation of \$230,000 in RM2 funds to the Livermore Amador Valley Transit Authority (LAVTA) for the Rapid Bus Stop Improvement Project.
- Background:** The \$65 million I-580 Tri-Valley Rapid Corridor Improvements project, identified as capital project number 32 under RM2, currently consists of three subprojects for which MTC has already allocated funds:
1. Project 32.1, **Eastbound I-580 Improvements** (eastbound HOV lane, allocated \$36 million in RM2 funds),
 2. Project 32.2, **I-580/I-680 Interchange Modifications and Westbound I-580 Improvements** (HOV connectors between I-580 and I-680, and an I-580 westbound HOV lane, allocated \$17 million in RM2 funds); and
 3. Project 32.3, the **Dublin Transit Center Parking Garage project**, (allocated \$7 million in RM2 funds).
- Approximately \$5 million in RM2 funds remains unallocated in Project 32. The Alameda County Transportation Commission (Alameda CTC) is the project sponsor.
- This item proposes to add a fourth subproject, 32.4, for the LAVTA Rapid Bus Stop Improvement Project, and allocate \$230,000 in RM2 funds to LAVTA for the design phase of the project. A second RM2 allocation for the estimated \$2 million construction phase would likely be recommended for Commission consideration later this calendar year or in early 2022.
- LAVTA has identified improvements needed at 47 rapid bus stops on the 10R and 30R rapid lines, which provide service to Tri-Valley BART stations, to ensure consistent branding and sufficient amenities at each stop. The improvements vary by stop based on the observed ridership, and include rapid branding signage, shelters, benches, trash receptacles, and bike racks. The total cost for these improvements is \$2.3 million, which would be fully funded by RM2.
- MTC staff remains in discussion with Alameda CTC regarding potential transit projects in the Tri-Valley for remaining RM2 funds after fully funding the Rapid Bus Stop Improvement Project.
- Issues:** Alameda CTC is the sponsor for RM2 Project 32. Alameda CTC expects to approve the allocation request and designate LAVTA as the implementing agency for the \$2.3 million Rapid Bus Stop Improvement project at their Commission meeting on May 27th, 2021. MTC Staff

recommend conditioning this allocation on Alameda CTC's approval of this action.

Recommendation: Refer MTC Resolution No. 3664, Revised to the Commission for approval.

Attachments: MTC Resolution No. 3664, Revised.



Therese W. McMillan

Date: October 27, 2004
W.I.: 1255
Referred by: PAC
Revised: 03/23/05-DA 07/26/06-C
04/25/07-C 09/28/07-DA
12/19/07-DA 04/23/08-C
08/27/08-DA 09/24/08-C
11/26/08-C 01/28/09-DA
09/23/09-DA 02/24/10-C
07/28/10-C 11/16/11-DA
02/22/12-DA 03/28/12-DA
06/27/12-DA 10/24/12-C
10/23/13-C 07/24/19-C
05/26/21-C

ABSTRACT

MTC Resolution No. 3664, Revised

This resolution approves the allocation of Regional Measure 2 funds for the I-580 Tri-Valley Rapid Corridor Improvements project sponsored and implemented by the Alameda County Congestion Management Agency.

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 the Alameda County Congestion Management Agency's Initial Project Report (IPR) for this project

Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution was revised through Executive Director Delegated Authority on March 23, 2005 to give ACCMA the flexibility to invoice MTC as frequently as monthly for expenses incurred on this project.

This resolution was revised through Commission action on July 26, 2006 to include additional allocations for Project 32.1, Eastbound I-580 Improvements for \$11.5 million in new RM2 allocations, and Project 32.2, I-580/I-680 Interchange Modifications and Westbound I-580 Improvements for \$1.7 million in new RM2 allocations.

This resolution was revised through Commission action on April 25, 2007 to include supplemental allocations for Project 32.1, Eastbound I-580 Improvements for \$3.8 million in

ABSTRACT

MTC Resolution No. 3664, Revised

Page 2

new RM2 allocations, and for Project 32.2, Westbound I-580 Improvements for \$10 million in new RM2 allocations.

This resolution was revised through Delegated Authority on September 28, 2007 to provide a \$500,000 supplemental preliminary engineering allocation for Project 32.1, Eastbound I-580 Improvements.

This resolution was revised through Delegated Authority on December 19, 2007 to allocate \$500,000 in final design funds for Project 32.1, Eastbound I-580 HOV Improvements.

This resolution was revised through Commission Action on April 23, 2008 to allocate \$9.182 million in construction funds for Project 32.1, Eastbound I-580 HOV Improvements, in order to backfill TCRP funds, and to add a condition that any TCRP repayments for this amount shall be returned to MTC. This action also rescinds \$800,000 from an allocation for Environmental and reallocates the same amount for environmental under Project 32.2.

This resolution was revised through Delegated Authority on August 27, 2008 to allocate \$100,000 in environmental and preliminary engineering funds for Project 32.1, Eastbound I-580 HOV Improvements, for High-Occupancy Toll accommodation on the corridor.

This resolution was revised through Commission Action on September 24, 2008 to allocate \$400,000 in environmental phase funds for Project 32.1, Eastbound I-580 HOV Improvements, for corridor management activities, and \$900,000 in environmental and preliminary engineering funds for Project 32.1, Eastbound I-580 HOV Improvements, for High-Occupancy Toll accommodation on the corridor.

This resolution was revised through Commission Action on November 26, 2008 to allocate \$500,000 in environmental and preliminary engineering funds for Project 32.1, Eastbound I-580 HOV Improvements, for High-Occupancy Toll accommodation on the corridor.

This resolution was revised through Delegated Authority on January 28, 2009 to allocate \$700,000 in environmental and preliminary engineering funds for Project 32.1, Eastbound I-580 HOV Improvements, for the supplemental auxiliary lanes on I-580.

ABSTRACT

MTC Resolution No. 3664, Revised

Page 3

This resolution was revised through Delegated Authority on September 23, 2009 to rescind allocation of \$6,000,000 from the construction of Project 32.1d, Eastbound I-580 HOV Improvements, and to allocate \$200,000 in environmental and preliminary engineering funds for Project 32.2, Westbound I-580 HOV Improvements.

This resolution was revised through Commission Action on February 24, 2010 to allocate approximately \$1.7 million for the final design phase and \$2.6 million for the right of way phase for Project 32.2a, I-580 Westbound HOV Lane Improvements, and allocate \$300,000 for the environmental and preliminary engineering phase for Project 32.1d, I-580 Eastbound HOV Lane Improvements (Auxiliary Lanes).

This resolution was revised through Commission Action on July 28, 2010 to allocate about \$1.3 million for the environmental mitigation of the I-580 HOV corridor (Project 32.1e).

This resolution was revised through Delegated Authority on November 16, 2011 to rescind \$846,246.81 from the construction allocation of Project 32.1d, I-580 Eastbound HOV Lane Improvements (allocation number 08366416), due to payback from Traffic Congestion Relief Program reimbursement from the State of California.

This resolution was revised through Delegated Authority on February 22, 2012 to allocate \$800,000 for the final design and \$200,000 for right-of-way for Project 32.1d, I-580 Eastbound HOV Lane Improvements.

This resolution was revised through Delegated Authority on March 28, 2012 to allocate \$200,000 in RM2 funds for the final design phase of Project 32.1d, I-580 Eastbound HOV Lane Improvements.

This resolution was revised through Delegated Authority on June 27, 2012 to allocate \$585,000 in RM2 funds for the environmental phase of Project 32.1e, I-580 HOV Corridor Environmental Mitigation.

This resolution was revised through Commission Action on October 24, 2012 to allocate \$335,279 for the final design phase and \$3,315,000 for the construction phase of Project 32.1d, I-580 Eastbound HOV Lane Improvements (Auxiliary Lanes).

ABSTRACT

MTC Resolution No. 3664, Revised

Page 4

This resolution was revised through Commission Action on October 23, 2013 to rescind allocation of \$1.5 million of previously allocated RM2 funds from Projects 32.1 and 32.2 due to cost savings at project close out, and to allocate \$4 million in RM2 funds for the construction phase of Project 32.1f, I-580 HOV Improvements for High-Occupancy Toll accommodation on the corridor.

This resolution was revised through Commission Action on July 24, 2019 to allocate \$7 million in RM2 funds for the construction phase of project 32.3, Dublin Transit Center Parking Garage Project.

This resolution was revised through Commission Action on May 26, 2021 to add a new project 32.4, LAVTA Rapid Bus Stop Improvement Project, and to allocate \$230,000 in RM2 funds for design of this project.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated October 8, 2004, July 12, 2006, April 11, 2007, and December 10, 2008, and the summary sheet to the Programming and Allocations Committee dated April 9, 2008, July 9, 2008, September 10, 2008, November 12, 2008, February 10, 2010, July 14, 2010, October 10, 2012, October 9, 2013, July 10, 2019, and May 12, 2021.

Date: October 27, 2004
W.I.: 1255
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 funds for the I-580 Tri-Valley Rapid Transit Corridor Improvements Project

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 3664

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 on June 23, 2004, specifying the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636); and

WHEREAS, the Alameda County Congestion Management Agency has submitted a request for the allocation of RM 2 funds for the I-580 Tri-Valley Rapid Corridor Improvements project; and

WHEREAS, I-580 Tri-Valley Rapid Corridor Improvements project is identified as capital project number 32 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, the Alameda County Congestion Management Agency 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 Alameda County Congestion Management Agency 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 the Alameda County Congestion Management Agency’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; now, therefore be it

RESOLVED, that MTC approves MTC staff’s review of the Alameda County Congestion Management Agency’s IPR for this project as set forth in Attachment C; and be it further

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the Alameda County Congestion Management Agency 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

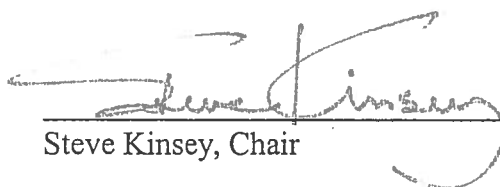
RESOLVED, that the allocation and reimbursement of RM2 funds are further conditioned upon the project specific conditions as set forth in Attachment B; and, be it further

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


Steve Kinsey, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on October 27, 2004.

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: LAVTA Rapid Bus Stop Improvement Project
Sponsor: Livermore Amador Valley Transit Authority
Project Number: 32.4

Allocation No. 32.4						
Activities to be funded with Allocation #1:						
This allocation will fund design of improvements at LAVTA rapid bus stops, including but not limited to signage, shelters, benches, trash receptacles, and other passenger amenities.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
21366436	26-May-21	\$ 230,000	PSE	FY 2020-21	\$	230,000

REGIONAL MEASURE 2 PROGRAM Project Specific Conditions

Project Title: LAVTA Rapid Bus Stop Improvement Project
Sponsor: Livermore Amador Valley Transit Authority
Project Number: 32.4

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

1. Approval by the Alameda County Transportation Commission of the IPR and allocation request and designation of LAVTA as implementing agency for the Rapid Bus Stop Improvement Project.



RM2 Project Number: 32.4
LAVTA Rapid Bus Stop Improvement Project

Lead Sponsor Alameda County Transportation Commission	Other Sponsors(s) None	Implementing Agency (if applicable) Alameda County Transportation Commission
Legislated Project Description Provide rail or High-Occupancy Vehicle lane direct connector to Dublin BART and other improvements on I-580 in Alameda County for use by express buses		
RM2 Legislated Funding (in \$1,000) \$2,300		Total Estimated Project Cost (in \$1,000) \$2,300
Project Purpose and Description The purpose of the LAVTA Rapid Bus Stop Improvement Project is to construct and install Rapid signage (both real-time bus arrival digital signs and other signage in display cases), shelters, benches, trash receptacles, and other passenger amenities for Rapid bus stops that are yet to receive them. Such amenities will bring consistency to the corridors served and continue to grow ridership.		
Funding Description Committed Funds: RM2 will fully fund the project Uncommitted Funds: Operating Capacity: LAVTA		

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Final Environmental Document and Preliminary Eng.	N/A	N/A	
2	Final Design - Plans, Specifications and Estimates	06/2021	11/2021	\$230
3	Right-of-Way	N/A	N/A	
4	Construction	03/2022	10/2022	\$2,070
Total:				\$2,300

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	LAVTA Rapid Bus Stop Improvement Project	Project No. 32.4
Implementing Agency	Alameda County Transportation Commission	

Fund Source	Phase	Prior	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Future	Total
Committed										
RM2	PSE		230							230
RM2	CON			2,070						2,070
										0
										0
										0
										0
										0
Total:		0	230	2,070	0	0	0	0	0	2,300
Uncommitted										
Total:		0	0	0	0	0	0	0	0	0
Total Project Committed and Uncommitted										
		Prior	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Future	Total
Total:		0	230	2,070	0	0	0	0	0	2,300

REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: LAVTA Rapid Bus Stop Improvement Project
Sponsor: Livermore Amador Valley Transit Authority
RM2 Project Number: 32.4

	PRIOR	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Future	Total
RM2 Funds Total	-	-	1,570	500	-	-	2,070
Environmental (ENV)	0	0	0	0	0	0	0
							0
Final Design (PS&E)	0	0	230	0	0	0	230
RM2			230				230
Right of Way	0	0	0	0	0	0	0
							0
Construction	0	0	1,570	500	0	0	2,070
			1,570	500			2,070
TOTAL FUNDING							
Environmental	0	0	0	0	0	0	0
Final Design (PS&E)	0	0	230	0	0	0	230
Right of Way	0	0	0	0	0	0	0
Construction	0	0	1,570	500	0	0	2,070
PROJECT TOTAL	0	0	1,800	500	0	0	2,300



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	21-0562	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	3/29/2021	In control:		Programming and Allocations Committee	
On agenda:	5/12/2021	Final action:			
Title:	MTC Resolution Nos. 3989, Revised and 4468. Agreement for the Exchange of MTC Regional Discretionary Funds with Transportation Authority of Marin Unrestricted funds for the US 101 High Occupancy Vehicle (HOV) Lane project.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	2c - 21-0562 - Resos 3989 and 4468 - TAM Exchange Agreement.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 3989, Revised and 4468. Agreement for the Exchange of MTC Regional Discretionary Funds with Transportation Authority of Marin Unrestricted funds for the US 101 High Occupancy Vehicle (HOV) Lane project.

Presenter:

Ross McKeown

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

May 12, 2021

Agenda Item 2c - 21-0562

MTC Resolutions Nos. 3989, Revised and 4468

Subject: Funding exchange agreement with the Transportation Authority of Marin (TAM) for the US 101 High Occupancy Vehicle (HOV) Lane project.

Background: In Fall 2020, the California Transportation Commission (CTC) programmed over \$40.1 million in Senate Bill 1 (SB1) Solutions for Congested Corridors (SCC) funds for the Marin-Sonoma Narrows (MSN) High Occupancy Vehicle (HOV) lane project. This project is also identified in Regional Measure 3 (RM3) which has been challenged and is currently under review in the California Supreme Court

The Transportation Authority of Marin (TAM) has requested the assistance of MTC to move forward with the project, in order to maintain the delivery commitment to the CTC for the US 101 MSN HOV Lane project, and to avoid escalation costs for a project ready to proceed to construction, but on hold due to lack of funding. The TAM does not have sufficient funding available to move the project forward while RM3 is on hold.

In April 2021, the Commission approved a Letter of No Prejudice (LONP), allowing TAM to proceed with the project using other funds and be eligible for reimbursement with RM3 funds when and if RM3 funds are made available. The Commission also approved the use of federal MTC discretionary funds, such as Surface Transportation Block Grant Program (STBGP), Congestion Mitigation and Air Quality Improvement (CMAQ), or Federal Highway Infrastructure Program (FHIP) funds, to secure the LONP, with TAM repaying these funds to MTC once RM3 funds become available.

The attached agreement outlines the terms and conditions under which MTC is to provide federal regional discretionary funds, in exchange for TAM unrestricted funds. Highlights of the agreement include:

- Total amount not to exceed roughly \$76 million.
- TAM to repay MTC with unrestricted funds that may be used by MTC anywhere within the region.
- TAM to pay one percent of any remaining unpaid balance if a final resolution of the pending RM3 litigation allows distribution of RM3 funds and is delayed beyond the end of federal fiscal year 2023.
- TAM is not required to repay these funds if the pending litigation is not resolved in favor of allowing disbursement of RM3 funds.


The TAM unrestricted funds will be placed into the MTC exchange account for programming to projects at the discretion of the Commission.

Issues: The exchange assumes RM3 is resolved in favor of allowing disbursement of RM3 funds, and for the TAM to pay one percent of any remaining unpaid balance if a favorable outcome occurs after the end of federal fiscal year 2023.

If the pending litigation is not resolved in favor of allowing disbursement of RM3 funds, the regional discretionary funds and one-time payment subject to this exchange agreement would not be required to be paid by TAM. While risk of non-repayment exists, the trade-off is that a regionally significant project will be able to proceed with federal funds that leverage substantial state competitive funding.

Recommendation: Refer MTC Resolution Nos. 3989, Revised and 4468 to the Commission for approval.

Attachments: MTC Resolution No. 3989 Revised, Attachment A
MTC Resolution No. 4468


Therese W. McMillan

Date: February 23, 2011
W.I.: 1512
Referred by: PAC
Revised: 10/26/11-C 02/26/14-C 12/21/16-C
 07/26/17-C 02/28/18-C 03/28/18-C
 11/28/18-C 03/27/19-C 06/26/19-C
 09/25/19-C 11/20/19-C 03/25/20-C
 11/20/20-C 05/26/21-C

ABSTRACT

Resolution No. 3989, Revised

This resolution establishes the procedures governing the MTC Exchange Program. This resolution supersedes MTC Resolution No. 3018.

Attachment B was revised on October 26, 2011 to provide \$376,000 in Exchange Program funding to the intertribal Electric Vehicle project.

Attachments B and C were respectively revised on February 26, 2014 to include \$10 million in Exchange Program funding for Transit Oriented Affordable Housing (TOAH), and update final balances of the initial STP Exchange Program (Resolution 3018) to reflect final project close out.

Attachments A and B were revised on December 21, 2016 to program \$1.1 million to the Bay Bridge Forward Commuter Parking Initiative and update the name of the Transit Oriented Affordable Housing Program.

Attachments A and B were revised on July 26, 2017 to program \$8.2 million to the Regional Priority Conservation Area (PCA) program and \$2.8 million to the Regional Active Operational Management Program. An additional \$1 million in exchange funds will be committed to a specific project or program through a future Commission action. This action and associated agreement and programming actions are contingent upon California Transportation Commission (CTC) approval of the amendment to the baseline agreement for the Marin Sonoma Narrows project to accept STP/CMAQ funds rather than local funds.

Attachment B was revised on February 28, 2018 to program \$10 million to the Bay Area Preservation Pilot; \$1,024,000 to Richmond's Bike Share Capital and Outreach project; \$826,000 for the joint Transportation Authority of Marin/Sonoma County Transportation Authority (TAM/SCTA) Bike Share Capital and Outreach project along the SMART Corridor;

and redirect \$2,800,000 from Regional Active Operational Management to the Bay Bridge Forward Commuter Parking Initiative project.

Attachment B was revised on March 28, 2018 to program \$30,000 to the Bay Area Greenprint Priority Conservation Area (PCA) Improvements.

Attachments A and B were revised on November 28, 2018 to add the SCVTA SR 85 Transit Guideway Study and the CCTA I-680 NB HOV/Express Lane exchange agreements, and to program \$4,000,000 in Exchange funds 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 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 Management Strategies.

Attachment B was revised on March 27, 2019 to change the recipient of the Concord IDEA project from CCTA to the City of Concord and reduce the funding from \$619,000 to \$589,000; and reduce the funding amount for the MTC Richmond-San Rafael Bridge Forward project from \$1,160,000 to \$1,046,000; and redirect these funds to a new project with MTC as the recipient for the Concord IDEA project for \$144,000. The matching funds for the Concord IDEA project as identified in MTC Resolution 4357, are included within the \$144,000 amount. These changes result in no net change to total funds committed to-date.

Attachment A was revised on June 26, 2019 to cancel the \$1,200,000 exchange agreement with the SCVTA for the SR 85 Transit Guideway Study as the funds provided through the exchange are no longer needed.

Attachment B was revised on September 25, 2019 to reflect MTC as the direct recipient of exchange funds for the Concord and Walnut Creek IDEA projects; funds will be provided on a reimbursement basis to each project sponsor pursuant to their respective funding agreements with MTC.

Attachment B was revised on November 20, 2019 to program \$6,023,000 to 13 projects as part of the Priority Conservation Area (PCA) Grant program; funds will be provided on a

reimbursement basis to each project sponsor pursuant to their respective funding agreements with MTC.

Attachment B was revised on March 25, 2020 to redirect \$25,000 from MTC's Bay Bridge Forward Commuter Parking Initiative to MTC's Fruitvale Quick Build project.

Attachment B was revised on November 20, 2020 to program \$647,000 to four projects as part of the Priority Conservation Area (PCA) Grant program. For the Yerba Buena Island Multi-Use Pathway, which provides access to the San Francisco-Oakland Bay Bridge, \$1 million of federal OBAG 2 funds are being provided at this time for cash flow purposes. The Bay Area Toll Authority will repay non-federal funds to the MTC Exchange Program within three years. MTC's funds for the Twin Peaks trail will be provided to the Coastal Conservancy for management of the two fund sources for this project. Because the Conservancy is a state entity, the funds will be provided as an up-front grant rather than on a reimbursement basis. Funds for projects other than the Twin Peaks Trail will be provided on a reimbursement basis to each project sponsor pursuant to their respective funding agreements with MTC.

Attachment A was revised on May 26, 2021 to add the Transportation Authority of Marin's (TAM's) US 101 Marin-Sonoma Narrows (MSN) High-Occupancy Vehicle (HOV) Lanes project for \$75,651,097.

Further discussions are contained in the Programming and Allocations Committee summary sheet dated February 9, 2011, October 12, 2011, February 12, 2014, December 14, 2016, July 12, 2017, February 14, 2018, March 7, 2018, November 14, 2018, March 6, 2019, June 12, 2019, September 4, 2019, November 8, 2019, March 11, 2020, November 4, 2020, and May 12, 2021.

Date: February 23, 2011
W.I.: 1512
Referred by: PAC

Re: MTC Exchange Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3989

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 designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region (the region) and is the recipient for various federal fund sources for the San Francisco Bay Area; and

WHEREAS, MTC develops policies and procedures to be used in the selection of projects to be funded with various federal fund sources within the region consistent with the regional Transportation Plan (RTP); and

WHEREAS, selected projects are sometimes incompatible with or ineligible for federal funding and projects are often ready for implementation in advance of funding availability; and

WHEREAS, MTC assisted the Santa Clara County Traffic Authority (SCCTA) in 1994 by providing Surface Transportation Program (STP) funds, which initiated the original Exchange program implemented through MTC Resolution 3018; and

WHEREAS, the original exchange funding under MTC Resolution 3018 is nearly exhausted and MTC has entered into new funding exchange agreements where the implementation of specific projects with federal funds in exchange for local funds can achieve regional goals and objectives; now, therefore, be it

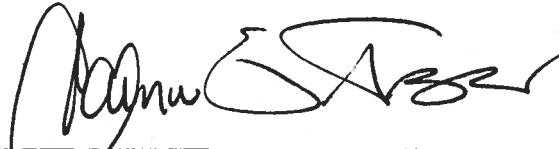
RESOLVED that Attachments A and B reflect the Exchange program balance and agreements approved by the Commission subject to this resolution; and be it further

RESOLVED, that attachment C lists the projects and amounts from the original STP Exchange program (MTC Resolution 3018) incorporated into the new MTC Exchange program; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachments A, B and, C as necessary to reflect Commission actions and the on-going balances within the MTC Exchange program; and be it further

RESOLVED that MTC Resolution No. 3018 is superseded by this resolution.

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on February 23, 2011.

**MTC Exchange Program
Funding Agreements
Attachment A
May 26, 2021**

	Agency	Project	Res No.	Res Date	Funding Provided by MTC		Funding Provided by Others To-	
					To-Date		Date	
1	SCTA	SON US 101 Steele Lane HOV	3731	2/22/2006	CMAQ	\$1,500,000	Meas M	\$1,500,000
2	TAM	MRN US 101 HOV Gap Closure	3842	11/28/2007	CMAQ	\$12,500,000	Meas A	\$13,253,049
3	SFMTA	SFPark Parking Pricing	3963	5/26/2010	CMAQ	\$22,000,000	Parking Rev	\$22,799,802
4	CCTA	I-80 San Pablo Dam Road I/C	4264	12/21/2016	STP	\$1,100,000	Meas J	\$1,100,000
5	SCTA	SON US 101 MSN Phase B	4305	7/26/2017	STP	\$12,000,000	Meas M	\$4,000,000
6	SCVTA	SCL SR 85 Transit Guideway Study	4356	7/25/2018	STP	\$1,200,000	Meas B	\$0
7	CCTA	CC I-680 NB HOV/Express Lane	4357	9/26/2018	STP	\$4,000,000	Meas J	\$4,000,000
8	TAM	MRN US 101 MSN HOV Lane	4468	5/26/2021	STP/CMAQ/FHIP	\$75,651,097	Unrestricted Funds	
Total:						\$129,951,097		\$46,652,851

Date: May 26, 2021
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 4468

Establishes conditions for the exchange of Transportation Authority of Marin unrestricted funds with Surface Transportation Block Grant Program (STBGP) and/or Congestion Mitigation and Air Quality Improvement (CMAQ) and/or Federal Highway Infrastructure Program (FHIP) funds provided by the Metropolitan Transportation Commission (MTC). An agreement for the conditions of this exchange of funds between TAM and MTC is included.

The resolution includes the following attachment:

Attachment A – Funding Exchange Agreement

Further discussion of this action is contained in the Programming and Allocation summary sheet dated May 12, 2021.

Date: May 26, 2021
W.I.: 1515
Referred by: PAC

RE: Agreement for the Exchange of MTC Regional Discretionary Funds with Transportation Authority of Marin Unrestricted funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4468

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

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

WHEREAS, the Transportation Authority of Marin (TAM) is a local transportation authority created under California Public Utilities Code 180000 et seq.; and

WHEREAS, the Transportation Authority of Marin (TAM) is the sponsoring agency for the US 101 Marin Sonoma Narrows (MSN) High Occupancy Lane project, which received Solutions for Congested Corridors Program funds from the California Transportation Commission (CTC) and is identified in Regional Measure 3 (RM3); and

WHEREAS the collection of funds under Regional Measure 3 has been challenged and is currently under review in the California Supreme Court; and

WHEREAS, TAM has requested the assistance of MTC to maintain the delivery commitment for the US 101 MSN HOV Lane project by providing Surface Transportation Block Grant Program (STBGP) and/or Congestion Mitigation and Air Quality Improvement (CMAQ) and/or Federal Highway Infrastructure Program (FHIP) funds, hereinafter referred as “MTC Regional Discretionary Funds” in the near term in exchange for TAM non-federal unrestricted funds hereinafter referred to as “TAM Unrestricted Funds” in the longer term; and

WHEREAS, TAM agrees to repay MTC for the MTC Regional Discretionary Funds with TAM Unrestricted Funds as specified in this Agreement, attached and incorporated by reference; and

WHEREAS, the agreement is substantially in the form set forth in Attachment A to this resolution, attached and incorporated as though set forth at length; now, therefore, be it

RESOLVED, that MTC approves the exchange of MTC Regional Discretionary Funds with TAM Unrestricted Funds for the purposes and within the maximum amount established, and subject to the conditions, set forth in Attachment A; and, be it further

RESOLVED, that the TAM Unrestricted Funds shall be placed into the MTC exchange account for programming to project(s) at the discretion of the Commission; and, be it further

RESOLVED, that MTC's Executive Director is authorized to execute Attachment A, and to make non-substantive changes or minor amendments as deemed appropriate: and, be it further

RESOLVED, that upon execution of Attachment A by the signatory agencies, MTC staff shall implement the exchange of the MTC Regional Discretionary Funds with TAM Unrestricted Funds.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

This 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 26, 2021.

Date: May 26, 2021
W.I.: 1515
Referred by: PAC

MTC Resolution No. 4468
Attachment A

**Agreement for the Exchange of MTC Regional Discretionary
Funds with Transportation Authority of Marin (TAM)
Unrestricted funds**

Agreement between the Metropolitan Transportation Commission (MTC) and the Transportation Authority of Marin (TAM) for the exchange of federal regional discretionary funds for TAM non-federal unrestricted funds.

This AGREEMENT is entered into on the first day of June 1, 2021, by and between the TRANSPORTATION AUTHORITY OF MARIN (“AUTHORITY”) created under California Public Utilities Code 180000 et seq. and the METROPOLITAN TRANSPORTATION COMMISSION (“MTC”), a regional transportation agency created under California Government Code Sections 66500 et seq.

Recitals

- (1) AUTHORITY is the sponsoring agency for the US 101 Marin-Sonoma Narrows B7 (MSN) High Occupancy Vehicle (HOV) lane project within Main County (“PROJECT”).
- (2) PROJECT will be implemented over several years to relieve traffic congestion on US 101 for travelers within Marin County and between Marin and Sonoma counties and beyond.
- (3) PROJECT is identified in Regional Measure 3 (RM3) and received Solutions for Congested Corridors Program (SCCP) funds from the California Transportation Commission (CTC).
- (4) Project delivery is a deciding factor in the CTC granting SCCP competitive funding, with PROJECT construction scheduled this year.
- (5) PROJECT is currently on hold and unable to proceed without RM3 funds being made available for PROJECT.
- (6) AUTHORITY has requested the assistance of MTC to maintain the delivery commitment of PROJECT by providing seventy-five million, six-hundred fifty one-thousand, ninety-seven dollars (\$75,651,097) in federal regional discretionary funds such as Surface Transportation Block Grant Program (STBGP) and/or Congestion Mitigation and Air Quality Improvement (CMAQ) and/or federal Highway Infrastructure Program (FHIP) funds, hereinafter referred to as (“REGIONAL DISCRETIONARY FUNDS”) for PROJECT in fiscal year 2021-22 in exchange for non-federal funds with no spending or eligibility limitations hereinafter referred to as “TAM UNRESTRICTED FUNDS”
- (7) MTC, the transportation planning, coordinating, and financing agency for the nine-county San Francisco Bay Area, is eligible to program and assign REGIONAL DISCRETIONARY FUNDS, and has discretionary funding authority for the funds requested for PROJECT.
- (8) AUTHORITY and MTC desire to proceed with the funding agreement immediately, as nothing in this Agreement adversely affects MTC's responsibility to provide regional discretionary funds to other existing programmed projects in the Bay Area.

- (9) AUTHORITY and MTC mutually desire to specify the terms and conditions under which MTC is to provide REGIONAL DISCRETIONARY FUNDS to AUTHORITY, in exchange for AUTHORITY's provision of TAM UNRESTRICTED FUNDS to be repaid to MTC.

Now, therefore, in consideration of the mutual covenants contained herein, the parties hereto agree as follows:

Section I

MTC AGREES:

- (1) To perform such actions and to deliver such documents as are necessary to provide REGIONAL DISCRETIONARY FUNDS to AUTHORITY in accordance with this Agreement.
- (2) To program in the federal Transportation Improvement Program (TIP) by July 1, 2021, a maximum total of seventy-five million, six-hundred fifty-one thousand, ninety-seven dollars (\$75,651,097) of MTC-apportioned REGIONAL DISCRETIONARY FUNDS to AUTHORITY for implementation of PROJECT.

Section II

AUTHORITY AGREES:

- (1) To coordinate with Caltrans as the implementing agency of the construction phase of the project to seek authorization from the Federal Highway Administration (FHWA) of entire amount of the REGIONAL DISCRETIONARY FUNDS by September 30, 2021.
- (2) To meet all federal, state, and regional project funding delivery requirements associated with REGIONAL DISCRETIONARY FUNDS.
- (3) To request an allocation of seventy-five million, six hundred fifty-one thousand, ninety-seven dollars (\$75,651,097) in Regional Measure 3 funds from the Bay Area Toll Authority (BATA), within sixty (60) days of final disposition of the RM3 court case, if such disposition allows distribution of RM3 funds to local projects.
- (4) To provide TAM UNRESTRICTED FUNDS in the amount of seventy-five million, six hundred fifty-one thousand, ninety-seven dollars (\$75,651,097) to MTC within sixty (60) days following receipt of RM3 funds from MTC or the Bay Area Toll Authority (BATA).
- (5) To provide MTC a one-time payment of one percent of any remaining unpaid balance if a final favorable resolution of the pending RM3 litigation is delayed past the end of federal fiscal year 2023. Authority shall not use RM3 funds to cover these costs.
- (6) To indemnify, defend and hold harmless MTC, its Commissioners, directors, officers, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or

failure to act of AUTHORITY, its officers, employees or agents, or subcontractors or any of them in connection with its performance of PROJECT under this Agreement.

Section III

IT IS MUTUALLY AGREED:

- (1) The term of this Agreement shall commence on June 1, 2021. With the exception of AUTHORITY'S indemnification, defense and hold harmless responsibilities under item 6 of section II above, which shall survive termination of this Agreement, the Agreement shall terminate upon the satisfaction of AUTHORITY's obligations to MTC with TAM UNRESTRICTED FUNDS, as outlined in Section II of this Agreement. Notwithstanding the above, AUTHORITY may terminate this Agreement by written notice to MTC if AUTHORITY has not received an authorization of the REGIONAL DISCRETIONARY FUNDS by December 31, 2021 and no arrangement for availability of these funds after December 31, 2021 has been made by MTC to the satisfaction of AUTHORITY. If the Agreement is terminated by AUTHORITY, MTC will reprogram the seventy-five million, six-hundred fifty-one thousand, ninety-seven dollars (\$75,651,097) in REGIONAL DISCRETIONARY FUNDS to other projects selected at MTC's discretion.
- (2) If the pending litigation is not resolved in favor of allowing disbursement of RM3 funds, AUTHORITY is not obligated to repay the funds subject to this agreement.
- (3) MTC reserves the right to withhold from AUTHORITY future regional discretionary funds otherwise going to AUTHORITY, after consultation with AUTHORITY, if the pending RM3 litigation is resolved in favor of allowing disbursement of RM3 and AUTHORITY fails to meet its obligation to make the full payment to MTC under this agreement.
- (4) This Agreement shall bind and benefit the parties hereto and their heirs, successors, and permitted assigns.
- (5) MTC and AUTHORITY agree to do all such things and take all such actions, and to make, execute and deliver such other documents and instruments, as shall be reasonably requested to carry out the provisions, intent, and purpose of the Agreement.
- (6) This Agreement may not be changed, modified, or rescinded except in writing, signed by all parties hereto, and any attempt at oral modification of this Agreement shall be void and of no effect.
- (7) All required, reports, demands and notices may be sent by regular mail or electronic mail. Notices that are mailed by regular mail shall be deemed delivered two (2) business days after deposited in the mail. Notices may be personally delivered and shall be deemed delivered at the time delivered to the appropriate address set forth below. Notices delivered by electronic mail shall be deemed received upon the sender's receipt of an acknowledgment from the intended recipient (such as by the "return receipt requested" function, as available, return electronic mail or other written acknowledgment of receipt); provided that, if such notice is not sent during normal business hours of the recipient, such

notice shall be deemed to have been sent at the opening of business on the next business day of the recipient. Unless and until notified otherwise in writing, a party shall send or deliver all such communications relating to this Agreement to the following address:

Anne Richman
Executive Director
Transportation Authority of Marin
900 Fifth Avenue, Suite 100
San Rafael, CA 94901
arichman@tam.ca.gov

Ross McKeown
Assistant Director, Funding Policy and Programs
Metropolitan Transportation Commission
375 Beale St., Suite. 800
San Francisco, CA 94105
rmckeown@bayareametro.gov

- (8) This Agreement is the entire agreement among MTC and AUTHORITY relating to the subject matter of this Agreement. MTC and AUTHORITY acknowledge they have not relied upon any promise, representation or warranty not expressly set forth in this Agreement in executing this Agreement.
- (9) Should any part of this Agreement be declared unconstitutional, invalid, or beyond the authority of MTC or AUTHORITY to enter into or to carry out, such decision shall not affect the validity of the remainder of this Agreement which shall continue in full force and effect; provided that the remainder of this Agreement can, absent the excised portion, be reasonably interpreted to give effect to the intentions of the parties.
- (10) No waiver by either party of any default or breach of any covenant by the other party shall be implied from any omission to take action on account of such default if such default persists or is repeated and no express waiver shall affect any default other than the default specified in such waiver and then such waiver shall be operative only for the time and to the extent stated in such waiver. Waivers of any covenant, term or condition contained herein shall not be construed as a waiver of any subsequent breach of the same covenant, term, or condition. No waiver of any provision under this Agreement shall be effective unless in writing and signed by the waiving party.
- (11) MTC and AUTHORITY represent and warrant that they are authorized to execute this Agreement.
- (12) This Agreement may be executed in counterparts.

IN WITNESS WHEREOF, MTC and AUTHORITY have executed this Agreement as of the date first written above.

TRANSPORTATION AUTHORITY
OF MARIN

METROPOLITAN TRANSPORTATION
COMMISSION

Anne Richman, Executive Director

Therese W. McMillan, Executive Director



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	21-0584	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	4/1/2021	In control:		Programming and Allocations Committee	
On agenda:	5/12/2021	Final action:			
Title:	MTC Resolution No. 4462. Adoption of the FY2021-22 Regional State Transit Assistance (STA) Program to program \$8.6 million to MTC projects that support regional coordination including Clipper and the Regional Transit Card programs.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	2d - 21-0584 - Reso 4462 - Regional STA Program.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4462. Adoption of the FY2021-22 Regional State Transit Assistance (STA) Program to program \$8.6 million to MTC projects that support regional coordination including Clipper and the Regional Transit Card programs.

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval


Metropolitan Transportation Commission Programming and Allocations Committee

May 12, 2021

Agenda Item 2d - 21-0584

MTC Resolution No. 4462

- Subject:** Adoption of the FY2021-22 Regional State Transit Assistance (STA) Program to program \$8.6 million to MTC projects that support regional coordination including Clipper and the Regional Transit Card programs.
- Background:** As the Regional Transportation Planning Agency for the nine county Bay Area, MTC is responsible for the programming and allocation of STA funds. STA funds are derived from a sales tax on diesel and split evenly at the state level into a population-based account and a revenue-based account. MTC has discretion over the programming of population-based funds and [MTC Resolution No. 4321](#) establishes the framework (70 percent by County Block Grant formula, 30 percent to a Regional Program, and a small off the top set aside for a Transit Emergency Service Contingency Fund) for the apportionment of these funds. This item presents the proposed annual program for the 30 percent of these funds apportioned to support regional programs.
- The proposed STA Regional Coordination Program of projects for FY 2021-22 includes:
- Clipper® operations for \$6.3 million;
 - Regional Transit Card for \$1 million
 - Other regional transit efforts such as 511 Transit and Transit Hub Signage project for \$1.3 million.
- Attachment A to MTC Resolution No. 4462 summarizes the program of projects proposed for FY 2021-22. Attachment B provides more detailed information about each of these projects.
- Issues:** **This item recommends an exception to MTC Resolution No. 4321 for FY2021-22 to suspend the annual funding for the ClipperSTART as sufficient fund balances are available for the project this year.** As a reminder, the Means-based Fare pilot, Clipper START, launched in July 2020 during the pandemic. MTC sets asides Regional STA funding to partially offset transit agency fare losses resulting from offering a discounted means-based fare. With reduced ridership, the Regional STA subsidy needed to support this program has been lower than anticipated.
- Recommendation:** Refer MTC Resolution No. 4462 to the Commission for approval.
- Attachments:** MTC Resolution No. 4462
- Attachment A, STA Regional Coordination Program Summary
 - Attachment B, STA Regional Coordination Program: Project Descriptions


Therese W. McMillan

Date: May 26, 2021
W.I.: 1221, 1224, 1229, 2655
2700
Referred by: PAC

ABSTRACT

Resolution No. 4462

This resolution establishes the FY 2021-2022 program for the MTC State Transit Assistance (STA) Regional Coordination Program funds.

The resolution includes the following attachments:

- Attachment A, STA Regional Coordination Program Summary
- Attachment B, STA Regional Coordination Program: Project Descriptions

Further discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated May 12, 2021.

Date: May 12, 2021
W.I.: 1221, 1224, 1229, 2655
2700
Referred by: PAC

RE: FY 2021-22 MTC Regional Coordination Program for State Transit Assistance (STA) Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4462

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, the State Transit Assistance (STA) fund is created pursuant to Public Utilities Code § 99310 et seq., and

WHEREAS, Public Utilities Code § 99313 provides for the allocation by the Controller of State Transit Assistance (STA) funds to MTC based on the ratio of the population of the area under MTC's jurisdiction to the total population of the State of California; and

WHEREAS, in accordance with Public Utilities Code § 99316(a) MTC has created the State Transit Assistance fund with Alameda County for deposit of STA funds received from the State Controller; and

WHEREAS, Public Utilities Code § 99313.6(d) provides that MTC is an eligible claimant for such population-based STA funds for projects to achieve regional transit coordination objectives; and

WHEREAS, MTC has adopted a Transit Coordination Implementation Plan pursuant to Government Code Section 66516.5 which identifies a number of projects to be implemented by MTC and the region's transit agencies to improve coordination of services; and

WHEREAS, the projects listed in Attachment A to this resolution, attached hereto, and incorporated herein as though set forth at length, are consistent with the STA Population-Based Consolidated policy established in MTC Resolution No. 4321; and

WHEREAS, MTC has provided information about the programming of STA funds for projects in FY 2021-22 as shown in Attachment B to this resolution, attached hereto, and incorporated herein as though set forth at length; and

WHEREAS, the implementation of the projects and purposes listed in Attachment B comply with the requirements of the California Environmental Quality Act, Public Resources Code § 21000 et seq., and the State EIR Guidelines (14 Cal. Code of Regs. § 15000 et seq.); and

WHEREAS, MTC has complied with the applicable rules and regulations for an allocation of STA funds under 21 Cal. Code of Regs. § 6730 et seq.; now, therefore, be it

RESOLVED, that STA funds are programmed by MTC in the amounts and for the purposes that are specified in Attachment A and described in Attachment B to this resolution, attached hereto and made a part of this resolution.

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

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 May 26, 2021.

Date: May 26, 2021
W.I.: 1221, 1224, 1229, 2655
2700
Referred by: PAC

Attachment A
MTC Resolution No. 4462
Page 1 of 1

STA Regional Coordination Program Summary FY 2021-22

Summary of Revenue and Programming			
Estimate New Revenue for FY 2021-22 ¹	\$ 16,074,878		
Carryover Balance ²	\$ 13,272,153		
Carryover Commitments	\$ (3,471,000)		
New Programming	\$ (8,586,000)		
Estimated Balance	\$ 17,290,031		
Programming by Project			
Project Name	Claimant	Carryover Programming	New Programming
Clipper [®]	MTC	\$ -	\$ 6,300,000
Clipper [®]	GGBHTD	\$ -	\$ 10,000
Means-based Fare Pilot Program ³	MTC	see note 3	\$ -
Regional Transit Card	MTC	\$ -	\$ 1,050,000
Mapping and Wayfinding	MTC	\$ 500,000	\$ 100,000
Transit Hub Signage	AC Transit	\$ -	\$ 286,000
Transit Hub Signage	MTC	\$ -	\$ 20,000
511 Transit	MTC	\$ 170,000	\$ 120,000
Regional Paratransit Program	CCCTA	\$ -	\$ 75,000
Transit Project Support	MTC	\$ -	\$ 350,000
Transit Recovery Efforts	MTC	\$ 301,000	\$ -
Grant Management	MTC	\$ -	\$ 75,000
Transit Projects Contingency	MTC	\$ -	\$ 200,000
	Subtotal	\$ 971,000	
Clipper [®] Reserve	MTC	\$ 2,500,000	
	Total	\$ 3,471,000	\$ 8,586,000
<i>Notes:</i>			
1. This amount is based on the January 2021 Governor's Budget proposal.			
2. The carryover amount is based on information from the February FY 2021-22 Fund Estimate and adjusted for additional commitments.			
3. There will be an STA carryover balance of over \$30 M at the end of Fiscal Year 2021 held in a separate account. Therefore, no funds are proposed for programming.			

Date: May 26, 2021
W.I.: 1221, 1224, 1229, 2655
2700
Referred by: PAC

Attachment B
MTC Resolution No. 4462
Page 1 of 3

STA Regional Coordination Program: Project Descriptions FY 2021-22

The State Transit Assistance (STA) Regional Coordination Program funds have historically supported MTC's regional operations projects as well as other planning and operational efforts to improve coordination of, and access to, transit services in the Bay Area. The proposed FY 2021-22 STA Regional Coordination Program is approximately \$9 million and generally focuses on operating Clipper® (\$6.3 million) and Regional Transit Card transition (\$1 million), with \$1.3million programmed to implement other MTC regional transit projects such as 511 Transit, and Regional Wayfinding consistent with the Commission's Plan Bay Area and other regional planning documents and efforts. In addition, there is approximately \$1 million in carryover commitments. Use of the STA funds by MTC is further subject to MTC's budget and project approval processes. More detail about the specific projects and the amount of STA funds programmed to each follows.

Clipper®

Programmed to MTC: \$ 6,300,000

Programmed to GGBHTD: \$ 10,000

Clipper® allows transit riders to pay transit fares with a reloadable Clipper® smart card. Clipper® may be used on most transit systems in the San Francisco Bay Area. MTC's Clipper® responsibilities include oversight of a contract with Cubic Transportation Systems, Inc. to design, build, operate and maintain the Clipper® system and a number of other contracts related to the implementation and operation of the Clipper® system. In FY 2021-22, the Clipper program will receive an additional \$1 million in Coronavirus Aid Relief and Economic Security Act (CARES) funds so that STA funds can be used for the Regional Transit Card project as described below. GGBHTD is programmed \$10,000 for their assistance in the administration of Federal Transit Administration funds.

Regional Transit Card (RTC) \$1,050,000

The RTC is a Clipper product that allows persons with disabilities to ride fixed route transit at a reduced fare. The program is currently administered by AC Transit on behalf of Bay Area transit operators, but MTC will soon be assuming responsibility for the program. These funds will support an upgrade of the database and transition of the program to MTC. Much of the project costs are ineligible for federal funds. As a result, STA funds are proposed to replace the \$1 million CARES funds previously programmed for the work. An additional \$50,000 completes the estimated budget for the initial cost of transitioning the program.

Regional Transit Mapping

Programmed to MTC: \$100,000 plus carryover of \$500,000

The Regional Transit Mapping and Wayfinding project is an effort to develop signage standards and prototypes to make it easier for travelers to navigate and explore the Bay Area using public transit. Staff continues to work on options to advance the project and expects to present those ideas to the Commission in Summer 2021. The project has carryover programming available in the amount of \$500,000. Additional funding will be needed to implement recommendations from the project or the Blue Ribbon Transit Recovery Task Force and potentially, state legislation [AB 639 (2021)].

Transit Hub Signage

Programmed to AC Transit: \$286,000

Programmed to MTC: \$ 20,000

MTC is committed to maintaining the information in transit information displays (TIDs) at 24 regional transit hubs. MTC has an agreement with AC Transit for them to maintain these displays on behalf of the region. The agreement with AC Transit documents the scope of work in exchange for the direct allocation of STA funds. The agreement extends through FY 2021-22 and identifies the anticipated amounts of STA funds that will be made available to AC Transit, subject to Commission programming and allocation actions.

MTC will use STA funds for ongoing operations, maintenance of other hub signage, and transit connectivity projects.

511 Transit

Programmed to MTC: \$120,000 plus carryover of \$170,000

STA funds will be used to supplement the funds for the 511 Transit program. 511 Transit collects, maintains, updates, and distributes region-wide transit service information for the benefit of the traveling public and MTC's transit partners. These funds are anticipated to be used primarily to support Blue Ribbon Transit Recovery Task Force efforts.

Regional Paratransit Program

Programmed to CCCTA: \$75,000

STA funds will support the 'lead agency' for the Regional Paratransit Program. This approach is consistent with the goals of the Transit Coordination and Implementation Plan, which endorses the concept of reimbursement for services provided by a lead agency - currently CCCTA, on behalf of other operators. CCCTA will coordinate paratransit operational activities such as:

- Oversight of the Paratransit Eligibility Program and Regional Eligibility Database, and delivery of the Paratransit Technical Assistance Program through a consultant; and
- Liaison between the Paratransit Technical Coordination Council (PTCC) and MTC, including reporting on the status of activities.

The lead agency will provide progress reports summarizing work performed.

Transit Project Support

Programmed to MTC: \$350,000

Funds will be used to support transit projects including the Transit Recovery Blue Ribbon Task Force, the Fare Integration Study or other transit-related efforts.

Transit Recovery Efforts

Programmed to MTC: ***\$0*** ***Carryover programming of \$301,000***

Funds will be used to support transit recovery efforts related to the COVID-19 pandemic or efforts resulting from the Blue Ribbon Transit Recovery Task Force. This amount represents the estimated remaining balance of funds resulting from an exchange of CARES Act funds.

Grant Management

Programmed to MTC: ***\$75,000***

MTC administers over \$800 million in funds through the Transportation Development Act and State Transit Assistance Program in addition to other funding programs. These funds will support modernization of funding processes by providing planning support for a grants management portal and database. Funds may also support early implementation efforts including development of financial reporting mechanisms.

Transit Project Contingency

Programmed to MTC: ***\$200,000***

These funds would be used in the event of unforeseen project needs or operating shortfalls with respect to MTC's regional transit projects such as Clipper®, 511 Transit, Regional Transit Mapping, and transit planning. These funds would also allow MTC to respond to unexpected regional or sub-regional transit planning needs or requests as they arise. Unspent contingency funds will be returned to the STA Program.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0561 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 3/29/2021 **In control:** Programming and Allocations Committee
On agenda: 5/12/2021 **Final action:**
Title: MTC Resolution No. 4475, Revised. 2021 Transportation Improvement Program (TIP) Amendment 2021-05.

Sponsors:

Indexes:

Code sections:

Attachments: [2e - 21-0561 - Reso 4475 - TIP Amendment 2021-05.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4475, Revised. 2021 Transportation Improvement Program (TIP) Amendment 2021-05.

Presenter:

Adam Crenshaw

Recommended Action:

Commission Approval

Metropolitan Transportation Commission

Programming and Allocations Committee

May 12, 2021

Agenda Item 2e - 21-0561

MTC Resolution No. 4475, Revised

Subject: 2021 Transportation Improvement Program (TIP) Amendment 2021-05.

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 was 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 2021-05 makes revisions to 22 projects with a net funding increase of approximately \$733 million. Among other changes, this revision will:

- Update the funding plans of eight projects, add one new exempt project, and add one new grouped listing to reflect the adoption of the latest round of the Transit Capital Priorities Program;
- Update the total cost of the Golden Gate Bridge Seismic Retrofit Phase 3B project by adding \$605 million in uncommitted funding outside of the active years of the 2021 TIP;
- Add one new exempt regional Surface Transportation Block Grant Program (STP) funded project, update the scope of one existing STP funded project, and archive one completed STP funded project;
- Add one new exempt Active Transportation Program funded project;
- Add one new Federal Lands Highways Program and Tribal Transportation Program funded grouped listing to the TIP; and
- Update the funding plans of six projects to add funding to the active years of the 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>.

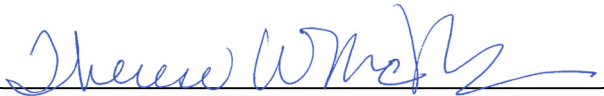
The TIP public participation process also serves to satisfy the public involvement requirements of the FTA annual Program of Projects, for applicable funds.

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: None.

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

Attachments: Attachment 1, Summary Report of Amended Projects for TIP Amendment 2021-05
MTC Resolution No. 4475, Revised


Therese W. McMillan

**TIP Revision Summary
2021-05**

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Local Road					
ALA110033	Alameda County Transportation Commission (ACTC)	Alameda County Safe Routes to School	Update the funding plan to add \$2M in Local funds	\$2,000,000	8.1%
NAP170004	Napa Valley Transportation Authority	Napa County Safe Routes to Schools	Update the funding plan to add \$113K in FY21 Local funds	\$113,000	13.9%
SCL050082	San Jose	Bay Trail Reach 9 & 9B	Update the funding plan to reprogram \$50K in ROW Earmark-HPP and \$13K in ROW Local from FY20 to FY21 and \$80K in CON Earmark-HPP and \$20K in CON Local from FY20 to FY22 and add \$37K in FY21 ROW Local	\$37,000	0.4%
SCL110029	San Jose	San Jose: Los Gatos Creek Reach 5 Underpass	Update the funding plan to reprogram \$100K in ROW Local funds from FY16 to FY21	\$0	0.0%
SCL170039	Milpitas	Street Resurfacing 2020 & 2021	Update the funding plan to reprogram \$338K in CON STP from FY20 to FY21 and archive this project as all funding has been obligated	\$0	0.0%
SCL170063	Morgan Hill	Dunne Avenue Pavement Rehabilitation	Update the project scope	\$0	0.0%
SCL210005	Santa Clara County	Active and Safe Routes to a Healthier City	Amend a new exempt project into the TIP with \$2.5M in ATP funds	\$2,510,000	~%
SF-170023	San Francisco Municipal Transport Agency (SFMTA)	SF Safe Routes to School Non-Infrastructure	Amend this project back into the TIP and update the funding plan to add \$2.5M in FY22 Local funds	\$2,500,000	78.7%
SOL210001	Fairfield	Fairfield - Cadenasso Drive Paving	Amend a new exempt project into the TIP with \$1.4M in STP and \$666K in Local funds	\$2,060,000	~%
SON110025	Sonoma County	Replace Hauser Bridge over Gualala River 20C0240	Update the funding plan to reprogram \$106K in PE HBP and \$321K in CON HBP from FY20 to FY21 based on the latest information from Caltrans	\$0	0.0%
VAR210002	Caltrans	GL: Fed Lands Highways Pgm-Tribal Transport Pgm	Amend a new grouped listing into the TIP along with \$25M in FLHP funds and \$1.6M in TTP funds	\$27,028,660	~%
System: Tollway					
MRN050018	Golden Gate Bridge, Highway and Transit District	Golden Gate Bridge Seismic Retrofit, Phase 3B	Update the funding plan to add \$605M in RTP-LRP funds to reflect the total cost of the project	\$604,939,010	439.3%
System: Transit					
ALA090065	Bay Area Rapid Transit District (BART)	BART: Fare Collection Equipment	Update funding plan to add \$13.4M in FY21 CON 5337 and \$3.3M in FY21 CON Local funds	\$16,700,000	26.9%
ALA210007	Alameda Contra Costa Transit District (AC Transit)	AC Transit Replacement of Transbay Buses	Amend a new exempt project into the TIP with \$13M in RIP, \$2.9M in 5307 and \$724K in Local funds	\$16,743,200	~%
BRT030004	Bay Area Rapid Transit District (BART)	BART Train Control Renovation	Update funding plan to add \$10.2M in FY21 CON 5337 and \$2.6M in FY21 CON Local funds	\$12,800,000	4.8%

**TIP Revision Summary
2021-05**

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
BRT030005	Bay Area Rapid Transit District (BART)	BART: Traction Power System Renovation	Update the funding plan to add \$10.2M in FY21 CON 5337 and \$2.56M in FY21 CON Local funds	\$12,800,000	5.6%
BRT97100B	Bay Area Rapid Transit District (BART)	BART: Rail, Way and Structures Program	Update funding plan to add \$17.4M in FY21 CON 5337 and \$4.4M in FY21 CON Local funds	\$21,757,500	7.3%
BRT99T01B	Bay Area Rapid Transit District (BART)	BART:ADA Paratransit Capital Accessibility Improve	Update the funding plan to add \$2.6M in FY21 CON 5307 and \$653K in FY21 CON Local funds	\$3,263,481	6.1%
CC-99T001	Central Contra Costa Transit Agency (CCCTA)	CCCTA: ADA Paratransit Assistance	Update the funding plan to add \$1.4M in FY21 5307 and \$352K in FY21 Local funds	\$1,760,334	7.4%
REG170022	Metropolitan Transportation Commission (MTC)	Clipper® 2.0 Fare Payment System	Update the funding plan to change the source and program year for \$48M in CON funds from FY25 RTP-LRP to FY21 5307 and for \$12M in CON from FY25 RTP-LRP to FY21 SB1-SGR	\$0	0.0%
SON170006	Sonoma County Transit	Sonoma County Transit: Replace 2009 CNG Buses	Update the project scope to reflect the replacement of more buses and update the funding plan to add \$528K in 5307, \$212K in 5339 and \$520K in Local funds	\$1,259,176	56.9%
VAR210001	Metropolitan Transportation Commission (MTC)	GL: FTA 5311 Rural Area FY21	Amend a new grouped listing into the TIP with \$2M in 5311 and \$2.9M in Local funds	\$4,883,750	~%

Total Funding Change: \$733,155,111

TIP Revision Summary

	Federal	State	Regional	Local	Total	2021 TIP Only
Current:	\$898,515,180	\$36,066,929	\$44,000,000	\$393,196,908	\$1,371,779,017	\$65,334,917
Proposed:	\$1,048,661,513	\$50,512,093	\$44,000,000	\$961,760,522	\$2,104,934,128	\$253,130,460
Delta:	\$150,146,333	\$14,445,164	\$0	\$568,563,614	\$733,155,111	\$187,795,543

Date: February 24, 2021
W.I.: 1512
Referred by: PAC
Revised: 04/28/21-C 05/26/21-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, April 14, 2021, and May 12, 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
2021-04	Admin. Mod.	Pending	Pending	Pending	Pending
2021-05	Amendment	22	\$733,155,111	5/26/2021	Pending
Net Funding Change		79	\$1,099,876,176		
Absolute Funding Change		79	\$1,099,876,176		

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 05/26/21-C

Attachment B
Resolution No. 4475
Page 1 of 2

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.

Revision 2021-04 is a pending administrative modification.

Revision 2021-05 is an amendment that revises 22 projects with a net funding increase of approximately \$733 million. The revision was referred by the Programming and Allocations Committee on May 12, 2021 and approved by the MTC Commission on May 26, 2021. Caltrans

approval is expected in late June 2021, and final federal approval is expected in mid-July 2021. Among other changes, this revision:

- Updates the funding plans of eight projects, adds one new exempt project, and adds one new grouped listing to reflect the adoption of the latest round of the Transit Capital Priorities Program;
- Updates the total cost of the Golden Gate Bridge Seismic Retrofit Phase 3B project by adding \$605 million in uncommitted funding outside of the active years of the 2021 TIP;
- Adds one new exempt regional Surface Transportation Block Grant Program (STP) funded project, updates the scope of one existing STP funded project, and archives one completed STP funded project;
- Adds one new exempt Active Transportation Program funded project;
- Adds one new Federal Lands Highways Program and Tribal Transportation Program funded grouped listing to the TIP; and
- Updates the funding plans of six projects to add funding to the active years of the 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 #: 21-0576 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 3/31/2021 **In control:** Programming and Allocations Committee

On agenda: 5/12/2021 **Final action:**

Title: Regional Measure 2 (RM2) and Regional Measure 3 (RM3) Capital Programs: Semi-Annual Update.

Sponsors:

Indexes:

Code sections:

Attachments: [2f - 21-0576 - RM2 Capital Update - Summary Sheet.pdf](#)
[2f - 21-0576 - RM2 Capital Update - Presentation.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Regional Measure 2 (RM2) and Regional Measure 3 (RM3) Capital Programs: Semi-Annual Update.

Presenter:
Anne Spevack

Recommended Action:
Information

Metropolitan Transportation Commission Programming and Allocations Committee

May 12, 2021

Agenda Item 2f - 21-0576

Regional Measure 2 (RM2) and Regional Measure 3 (RM3) Capital Programs: Semi-Annual Update

Subject: Semi-annual update on the progress of projects that have received Regional Measure 2 (RM2) capital funds and projects issued Regional Measure 3 (RM3) Letters of No Prejudice (LONPs).

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

Allocation/Expenditure Status

The RM2 Capital Program has a total program amount of approximately \$1.59 billion. As of October 2020, MTC has approved \$1.57 billion in capital allocations, of which \$1.51 billion has been expended (95% of the total amount available).

Project Status

The majority of projects are completed or are on track and under construction. Highlights of the attached report include the completion of the AC Transit Tempo Bus Rapid Transit (BRT) project, opening of the public plaza at the San Francisco Ferry Terminal, continued delivery of new BART cars, and construction progress on Caltrain Electrification and the I-80/I-680/SR-12 interchange.

Staff continues to work with sponsors to move projects with remaining unallocated funds toward construction.

Over the past year, MTC staff identified \$19 million in project savings and other unused funds and took steps to identify new investments and redirect the funds. In November, MTC held a public hearing to redirect \$663,000 in RM2 funds and modify project descriptions to allow for a total of \$12 million in new investments for Bay Bridge Forward projects, Dumbarton Forward projects, and transit recovery initiatives. Funds for Bay Bridge Forward and transit recovery initiatives have been allocated, and staff plans to propose an allocation for Dumbarton Forward later this year. Staff will return to the Commission with recommended allocations for remaining funds at a future date.

For smaller balances, staff is working with project sponsors to identify additional investments within the existing RM2 project descriptions. So far \$1.6 million has been reallocated through this effort. An additional \$230,000 is proposed for allocation this month.

RM3 LONP Projects


Twelve RM3 projects been issued LONPs totaling \$416 million, to allow the project to progress with an alternative fund source while preserving eligibility for RM3 reimbursement if the funds are made available.

On October 14, 2020, the California Supreme Court granted review of the RM3 case, but deferred action until it decides an appeal for a related case, Zolly v City of Oakland. This announcement further delays resolution of the lawsuit and potential availability of the RM3 funds. MTC staff are working with LONP sponsors on what the delay will mean for their projects.

Issues: None

Recommendation: Information

Attachments: Attachment 1 – RM2 semiannual report


Therese W. McMillan

Regional Measure 2 Capital Program Update



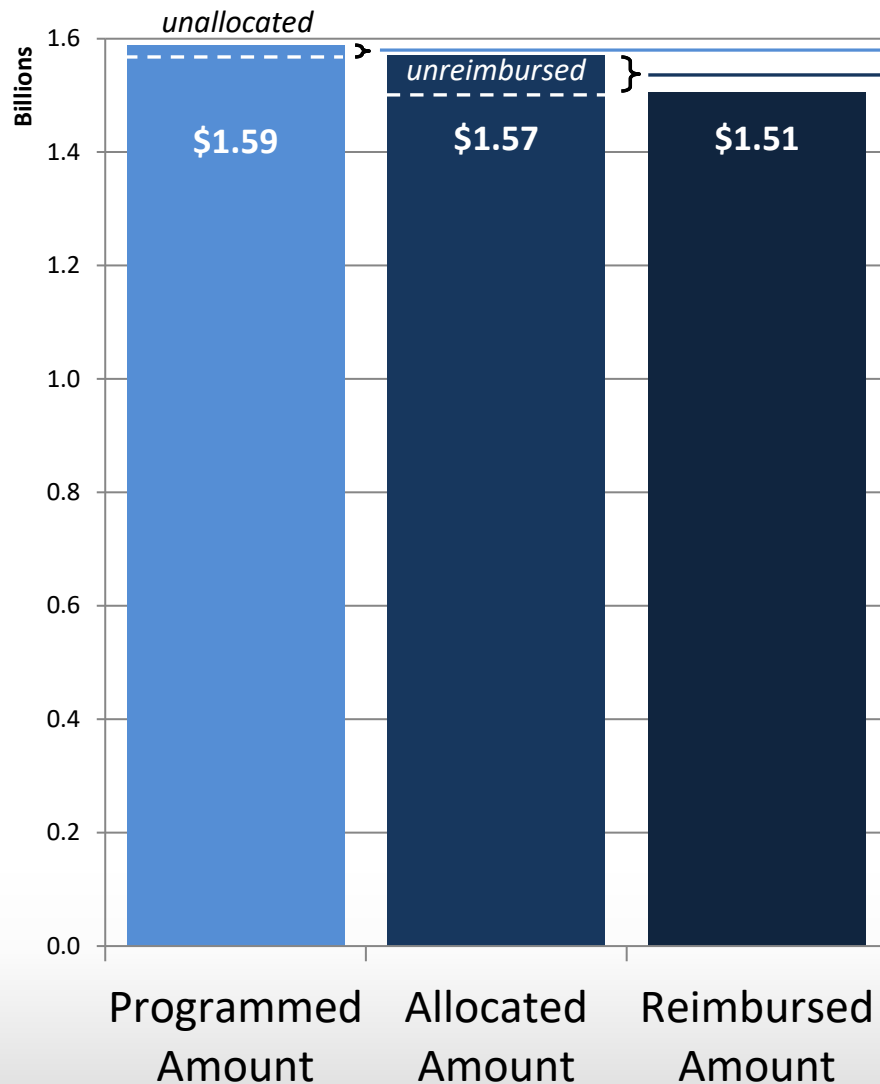
AC Transit Tempo BRT



METROPOLITAN
TRANSPORTATION
COMMISSION

**Programming and Allocations
Committee
May 12, 2021**

Capital Program Summary



The remaining \$19 million not yet allocated includes the following projects:

- Bay Bridge Forward (\$7M)
- I-580 Transit Improvements (\$5M)
- Express Bus South (Dumbarton) (\$5M)
- BART/Muni Connection (\$1.5M)

The \$61 million not yet reimbursed includes the following projects:

- North South Greenway - Marin (\$12M)
- Bay Bridge Forward* (\$9M)
- Clipper Next Generation (\$8M)
- Dublin/Pleasanton Parking Garage (\$7M)
- BART Cars (\$6M)
- AC Transit BRT (\$4M)
- Richmond Parkway P&R (\$3M)
- BART Extension to Warm Springs (\$2M)
- Irvington BART Station (\$2M)
- Dumbarton Bus Replacement (\$2M)
- Blue Ribbon Task Force Initiatives (\$2M)

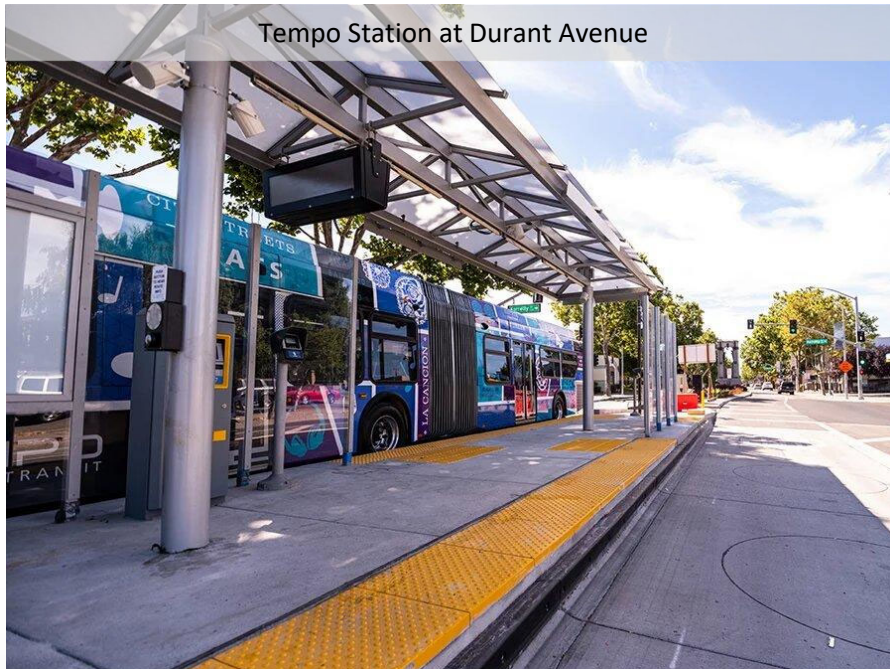
*Includes funds from RM2 Project 29 and RM2 Project 38

Program Assessment

- 99% of program allocated; 95% reimbursed
- Majority of projects are completed or “On Track” and “Under Construction”
- The COVID-19 pandemic has caused delays and cost increases on some projects entering or under construction; other essential projects have not been affected.
- MTC will continue to monitor projects to assess and minimize risks, including project delays and funding shortfalls, and to provide opportunities for meaningful scope changes.

AC Transit East Bay BRT

- The Tempo BRT opened for revenue service on August 9, 2020.
- On weekdays and weekends, buses operating at 10 min headways from 6 AM to 7 PM; 15 min headways from 7 PM to midnight; 60 min headways midnight to 6 AM
- Project closeout ongoing.



SF Ferry Terminal



- **SF Terminal expansion:** New ferry gates and public plaza open to the public
- Main construction completed in early 2020
- Opened to the public in summer 2020
- Project now complete and closed out

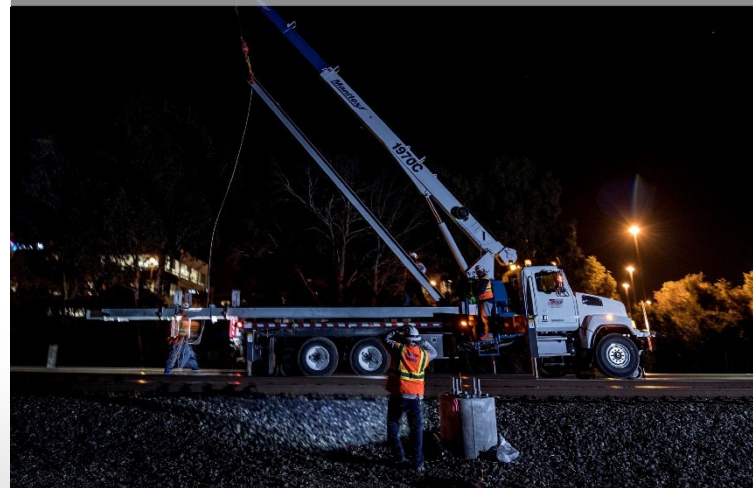
Caltrain Electrification

- Electrification construction continues with foundation and poles
- Working with contractor to accelerate foundation installation and make up for previous delays
- 66 cars have been shipped to Salt Lake City for assembly and testing, but COVID-19 has caused some delays.
- Revenue service expected to begin 2022
- Key coordination activities with CA High Speed Rail Authority continue

EMU Traveling to Testing Track

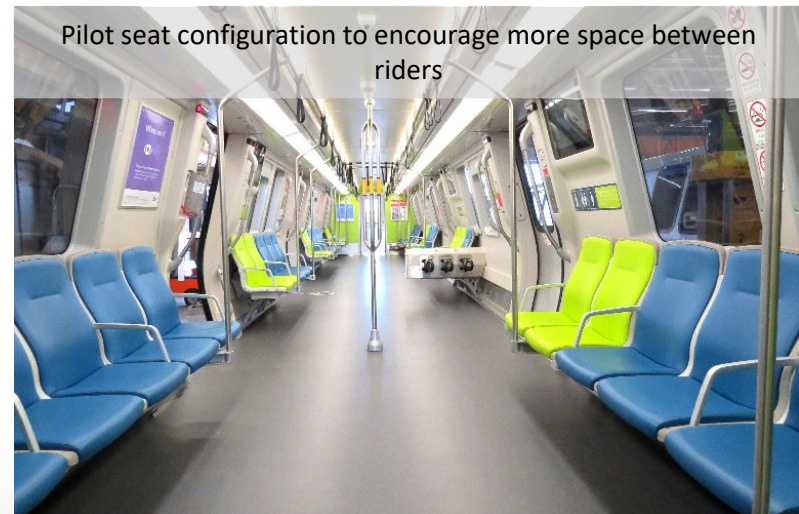


Pole Installation



BART Cars

- 293 new cars received and 280 in service as of March 2021
- Acceptance of cars suspended in January 2021 due to issues with reliability, working with Bombardier to resolve and continue production



I-80/I-680/SR-12 Interchange – Solano County

- Initial Construction Package 1 (WB 80 – WB 12 Connector):
Open for use, closeout in progress



- Continued work on PS&E and ROW for subsequent construction packages
 - Package 2a: EB12 – EB 80 Connector (see below)
 - Package 2b: Red Top Road Interchange
 - Package 3: I-80/I-680 Interchange
- Package 2a Details
 - Received \$53M in SB1 Trade Corridor funds in 2018
 - Expected completion in 2022
 - Construction cost increase: STA transferred STIP funds in August to cover cost increase

Bay Bridge Forward

- TDM platform installation for **Flexible On-Demand Transit Pilot** is complete, currently identifying potential operator for pilot transit service.
- **Commuter Parking Initiative** parking lot construction in Oakland and Albany nearly complete but opening delayed indefinitely due to COVID-19.
- **HOV enforcement** and **Vehicle Occupancy Detection Pilots** completed in 2018.
- Design ongoing for the **Integrated Bridge Corridor** project to optimize traffic management systems at bridge approaches.
- Design ongoing for Phase 2 of the **West Grand HOV/Bus Only Lane**, which will extend the shoulder HOV/bus lane on the West Grand on-ramp to the frontage road.



Marin North-South Greenway Gap Closure

- **Northern Segment**

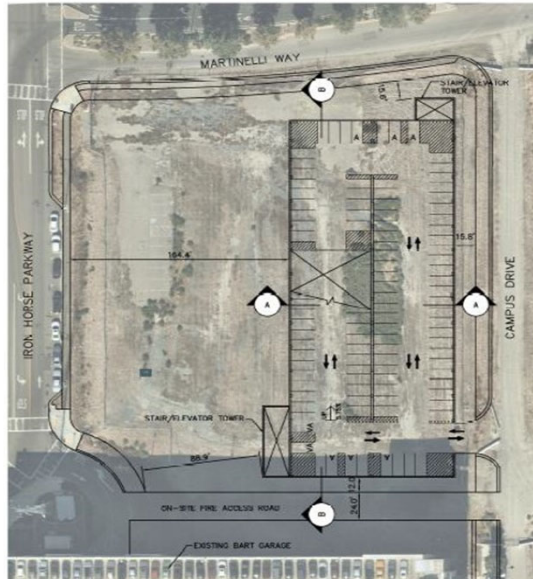
- Design and construction documents complete
- Construction bids were higher than the original estimates
- In October 2020, Commission redirected Central Marin Ferry Connector savings and remaining Southern segment funds to allow for construction award
- Construction completion expected March 2022



- **Southern Segment**

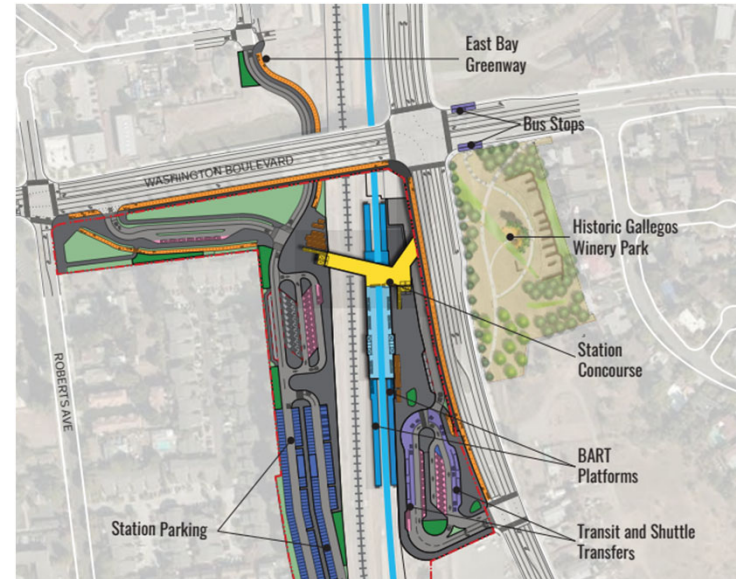
- Work suspended due to right of way conflict and lack of funding

Dublin/Pleasanton Parking Garage



- New 537 space parking garage at Dublin/Pleasanton BART Station
- Design complete and currently procuring construction contractor
- Construction scheduled to start in January 2022

Irvington BART Station



- Infill BART station between Fremont and Warm Springs stations
- Design expected to be complete in 2022
- Construction may start after design is complete, pending full funding

RM2 Program - Look Forward

- Most remaining projects in construction or starting construction within the next one to two years
- Redirected \$663,000 in RM2 savings or funds in December 2020 through public hearing process
- Continuing to work with project sponsors to close out projects and allocate remaining funds
- Tracking New Starts/Small Starts projects closely
- Coordinating with other major programs and related projects, particularly SB1
- Monitoring Covid-19 impacts on projects and the region's transit systems

Regional Measure 3

LONP Projects Update

Ongoing litigation continues to delay availability of the RM3 funds. MTC staff are working with LONP sponsors, as well as sponsors that listed RM3 in SB1 competitive program nominations, on what the delay will mean for their projects.

The following projects have been issued LONPs to allow project progress with alternative fund sources while preserving eligibility for RM3 reimbursement if the funds are made available.

- Mission Bay Ferry Landing, WETA/Port of San Francisco
- Goods Movement- GoPort 7th St. Grade Separation, Alameda CTC
- I-680/SR-84 interchange and SR-84 widening, Alameda CTC
- I-80/680/SR-12 Interchange, Solano Transportation Authority
- US-101/I-580 Direct Connector, Transportation Authority of Marin
- SMART System Extension to Windsor and Healdsburg, SMART
- US-101 Marin-Sonoma Narrows, Transportation Authority of Marin
- I-680/SR-4 Interchange Improvement Phase 1 and 2A, Contra Costa Transportation Authority
- Mokelumne Trail Bicycle/Pedestrian Overcrossing of SR-4, Contra Costa Transportation Authority
- SR-262 Cross Connector Project, Alameda CTC
- I-80 Westbound Truck Scales Project, Solano Transportation Authority
- I-80 Express Lanes Project, Solano Transportation Authority



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	21-0585	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	4/1/2021	In control:		Programming and Allocations Committee	
On agenda:	5/12/2021	Final action:			
Title:	MTC Resolution No. 4463. Adoption of the \$45.4 million FY2021-22 Regional Measure 2 (RM2) Operating and Marketing Assistance Program.				
	Staff will present a \$45.4 million program recommendation for the FY 2021-22 Regional Measure 2 (RM2) Operating and Marketing Program.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	3a - 21-0585 - Reso 4463 - RM2 Ops and Marketing Assistance.pdf				
Date	Ver.	Action By	Action	Result	

Subject:

MTC Resolution No. 4463. Adoption of the \$45.4 million FY2021-22 Regional Measure 2 (RM2) Operating and Marketing Assistance Program.

Staff will present a \$45.4 million program recommendation for the FY 2021-22 Regional Measure 2 (RM2) Operating and Marketing Program.

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

May 12, 2021

Agenda Item 3a - 21-0585

MTC Resolution No. 4463

Subject: Adoption of the \$45.4 million FY2021-22 Regional Measure 2 (RM2) Operating and Marketing Assistance Program.

Background: MTC's RM2 Operating Policies and Procedures state that MTC will adopt a project specific budget for RM2 operating funds prior to the beginning of each fiscal year. In addition, RM2 legislation provides for the annual allocation of a portion of RM2 funding for public information and advertising to support the services and projects funded with RM2 toll revenues.

FY2021-22 RM2 Operating Assistance Program

The Regional Measure 2 (RM2) Operating Program receives a maximum of 38 percent of the revenue generated from the \$1 RM2 toll in that fiscal year [SHC Section 30915(d)]. With the prolonged shelter in place order implemented due to the COVID-19 pandemic, traffic volumes have remained below pre-pandemic levels and the Bay Area Toll Authority (BATA) is projecting a slow recovery. For FY 2021-22, bridge toll revenue is currently projected to be 90 percent that of FY 2018-19. Staff is recommending a program of \$40.8 million to fit within projected revenue. The proposed operating program includes the following adjustments:

- Proportionate reductions to all projects to fit within forecasted revenue levels, except for ferry service and Dumbarton Bus;
- Suspension of Bay Bridge Forward funding that had been provided on an intended temporary basis for additional WETA Ferry service to ease commute-related congestion (\$1.2 million/year pre-pandemic). Funds are proposed to be suspended due to reduced bridge toll revenue and reduced ridership demand;
- Additional funding of approximately \$425,000 over the adjusted programming amount to be provided to Dumbarton Bus since this project was significantly under its statutorily authorized programming to partially address the operator consortium request for additional funding assistance prior to the pandemic; and
- Increased flexibility for transit operators to direct funding to any eligible service so funds can be used where operators determine it is most needed. A June workshop will allow Committee members to hear from transit operators on ridership demands and how that is informing their budget and service levels for next year.

FY2021-22 RM2 Marketing Assistance Program

The RM2 Marketing Assistance Program includes \$4.6 million for marketing and public information of RM2 projects. Funds are used primarily to support regional projects that enhance the transit customer experience. Proposed projects include:

- \$2.8 million for Clipper® customer service at San Francisco and Oakland locations and other customer education, communication, and outreach activities.
- \$1.3 million for miscellaneous coordination efforts including the regional transit mapping and wayfinding, 511 Program, and a set aside to support Blue Ribbon Transit Recovery Task Force efforts.
- \$500,000 of marketing support for AC Transit for RM2-funded service. As has been done for the past few years, these funds will free up funds for AC Transit to use in support of school bus service.

Both the RM2 operating and marketing programs are included in the proposed FY2021-22 BATA budget and are subject to its approval. Staff will monitor bridge toll revenue during FY2021-22. Should revenues be higher than the adopted program, staff will return to the Programming and Allocations Committee to propose additional programming, which may include relevant Blue Ribbon Transit Recovery Task Force priorities, equity, and ridership demand projects.


Issues:

Last year, the Commission approved a waiver of the RM2 operating performance requirements for FY 2018-19 through FY 2020-21 in recognition of the difficulty that operators would face in meeting farebox recovery and productivity performance standards associated with RM2 Operating funds. Staff recommends extending the waiver of the performance standards for FY 2021-22 and FY 2022-23. During this time, staff will consider modifications to the RM2 Operating program and performance requirements to respond to the Commission's direction to assess programs for which it has funding discretion as well as respond to changing ridership trends.

Staff will continue to monitor the performance of RM2 Operating projects and work with project sponsors to develop corrective actions for poorly performing routes, as needed and as appropriate.

Recommendation: Refer MTC Resolution No. 4463 to the Commission for approval.

Attachments: MTC Resolution No. 4463 - Attachment A, RM2 Operating and Marketing Program of Projects


Therese W. McMillan

Date: May 26, 2021
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4463

This resolution adopts the Regional Measure 2 (RM2) Operating and Marketing Assistance Program for FY2021-22.

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheet dated May 12, 2021.

Date: May 26, 2021
W.I.: 1255
Referred by: PAC

RE: Adoption of FY2021-22 RM2 Operating Assistance Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4463

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 FY2021-22, 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

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 May 26, 2021.

**Attachment A
MTC Resolution No. 4463**

FY 2021-22 RM-2 Operating Assistance Program -- Streets and Highways Code 30914(d)

Project #	Project Name	Sponsor	Service (note 1)	Programmed (notes 2,3)
1	Richmond Bridge Express	Golden Gate Transit	Express Bus	\$ 2,102,666
2	Napa VINE Service	NVTA	Express Bus	\$ 362,440
3	Express Bus North	SolTrans/FAST	Express Bus	\$ 2,271,944
		ECCTA	Express Bus	\$ 452,060
		Golden Gate Transit	Express Bus	\$ 252,113
		WestCat	Express Bus	\$ 211,900
Total				3,188,016
4	Express Bus South	AC Transit	Express Bus	\$ 4,613,718
		CCCTA	Express Bus	\$ 123,538
		WestCat	Express Bus	\$ 781,618
		LAVTA	Express Bus	\$ 493,711
Total				6,012,585
5	Dumbarton Bus	AC Transit	Express Bus	2,989,430
6	Ferry Service	WETA	Ferry Services	13,005,000
7	Owl Service	AC Transit	OWL Service	1,284,030
		MUNI	OWL Service	159,376
		SamTrans	OWL Service	259,995
Total				1,703,400
8	MUNI Metro 3rd Street	SF MUNI	Metro 3rd Street extension	2,125,000
9	AC Transit Rapid Bus	AC Transit	Tempo	2,550,000
11	WETA planning	WETA	Planning and operations	2,550,000
12	Clipper	MTC	Operations	1,700,000
13	Transbay Transit Center	TJPA	Terminal Operations	2,550,000
Grand Total				\$ 40,838,537

FY 2021-22 RM2 Marketing Assistance Program (note 3 and 4)

Project Name	Sponsor	Programmed
Clipper®	MTC	\$ 2,800,000
Regional Map and	MTC	\$ 500,000
511 Program	MTC	\$ 340,000
Return-to-Transit	MTC	\$ 100,000
Transit Poll	MTC	\$ 50,000
Blue Ribbon Project Support	MTC	\$ 300,000
AC Transit Services	AC Transit	\$ 500,000
Grand Total		\$ 4,590,000

Notes:

1. Transit operators will be provided increased flexibility for FY 2021-22 to use funds on eligible service to accomodate changing service demand. Eligible routes for Projects 1 - 6 must serve an intended bridge corridor/s and/or provide a direct connection to BART. Before allocating funds, MTC staff and project sponsor will confirm route eligibility.
2. For FY2021-22, the FY2018-19 programmed amounts generally were reduced proportionally based on reduced revenue estimate due to COVID-19 with additional adjustments to Dumbarton Bus and Ferry Service. 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.
3. Amounts shown are subject to approval of the FY2021-22 BATA Budget and funding availability.
4. Marketing assistance program are funded with RM2 toll revenue receipts pursuant to Streets and Highways Code(SHC) 30914(f) and are outside of the 38% limit on operating funding as described in SHC



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0580 **Version:** 1 **Name:**
Type: Report **Status:** Commission Approval
File created: 3/31/2021 **In control:** Programming and Allocations Committee
On agenda: 5/12/2021 **Final action:**
Title: MTC Resolution 4202, Revised. A proposed framework for the distribution of highway infrastructure funding provided through the federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), including a \$34.4 million augmentation to the Safe and Seamless Mobility Quick-Strike program.

The federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) includes \$10 billion in supplemental COVID-relief funding for highway infrastructure programs. Of the \$912 million available statewide, the California Transportation Commission (CTC) recently approved distributing 40% of the funds to local and regional programs. The CTC will program the remaining 60% of the available funds to various state programs.

Sponsors:

Indexes:

Code sections:

Attachments: [4a - 21-0580 - Reso 4202 - CRRSAA Mobility Quick-Strike Program.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution 4202, Revised. A proposed framework for the distribution of highway infrastructure funding provided through the federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), including a \$34.4 million augmentation to the Safe and Seamless Mobility Quick-Strike program.

The federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) includes \$10 billion in supplemental COVID-relief funding for highway infrastructure programs. Of the \$912 million available statewide, the California Transportation Commission (CTC) recently approved distributing 40% of the funds to local and regional programs. The CTC will program the remaining 60% of the available funds to various state programs.

Presenter:

Theresa Romell

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

May 12, 2021

Agenda Item 4a - 21-0580

MTC Resolution No. 4202, Revised

Subject: A proposed framework for the distribution of highway infrastructure funding provided through the federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), including a \$34.4 million augmentation to the Safe and Seamless Mobility Quick-Strike program.

Background: The federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) includes \$10 billion in supplemental COVID-relief funding for highway infrastructure programs. Of the \$912 million available statewide, the California Transportation Commission (CTC) recently approved distributing 40% of the funds to local and regional programs. The CTC will program the remaining 60% of the available funds to various state programs.

The Bay Area will receive roughly \$65 million of the CRRSAA highway infrastructure programs, with \$31 million to be administered by the CTC through the regional portion of the STIP and the remaining \$34 million available for MTC discretionary programming.

This item details the policies and procedures for \$31 million available through the mid-cycle amendment to the STIP and proposes to use the remaining \$34 million to augment the Safe and Seamless Mobility Quick-Strike program.

1) Mid-Cycle STIP Amendment

The \$31 million available through the STIP will be programmed to projects through a mid-cycle amendment to the STIP. All new programming and proposed amendments must align with the CTC's adopted 2020 STIP guidelines and MTC's adopted 2020 RTIP Policies and Procedures, Resolution No. 4398. The STIP and RTIP Guidelines will apply to the management of the projects that are amended through the 2021 Mid-Cycle programming. **Attachment 1** outlines the full policies, procedures, and schedule and will serve as the primary guidance in the development of the 2021 Mid-Cycle RTIP Programming. Highlights of the policies within the guidance include:

- County shares are dictated by the CTC's adopted STIP guidelines.
- A county may choose to program shares to add new project programming, augment existing STIP funding plans, or advance currently programmed STIP projects. Counties may also elect to delay the programming of their shares until the 2022 STIP.
- The CTC's draft 2021 Mid-Cycle STIP guidelines allow all counties to program up to 5% of their county share to Planning, Programming, and Monitoring (PPM) purposes. For the Mid-Cycle Amendment, MTC will not withhold PPM to be used for regional programming and monitoring.
- 2021 Mid-Cycle STIP funds may be used to backfill unavailable RM3 funds. MTC's 2020 RTIP guidelines required Senate Bill 1 (SB1) competitive program applicants to use RTIP funds as match before MTC committed any other regional discretionary funding. Five projects selected

for funding in the SB1 competitive programs also identified MTC Regional Measure 3 (RM3) funds as local match. RM3 is still under litigation and funds are not available to match SB1 funds in the near term; therefore, for Marin and Solano Counties, MTC's mid-cycle guidelines require those counties to program their county shares to the US-101 Marin-Sonoma Narrows Segment B7 and I-80 Express Lanes, respectively.

MTC staff will present all STIP changes, including any requests to program a new project, at the June MTC PAC meeting for concurrence. The CTC is scheduled to approve mid-cycle programming changes at the June CTC meeting.

2) Augment Safe & Seamless Mobility Quick-Strike Program

To quickly invest the \$34 million in discretionary funds available to MTC, staff recommends augmenting the Safe and Seamless Mobility Quick-Strike grant program. Approved by the Commission in January 2021, the Quick-Strike framework intends to complement federal transit recovery funds with meaningful low-cost, near-term deliverable enhancements to the transportation system to get transit out of traffic, provide safe routes for pedestrians and bicyclists, enhance equitable mobility options, and make progress on complementary regional efforts related to transit coordination and connected mobility.

The project selection process for the program is currently underway, with County Transportation Agencies (CTAs) submitting nominations to MTC for 71 projects and more than \$108 million in requested grant funding. The projects nominated through the program are compelling, competitive, and directly advance the program's interconnected goals and focus areas. Additional funds leveraged through this program could be quickly deployed to fund additional projects in communities throughout the region.

Staff recommends directing half of the \$34 million to fund additional projects nominated by the CTAs; with the remaining funds directed to safe and seamless mobility projects of regional significance, including projects co-nominated by CTAs and MTC in the call for nominations process, as well as additional projects for transit recovery and transformation. An overview of the proposed changes to the Quick-Strike framework is provided in the table below. Detailed revisions to the program guidelines are provided in the attached program resolution.

Table 1. Quick-Strike Program Revisions

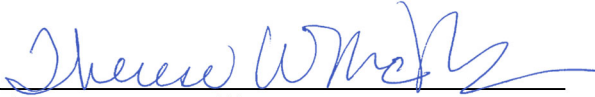
	As Adopted (January 2021)	As Revised (Recommendation)
Local and County Project Nominations		
Funds Available	\$49.4 million	\$66.6 million
County Targets	County targets established to guide CTA nominations; target amounts not guaranteed	\$15.3 million additional funds available for CTA nominated projects
Regional and Corridor Projects	MTC partners with CTAs to co-nominate projects through the call for projects	Co-nominated regional and corridor projects redirected to new regional and corridor component (see below)
Planning and Programming	CTAs may reserve up to \$200,000 for planning and programming	\$1.9 million additional funds for CTA planning and programming (5% of augmented funds)
Regional and Corridor Projects		
Funds Available	\$5 million	\$22.2 million
Regional and Corridor Projects	\$5 million set-aside for Blue Ribbon Transit Recovery Task Force (BTRTF) early implementation	\$5 million for BTRTF early implementation, as approved in original program framework
		\$15.3 million additional funds for co-nominated regional and corridor projects (redirected from county component) and projects of interest to the BTRTF. Staff has identified several near-term projects for mapping, branding and wayfinding – including supporting subregional efforts. Staff will continue to take input from the Task Force on the priority actions and will return in June with more information and recommendations.
Planning and Programming	(New component)	\$1.9 million to augment regional planning activities, such as PDA Planning and Implementation and the FasTrak START Pilot program evaluation
\$54.4 million		\$88.4 million

Staff anticipates bringing the recommended program of projects for the revised Safe and Seamless Mobility Quick-Strike program to the Commission for consideration and approval in June 2021.

Issues: None.

Recommendation: Refer MTC Resolution No. 4202, Revised to the Commission for approval. MTC Resolution No. 4202 is also on the May Joint Planning Committee agenda for consideration of Priority Development Area (PDA) planning grants. Only the applicable recommendations approved by the Planning Committee and by the Programming and Allocations Committee will be referred to the Commission.

Attachments: MTC Resolution No. 4202, Revised, Appendix A-11 and Attachment B-1 Attachment 1 – 2021 Mid-Cycle RTIP Augmentation: Policies, Procedures, and Schedule


Therese W. McMillan

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 05/26/21-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.

ABSTRACT

MTC Resolution No. 4202, Revised

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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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MTC Resolution No. 4202, Revised

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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MTC Resolution No. 4202, Revised

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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(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.

On May 26, 2021, Attachment B-1 and Appendix A-11 were revised to program \$34,593,076 in Federal Highway Infrastructure Program funds made available through federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) to augment the Regional Safe and Seamless Mobility Quick-Strike program framework; and to program \$7,775,000 in Priority Development Area (PDA) Planning and Implementation grants and \$87,000 in Regional PDA Supportive Studies within the Regional PDA Planning and Implementation program.

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, April 14, 2021, and May 12, 2021; and the Planning Committee dated May 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

Appendix A-11: Safe and Seamless Mobility Quick-Strike Program

The Safe and Seamless Mobility Quick-Strike program is a one-time, competitive grant program within the One Bay Area Grant program (OBAG 2) framework. Federal funding is available to support local and regional projects that can be implemented quickly to benefit communities responding and adapting to the COVID-19 environment.

Available funding includes a mix of Surface Transportation Block Grant Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) and Federal Highway Infrastructure Program (FHIP) funds, with FHIP funds exchanged with STP/CMAQ funds to the extent possible to meet federal other funding deadlines and requirements. CMAQ funds will be used for eligible projects that demonstrate air quality benefits and implement Plan Bay Area's climate initiative goals and priorities.

Project Eligibility & Focus Areas

The program emphasizes bicycle/pedestrian safety and mobility, connections to transit, and projects that advance equitable mobility. Eligible project types include:

- Quick-build bike, pedestrian, and transit improvements; including bike share enhancements.
- Local safe and seamless mobility projects, including projects that advance equitable mobility; invest in bicycle/pedestrian safety; improve connections to transit; or implement seamless strategies within a corridor.
- In addition to capital projects, programs that support safe and seamless mobility or advance equitable mobility are also eligible (ex. safe routes to school/transit programs); a limited amount of funding, (up to \$200,000 per county) may also be directed towards countywide implementation of safe and seamless mobility planning and programming efforts).
- Other near-term implementation of strategies emerging from the Blue-Ribbon Transit Recovery Task Force and Partnership Board's Connected Mobility Subcommittee.

Fund commitments for specific focus areas include:

- One-quarter of the total program is targeted for bicycle/pedestrian safety (including local road safety).
- \$5 million is set aside to support early implementation efforts anticipated from the Blue-Ribbon Transit Recovery Task Force.
- **\$15.3 million directed to regional and corridor co-nominated projects and projects of interest to the Blue-Ribbon Transit Recovery Task Force.**
- **\$1.9 million is set aside for ongoing CTA planning and programming activities**
- **\$1.9 million is set aside for regional planning and programming activities, including Priority Development Area (PDA) planning and implementation and the FasTrak START Pilot program evaluation**

Evaluation Criteria

MTC staff will evaluate nominated projects against the following program criteria.

Nominated projects should:

- Align with Connected Mobility Framework Values and Goals (see inset below)
- Be the direct result or outcome of a community engagement process
- Be within or directly connected to a Priority Development Area (PDA) or Transportation Priority Area (TPA) and/or serve a Community of Concern (CoC), Community Air Risk Evaluation (CARE) program area, or similar local designation. PDAs and TPAs may be existing or recently designated as part of the Plan Bay Area 2050 growth framework.
- Addresses transit connectivity gaps, especially in areas significantly impacted from the pandemic
- Demonstrate partnership among jurisdictions, transit agencies, and counties.
- Demonstrate ability to quickly deliver, and meet federal funding requirements, as funds must be obligated by September 30, 2022.

To ensure consistency with the implementation of county and regional plans and priorities, as well as encourage discussion and coordination in developing investment proposals, projects co-nominated by MTC and a CTA will be given extra consideration if meeting regional goals and priorities. **Previously submitted co-nominated projects are to be funded out of the regional and corridor program component. New co-nominated projects may be funded out of either program.**

Below are the regional connected mobility values and goals guiding these investments:

CONNECTED MOBILITY VALUES AND GOALS	
Values	Goals
Think Regionally Act Locally	Be coordinated, interconnected, and contiguous
Provide Great Travel Choices	Provide choices that are better than driving alone, are viable and intuitive for all trips
Put the Traveler First	Ensure a dignified traveler experience, focusing on customer care and needs
Be Equitable & Inclusive	Address disparities and be transparent for all people and all trips
Be Sustainable	Strive for a healthy planet, people, and full-cost accounting

Project Nominations

To address local needs throughout the region, and encourage community-based project investments, each County Transportation Agency (CTA) will act on MTC's behalf and submit project nominations for their county area. County targets have been provided as a guide, for each county (see table on following page). However, final project selection by MTC will not necessarily adhere to these targets. Target amounts are based on the OBAG 2 county program distribution.

In addition to county submissions, MTC may consider projects that would be implemented regionwide or in more than one county. Where applicable, MTC staff will work with CTAs to

coordinate on co-nominations for regional projects.

Previously co-nominated projects are to be funded out of the regional and corridor program component. New co-nominated projects may be funded out of either program.

As the final program of projects must reflect regional or multi-county priorities, in addition to local priorities within each county, the final programming per county will not correspond exactly to nomination targets.

To ensure each county is provided sufficient funding to have a meaningful community impact, each county's nomination target will be a minimum of \$1 million.

Project Selection Process

The prioritization process is designed to quickly distribute funds to competitive and impactful investments throughout the region.

- **Letters of Interest:** County Transportation Agencies (CTAs) submit Letters of Interest to nominate projects within their counties. In addition to basic project information (project description, sponsor, total cost, funding request), submittals should also describe how the project meets the program eligibility requirements and evaluation criteria, and how well the proposed project sponsor meets state and federal funding requirements.
- **Evaluation:** MTC staff evaluate CTA nominations as well as regional program considerations to develop a recommended program of projects. Program recommendations presented to Bay Area Partnership Board for review and discussion.
- **Project Applications:** MTC and CTA staff work with project sponsors to submit project applications with a detailed scope, delivery schedule, and funding plan.
- **Program Approval:** MTC Commission consideration and approval of projects and fund programming.

Programming Policies and Requirements

Unless otherwise noted within these guidelines, OBAG 2 General Programming Policies (see MTC Resolution No. 4202, Attachment A, pages 6-11), and Regional Project Funding Delivery Policy (MTC Resolution No. 3606) apply.

- **Project sponsors:** Eligible sponsors are those approved by Caltrans to receive FHWA federal-aid funds (including cities, counties, transit agencies, CTAs, and MTC). Sponsors must also have a demonstrated ability to meet timely use of funds deadlines and requirements (see Project Delivery and Monitoring, below).

County Nomination Targets

(\$ millions, rounded)

	%
Alameda	19.9%
Contra Costa	14.6%
Marin	2.8%
Napa	2.1%
San Francisco	12.5%
San Mateo	8.4%
Santa Clara	27.0%
Solano	5.5%
Sonoma	7.2%
	100.0%

Note: Final project selection and fund programming will not correspond exactly to nomination targets.

- **Minimum Grant Size:** Project nominations should be consistent with OBAG 2 minimum grant size requirements per county (\$500,000 grant minimum for counties with population over 1 million, and \$250,000 minimum for all other counties). Final funding awards may deviate from grant minimums per county, should one or more grant awards span multiple counties or regionwide.

Additionally, deviations from the OBAG 2 minimum grant size requirements for project nominations may be considered on a project-by-project basis. However, grant awards must be at least \$100,000.

- **Local Match:** Toll credits may be requested in lieu of non-federal cash match.
- **Supplanting of Funds Prohibited:** Supplanting of existing funds on fully-funded projects is prohibited, as the program is intended to infuse transportation investment into communities responding and adapting to the COVID-19 environment. If funds are requested to address a funding shortfall on a project due to reduced local revenues, CTAs must demonstrate why the project should be a priority for regional funding, if it was not the highest priority for available local funding. In their nomination, CTAs should describe how the county and local jurisdictions determined which projects are prioritized for reduced local revenues.
- **Project Phases:** The Environmental (ENV), Plans, Specifications and Estimates (PS&E), Preliminary Engineering (PE) and Right Of Way (ROW) phases are eligible for capital projects as long as the construction (CON) phase of the project is delivered and funds obligated by September 30, 2022.
- **Project Delivery and Monitoring:** Project sponsors must have a record of consistently meeting state and federal timely use of funds deadlines and requirements, or demonstrate/identify revised/new internal processes to ensure they will meet funding deadlines and requirements moving forward at the time of project nomination. In addition to the provisions of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606), the following specific funding deadlines/requirements apply:
 - Funds must be obligated (authorized in a federal E-76, or transferred to FTA) no later than September 30, 2022.
 - Funds must be encumbered or awarded in a contract within 6 months of federal obligation.
 - Funds must be invoiced against within 3 months of encumbrance/award and invoiced against and receive a federal reimbursement quarterly thereafter.
 - If there could be complications with invoicing against the construction phase within 9 months of federal obligation, then the sponsor should consider including Construction Engineering (CE) in the federal obligation so that eligible costs may be invoiced in order to meet the invoicing deadline.

- Project sponsor must meet all other timely use of funds deadlines and requirements, for all other state and federal transportation funds received by the agency, during the duration of project implementation (such as, but not limited to, project award, federal invoicing, and project reporting).
 - To help ensure compliance with state and federal invoicing requirements, as part of the application submittal, the Finance/Accounting Manager/Director for the agency receiving the funds must provide written documentation on the agency's internal process and procedures for complying with FHWA federal-aid timely use of funds requirements, especially with regards to meeting federal invoicing requirements.
 - CTAs nominating successful projects must monitor the project sponsors within their respective county in meeting the timely use of funds deadline requirements in MTC Resolution No. 3606 and report quarterly to MTC on the agency's status in meeting regional, state, and federal timely use of funds deadlines and requirements.
- **Additional Requirements Apply:**
 - Project sponsor must comply with MTC's Complete Street Policy and submit a Complete Streets Checklist for the project.
 - Project sponsor must adopt a Resolution of Local Support prior to adding the project into the Transportation Improvement Program (TIP).
 - Project sponsor must satisfy the OBAG 2 housing policy requirements – have a certified Housing Element, submit the Annual Progress Report for the Housing Element, and have adopted a resolution affirming compliance with the California Surplus Lands Act.
 - CTAs must make each project's Complete Streets Checklist available for review by the appropriate Bicycle and Pedestrian Advisory Committee (BPAC) prior to MTC Commission approval of projects and fund programming. Documentation this has occurred must be included with the project application.

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 05/26/21-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$680,724,423	\$99,975,260
1. REGIONAL PLANNING ACTIVITIES			
Regional Planning	MTC	\$9,555,000	
1. REGIONAL PLANNING ACTIVITIES	TOTAL:	\$9,555,000	
2. PAVEMENT MANAGEMENT PROGRAM			
2. PAVEMENT MANAGEMENT PROGRAM	TOTAL:	\$9,250,000	
3. PDA PLANNING & IMPLEMENTATION			
PDA Planning and Implementation			
PDA Implementation	MTC	\$2,000,000	
PDA Supportive Studies	MTC	\$587,000	
PDA Planning			
<u>Berkeley: San Pablo Avenue PDA Plan</u>	<u>MTC</u>	<u>\$750,000</u>	
<u>Oakland: MacArthur Transit Village PDA; North Oakland/Golden Gate PDA Plan</u>	<u>MTC</u>	<u>\$800,000</u>	
<u>Oakland: Eastmont Town Center/International Blvd; Fruitvale and Dimond; MacArthur Blvd Corridor; San Antonio</u>	<u>MTC</u>	<u>\$800,000</u>	
Union City: Decoto Industrial Parkway Study Area Specific Plan 2.0	MTC	\$800,000	
El Cerrito: San Pablo Avenue Specific Plan and EIR Update/Amendments	MTC	\$308,000	
Moraga: Moraga Center Specific Plan Implementation Project	MTC	\$140,000	
<u>Richmond: Hilltop PDA Plan</u>	<u>MTC</u>	<u>\$750,000</u>	
<u>San Pablo: Rumrill Blvd PDA Plan</u>	<u>MTC</u>	<u>\$250,000</u>	
<u>Marin County: Urbanized Corridor/Marin City PDA Plan</u>	<u>MTC</u>	<u>\$300,000</u>	
San Rafael: Downtown Precise Plan	MTC	\$500,000	
San Francisco: HUB Area EIR	MTC	\$500,000	
San Francisco: Transit Corridors Study	MTC	\$500,000	
<u>Burlingame: Broadway Planning Area PDA Plan</u>	<u>MTC</u>	<u>\$400,000</u>	
<u>South San Francisco: Downtown Station Area PDA Plan</u>	<u>MTC</u>	<u>\$500,000</u>	
<u>Cupertino: VTA Cores and Corridors PDA Plan</u>	<u>MTC</u>	<u>\$400,000</u>	
<u>Milpitas: Midtown PDA Plan</u>	<u>MTC</u>	<u>\$500,000</u>	
<u>Palo Alto: University Ave/Downtown PDA Plan</u>	<u>MTC</u>	<u>\$800,000</u>	
San Jose/VTA: Diridon Integrated Station Area Concept Plan	MTC	\$800,000	
San Jose: SW Expressway/Race Street Light Rail Urban Village Plans	MTC	\$500,000	
<u>Santa Clara: Downtown PDA Plan</u>	<u>MTC</u>	<u>\$400,000</u>	
Vacaville: Downtown Specific Plan	MTC	\$350,000	
Santa Rosa: Downtown Station Area Specific Plan Update/Amendment	MTC	\$800,000	
Staffing Assistance			
Emeryville: Mitigate Regulation-Induced Displacement, Streamlined Asset Mngmt	MTC	\$180,000	
Fremont: SB743 Implementation	MTC	\$150,000	
Hayward: SB743 Implementation	MTC	\$150,000	
Oakland: ADU Initiative	MTC	\$200,000	
Oakland: Innovative Construction Initiative	MTC	\$200,000	
Concord: VMT-based Transportation Impact Standards	MTC	\$150,000	
Concord: Galindo Street Corridor Plan	MTC	\$200,000	
Lafayette: Updated Parking Ordinance and Strategies	MTC	\$150,000	
San Jose: PDA/Citywide Design Guidelines	MTC	\$200,000	
Windsor: Parking Management and Pricing	MTC	\$35,000	
Technical Assistance			
<u>Marin/Sonoma VMT Implementation Group</u>	<u>MTC</u>	<u>\$170,000</u>	
<u>Napa/Solano VMT Implementation Group</u>	<u>MTC</u>	<u>\$170,000</u>	
<u>Various Jurisdictions: VMT Implementation Group</u>	<u>MTC</u>	<u>\$140,000</u>	
Emeryville: Developing the Highest and Best Use of the Public Curb	MTC	\$65,000	
<u>Hayward: Micro Mobility/Safety Program</u>	<u>MTC</u>	<u>\$75,000</u>	
Oakland: General Plan Framework - PDA Community Engagement Program	MTC	\$65,000	
<u>San Leandro: BayFair TOD Infrastructure Design/Finance</u>	<u>MTC</u>	<u>\$150,000</u>	
San Francisco: Mission-San Jose PDA Housing Feasibility Analysis	MTC	\$65,000	
San Francisco: PDA Density Bonus Program	MTC	\$65,000	
Belmont: Transportation Demand Management Program	MTC	\$65,000	
<u>San Mateo: TDM Ordinance</u>	<u>MTC</u>	<u>\$150,000</u>	
<u>Santa Rosa/Sonoma County: Renewal Enterprise District</u>	<u>MTC</u>	<u>\$150,000</u>	
<u>San Jose: Urban Villages District Parking & Rezoning</u>	<u>MTC</u>	<u>\$120,000</u>	
BART AB2923 Implementation	BART	\$1,000,000	
<u>Unprogrammed balance</u>	<u>MTC</u>	<u>\$7,862,000</u>	
Community-Based Transportation Plan (CBTP) Updates	MTC		
ACTC: CMA Planning (for Community-Based Transportation Plans)	MTC	\$300,000	

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 05/26/21-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$680,724,423	\$99,975,260
CCTA: Community-Based Transportation Plans	MTC	\$215,000	
TAM: Community-Based Transportation Plans	MTC	\$75,000	
NVTA: Community-Based Transportation Plans	MTC	\$75,000	
SFCTA: Community-Based Transportation Plans	MTC	\$175,000	
C/CAG: Community-Based Transportation Plans	MTC	\$120,000	
VTAs: Community-Based Transportation Plans	MTC	\$300,000	
STA: Community-Based Transportation Plans	MTC	\$95,000	
SCTA: Community-Based Transportation Plans	MTC	\$110,000	
CBTP Program Evaluation	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)	BAAQMD	\$10,000,000	
Carsharing Implementation	MTC	\$800,000	
Targeted Transportation Alternatives	MTC	\$325,000	
Spare the Air Youth Program - 2	MTC	\$1,417,000	
4. CLIMATE INITIATIVES		TOTAL:	\$23,417,000
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT			
Richmond-San Rafael Bridge Bikeway Access (Fund Exchange)	Richmond		\$500,000
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT		TOTAL:	\$173,000,000
6. TRANSIT PRIORITIES			
BART Car Replacement/Expansion	BART	\$99,800,000	
GGB Suicide Deterrent (for BART Car Replacement/Expansion)	GGBH&TD	\$9,760,668	\$30,239,332
Clipper	MTC	\$34,200,000	
Unprogrammed Balance		\$15,283,000	
6. TRANSIT PRIORITIES		TOTAL:	\$159,043,668
7. PRIORITY CONSERVATION AREA (PCA)			
7. PRIORITY CONSERVATION AREA (PCA)		TOTAL:	\$9,200,000
8. BAY AREA HOUSING INITIATIVES			
Bay Area Preservation Pilot (BAPP) (Funding Exchange)	MTC		\$10,000,000
Housing Incentive Pool	TBD	\$25,000,000	
8. BAY AREA HOUSING INITIATIVES		TOTAL:	\$30,000,000
9. SAFE & SEAMLESS MOBILITY QUICK-STRIKE			
TBD	TBD	\$52,900,000	\$34,593,076
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)	CCTA/MTC	\$4,000,000	
GGB Suicide Deterrent System	GGBHTD	\$7,910,000	
Pavement Rehab (for Downtown Novato SMART Station)	Novato	\$617,000	
Old Redwood Highway Multi-Use Pathway	Larkspur	\$1,120,000	
Grand Ave Bridge	San Rafael	\$763,000	
Grand Ave Bike/Ped Imps (for SMART 2nd to Andersen Pathway)	San Rafael	\$1,000,000	
US 101 Marin-Sonoma Narrows	TAM	\$2,000,000	
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (Fund Exchange)	SCTA	\$15,400,000	
US 101 Marin-Sonoma Narrows (MSN) B7 (Loan for RM3)	TAM	\$61,708,245	\$13,942,852
I-80 Express Lanes in Solano County (Loan for RM3)	STA	\$99,840,510	
10. REGIONAL STRATEGIC INVESTMENTS (RSI)		TOTAL:	\$194,358,755
OBAG 2 REGIONAL PROGRAMS		TOTAL:	\$680,724,423

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-4202_ongoing_OBAG2\[tmp-4202_Attachment-B-1_May-June.xlsx]May 2021

2021 Mid-Cycle RTIP Augmentation Policies, Procedures, and Schedule

April 2021

**Metropolitan Transportation Commission
Programming and Allocations Section**

<http://mtc.ca.gov/our-work/fund-invest>

RTIP
Regional Transportation Improvement Program

2021 Mid-Cycle RTIP
Policies, Procedures, and Schedule
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2021 Mid-Cycle RTIP Policies, Procedures, and Schedule

Background

The State Transportation Improvement Program (STIP) is the State's spending program for state and federal funding. The STIP is comprised of the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP). The federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021 funds (COVID-19 Relief funds) apportioned \$912 million to the State. From this amount the California Transportation Commission (CTC) authorized \$243 million to be distributed through the STIP as follows: seventy-five (75%) percent through the Regional Improvement Program (\$182 million) and twenty-five percent (25%) through the Interregional Improvement Program (\$61 million). The seventy-five percent (75%) distribution in the STIP flows to regions by formula through their RTIPs. Regions throughout the state are directed to program the funds.

2021 Mid-Cycle RTIP Development Principles

The following principles, as outlined in MTC Resolution No. 4398, will frame the development of MTC's 2021 Mid-Cycle STIP amendments.

- MTC will work with CTC staff, each Congestion Management Agency and Countywide Transportation Planning Agency, collectively known as the Bay Area County Transportation Agencies (CTAs), transit operators, Caltrans, and project sponsors to prepare amendments to the 2020 STIP.
- Investments made in the RTIP must carry out the objectives of MTC's Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) and be consistent with its improvements and programs.
- MTC may choose to consult with counties to consider programming a portion of their RTIP shares for projects that meet a regional objective.
- MTC will continue to work with CTAs, transit operators, Caltrans and project sponsors to aggressively seek project delivery solutions. Through the use of AB 3090 authority, GARVEE financing, and federal, regional, and local funds and funding exchanges, MTC will work with its transportation partners to deliver projects in the region.
- Each county's project list must be constrained within the county share limits unless arrangements have been made with other counties to aggregate the county share targets. MTC continues to support aggregation of county share targets to deliver ready-to-go projects in the region. CTAs that submit a list that exceeds their county share must identify and prioritize those projects that exceed the county share target.

Key Policies and Guidance

All new programming and proposed amendments must align with the CTC's adopted 2020 STIP guidelines and MTC's adopted 2020 RTIP Policies and Procedures, Resolution No. 4398. The permanent STIP and RTIP Guidelines will apply to the management of the projects that are amended through the 2021 Mid-Cycle programming. The following policies serve as the primary guidance in the development of the 2021 Mid-Cycle amendments.

New Policies Specific to the 2021 Mid-Cycle STIP

The CTC's 2021 Mid-Cycle STIP Guidelines establishes the policies and procedures for the development and adoption specific to the distribution of the COVID-19 Relief funds. The draft guidelines released at the March CTC meeting are intended to be streamlined and provide a degree of flexibility for the regions and the state to utilize the funds as soon as possible. CTC staff will present final guidelines for adoption at the May CTC meeting. MTC will not adopt any additional policies or procedural changes for this programming cycle.

Allocations by August 2024

Projects programmed with these funds must receive an allocation by August 2024 to receive federal obligation of funds by the statutory September 30, 2024 deadline. If a project does not receive an allocation by this date, the project will lapse.

Regional Planning, Programming, and Monitoring Funds

The CTC's draft 2021 Mid-Cycle STIP guidelines allow all counties to program up to 5% of their county share to Planning, Programming, and Monitoring (PPM) purposes in the STIP. For the 2021 Mid-Cycle STIP, MTC will not withhold additional funds from each county's PPM for regional PPM activities; therefore, the CTA may withhold the entire 5% for the CTA's PPM activities.

Senate Bill 1 Competitive Projects & Regional Measure 3 Backfill

MTC's 2020 RTIP guidelines required Senate Bill 1 (SB1) competitive program applicants to use RTIP funds as match before MTC committed any other regional discretionary funding. Five projects selected for funding in the SB1 competitive programs also identified MTC Regional Measure 3 (RM3) funds as local match. RM3 is still under litigation and funds are not available to match SB1 funds in the near term; therefore, 2021 Mid-Cycle STIP funds may be used to backfill the unavailable RM3 funds. For Marin and Solano Counties, MTC requires those counties to program their county shares to the US-101 Marin-Sonoma Narrows Segment B7 and I-80 Express Lanes, respectively, to offset the RM3 funding gap, less funds for Planning, Programming, and Monitoring activities. The STIP funds would be eligible to be repaid by RM3 funds via a Letter of No Prejudice (LONP) arrangement to the respective CTA. However, if RM3 repayment is delayed beyond the fiscal year 2023, MTC reserves the right to charge interest on the loaned federal funds, to be deducted from the STIP LONP, subject to funding agreements with each county.

2021 Mid-Cycle RTIP Development Schedule

Development of the 2021 Mid-Cycle RTIP under these procedures will be done in accordance with the schedule outlined below.

METROPOLITAN TRANSPORTATION COMMISSION 2021 Mid-Cycle Regional Transportation Improvement Program Development Schedule (Subject to Change) April 1, 2021	
March 24, 2021	CTC adoption of 2021 Mid-Cycle STIP Schedule and Share Distribution; presentation of draft Mid-Cycle STIP Guidelines
April 8, 2021	MTC Staff CTA Outreach (Review process, key dates, fund estimate incl. PPM, call for projects, new project requirements, amendment requirements)
April 19, 2021	Draft Project List and Proposed Amendments Due to MTC
April 23, 2021	2021 RTIP Mid-Cycle List of Projects due to CTC
May	CTAs Scheduled Adoption of Final Projects and Amendments
May 1, 2021	Deadline for RTIP Mid-Cycle Applications to MTC (CTA Letter to MTC summarizing all requested actions, TIP entries in FMS, updated ePPRs or CTIP PPRs)
May 1, 2021	Deadline for new project RTIP Applications to MTC (Complete Streets Checklists, Project Study Reports)
May 12, 2021	CTC Adopts 2021 Mid-Cycle STIP Guidelines
May 12, 2021	Earliest opportunity for New Projects and Amendments Presented to the CTC (Notice to Amend the 2020 STIP)
May 12, 2021	MTC Programming and Allocations Committee (PAC) 2021 Mid-Cycle STIP - Information Item
June 1, 2021	Deadline for Resolutions of Local Support for new project programming
June 16, 2021	MTC Programming and Allocations Committee (PAC) scheduled review and concurrence of final proposed RTIP Projects/Amendments
June 23, 2021	Earliest opportunity for New Projects and Amendments for Approval by CTC Second opportunity for New Projects and Amendments for Notice by CTC
August 18, 2021	Second opportunity for New Projects and Amendments for Approval by CTC

County Share Targets

The table below provides the county share targets for each county for the 2021 Mid-Cycle STIP. Each county's project list, due to MTC in draft form by April 19, 2021, should be constrained within these county share limits. It is expected that MTC's RTIP will be developed using a region-wide aggregate of county-share targets.

2021 Mid-Cycle State Transportation Improvement Program Bay Area County Share Targets			
County	Target	PPM Max	County Target Less PPM
Alameda	\$6,307,785	\$315,389	\$5,992,396
Contra Costa	\$4,318,672	\$215,934	\$4,102,738
Marin	\$1,180,951	\$59,048	\$1,121,903
Napa	\$777,652	\$38,883	\$738,769
San Francisco	\$3,203,408	\$160,170	\$3,043,238
San Mateo	\$3,260,185	\$163,009	\$3,097,176
Santa Clara	\$7,473,199	\$373,660	\$7,099,539
Solano	\$1,957,358	\$97,868	\$1,859,490
Sonoma	\$2,405,208	\$120,260	\$2,284,948
	\$30,884,418	\$1,544,221	\$29,340,197

Fund Eligibility

While the federal Coronavirus Response and Relief Supplemental Appropriations Act funds may be used for a broad range of surface transportation purposes listed in Section 113(b) of Title 23 of the U.S. Code and are meant to “prevent, prepare for, and respond to coronavirus,” the STIP imposes additional restrictions on the CRRSAA funds. Eligible project types as outlined in the 2020 STIP guidelines include improvements to state highways, local roads, public transit, intercity rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, soundwall projects, intermodal facilities, and safety.

Additionally, counties may program up to five percent (5%) of the county share target for PPM. Activities eligible for CRRSAA funds, but ineligible in the STIP, including routine maintenance; operations; personnel; salaries; contracts; debt service payments; and availability payments; as well as transfers to public tolling agencies, must be programmed as STIP PPM. Counties may program up to five percent (5%) of the county share target for PPM.

Programming Options

A county may choose to program shares from this cycle in one or more of the following ways:

New Project Programming

A county may choose to program new projects up to their total target amount. For each new project nominated for funding in the 2021 Mid-Cycle STIP, regions and Caltrans shall submit an electronic Project Programming Request (ePPR), identifying the scope, cost, and schedule. Nominations of new projects for programming must be approved CTA. For a project to be programmed in Fiscal Year 2021-22, the ePPRs must be submitted electronically to the Commission by April 23, 2021. The ePPR is located at <https://calsmart.dot.ca.gov/>

Augment Existing Funding Plans

A county may program additional funds on a currently programmed project to address project cost increases, add scope or supplant local funds with STIP funds. The project must be programmed in Fiscal Year 2021-22 or later. For each project revision identified in the 2021 Mid-Cycle STIP, the sponsor shall submit a revised Project Programming Request (PPR) exported from the California Transportation Improvement Program System (CTIPS).

Advance Currently Programmed Project

A county may propose to advance projects that are currently programmed in later years of the STIP. Approval of advancing more than the target amount will not be considered unless the project has other funds that are eligible to be advanced. The CTC will not consider advancing projects prior to the June CTC meeting. For each project revision identified in the 2021 Mid-Cycle STIP, the sponsor shall submit a revised Project Programming Request (PPR) exported from the California Transportation Improvement Program System (CTIPS).

Delay programming of 2021 Mid-Cycle STIP funds to the 2022 STIP

A county may choose to delay programming their target shares. The unprogrammed shares will be accounted for in the 2022 STIP Fund Estimate distribution.

Submissions

Each CTA will request MTC concurrence for the proposed programming changes by transmitting a letter to MTC summarizing the 2021 Mid-Cycle programming with an explanation and justification of the need with the following attachments:

For new project programming:

- Copy of CTA's board approval
- Submittal of TIP Revision Request through FMS – <http://fms.mtc.ca.gov>
- RTIP Application form including: - <http://www.mtc.ca.gov/stip>
 - Resolution of local support
 - Electronic Project Programming Request (ePPR) form
 - Project Study Report (PSR), or equivalent.
 - Complete Streets Checklist, as applicable

For augmenting existing programming:

- Revised Project Programming Request (PPR) Form from CTIPS – <https://ctips-prod.dot.ca.gov/ctips/LoginMediatorForm.do>
- Submittal of TIP Revision Request through FMS – <http://fms.mtc.ca.gov>

For advancing project programming:

- Revised Project Programming Request (PPR) Form from CTIPS – <https://ctips-prod.dot.ca.gov/ctips/LoginMediatorForm.do>
- Submittal of TIP Revision Request through FMS – <http://fms.mtc.ca.gov>

For delaying programming until the 2022 STIP:

- Copy of CTA's board approval or letter signed by Executive Director

Each CTA is responsible for ensuring the packages submitted by the project sponsors are complete, and the proposed changes are consistent with the Regional Transportation Plan, and Congestion Management Plan, or Capital Improvement Program as appropriate. The CTAs shall check to ensure the proposed changes meet MTC, CTC and other state or federal guidance and regulations. As mentioned in the Guiding Principles of the 2020 RTIP Policies and Procedures, the CTA must consider equitable distribution of projects in accordance with Title VI. Following CTA concurrence of the request, the complete package is forwarded to MTC.

MTC Programming Actions

All changes, including any requests to program a new project, will be presented to MTC's Programming and Allocations Committee (PAC) to determine MTC's concurrence. MTC staff will place the request on the June MTC PAC meeting agenda for concurrence of all proposed changes. Following approval by PAC, MTC will send a Letter of Concurrence to Caltrans District 4, Caltrans HQ, and the CTC with a copy to the appropriate CTA.

Timely Delivery of Programmed Funds

As mentioned above, projects programmed with 2021 Mid-Cycle STIP funds must receive an allocation by August 2024 in order to receive federal obligation of funds by the statutory September 30, 2024 deadline. If a project does not receive an allocation by this date, the project will lapse. Projects programmed in the STIP must also adhere to the delivery policies established in MTC Resolution 3606. Unless coordination with other funding sources and programs requires a later date, requests for STIP extensions, amendments to delay existing STIP projects and STIP allocations are due to Caltrans Local Assistance no later than January 31 of the fiscal year the funds are programmed in the STIP. This is to ensure STIP projects do not miss the June 30 end-of-year delivery deadlines imposed by the CTC.

A due date schedule is prepared each year for the submittal of STIP requests. This schedule is posted on the internet at: <https://dot.ca.gov/programs/transportation-programming/office-of-etc-liaison-etc> In addition, [MTC Resolution 3606](#) imposes regional deadlines in advance of state and federal timely use of funds deadlines, to ensure funds are not lost to the region.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	21-0563	Version:	1	Name:	
Type:	Report	Status:		Commission Approval	
File created:	3/29/2021	In control:		Programming and Allocations Committee	
On agenda:	5/12/2021	Final action:			
Title:	Proposed Principles and Approach to the Distribution of Transit Funding from the American Rescue Plan Act of 2021				

Update on MTC's Approach to the Distribution of Transit Funding from the American Rescue Plan Act and Proposed Principles to Guide the Distribution of Funds.

Sponsors:

Indexes:

Code sections:

Attachments: [4b - 21-0563 - ARP Transit Funding Principles.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Proposed Principles and Approach to the Distribution of Transit Funding from the American Rescue Plan Act of 2021

Update on MTC's Approach to the Distribution of Transit Funding from the American Rescue Plan Act and Proposed Principles to Guide the Distribution of Funds.

Presenter:

Theresa Romell and William Bacon

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

May 12, 2021

Agenda Item 4b - 21-0563

Proposed Principles and Approach to the Distribution of Transit Funding from the American Rescue Plan Act of 2021

Subject: Update on MTC's Approach to the Distribution of Transit Funding from the American Rescue Plan Act and Proposed Principles to Guide the Distribution of Funds.

Background: On March 11, 2021 President Biden signed the American Rescue Plan (ARP) Act of 2021 into law. The APR appropriated \$30.5 billion to support public transit through the impacts of the COVID-19 pandemic. On March 29, 2021 the Federal Transit Administration (FTA) published its apportionment amounts for transit formula Section 5307 funds to urbanized areas across the country. The Bay Area will receive \$1.68 billion in transit funding from the ARP across the 12 federally designated urbanized areas (UZAs) that constitute the nine county Bay Area region. As the designated recipient of these funds MTC is responsible for programming the funds to eligible transit operators in the Bay Area.

The ARP funding comes after the Bay Area has **already received over \$2.3 billion** in emergency federal transit funding since the start of the COVID-19 pandemic in March 2020. Based on information provided by transit operators, MTC expects the federal emergency funds already allocated by the Commission from the CARES Act and the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) to be sufficient to cover current operating expenditure levels through at least the first quarter of FY 2021-22.

This provides a valuable window to shift from looking “in the rear-view mirror” of pre-pandemic assumptions, to looking “through the front window” into what restored or new transit service should be going forward beginning FY 2021-22—increased services for our most transit dependent and loyal transit riders most in need of those services, as well as enhanced capacity for customers returning to a restored economy. The process we propose today and for the next Committee and Commission actions in June and July are structured around that opportunity, in coordination with the region's 27 transit agencies.

Principles to Guide Distribution of ARP Funds

To provide transit operators with a level of financial certainty in the development of their Fiscal Year 2021-22 budgets MTC and transit operator staff have developed a set of principles to guide the distribution of ARP funds over the coming months. The principles are intended to allow operators to plan for service increases over the coming months and refrain from budgeting for FY 2021-22 with an assumption of austerity.

1. **Stabilize and Sustain Transit** – Funds should be used to ensure the financial stability of the region’s transit operators.
2. **Restore and Reimagine Service** – Funds should be distributed on the condition that operators take measures to restore service to at least match current demand, and to plan to deploy additional service in a way that advances equity and at a level necessary to support increased local and regional transit demand by September 2021. Although there remains uncertainty about financial sustainability in the medium to long term, transit must be there for riders now, or riders will not be there for transit.
3. **Improve Customer Experience** – Funds should be used to promote and sustain transit usage in the region. Transit needs to invest to welcome riders back or risk that habits and travel modes adopted during the pandemic will linger long after the public health risk has passed. To better compete with other modes of transportation, transit must be safe, reliable, affordable, and easy to use for riders.

Given the continuing fluidity and uncertainty about the economic, financial, and mobility impacts of COVID-19, these principles may be revised to respond to evolving conditions. The full detailed principles are included in Attachment A to this item.

Workshop Scheduled to Hear from Transit Operators

On June 9th, the Programming and Allocations Committee will host a workshop for Commissioners to hear directly from transit operators about the challenges that the pandemic has posed for their Bay Area transit operations, as well as on their outlook for service provision and financial sustainability in FY 2021-22 and beyond. Importantly, transit agencies will be asked to report on how CARES and CRRSAA funding allocated to date have been or will be used through the end of the fiscal year; as well as presenting their assumptions for ridership growth and related service needs going forward.

In addition to the principles described above, this workshop is intended to inform and guide the ARP fund distribution.

Issues:

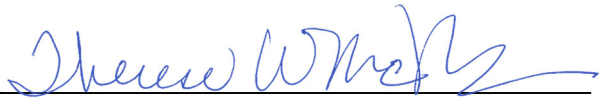
Given that the ARP is expected to be the final package of federal transit operating relief funding associated with the COVID-19 pandemic, it is critical that the allocation of these funds be carefully targeted to ensure that all Bay Area transit operators receive enough relief funding to support the robust restoration of transit service and protect the jobs needed to deliver that service. As each transit operator has a unique revenue mix,

each of which has been impacted differently by the economic impacts of the COVID-19 pandemic, the immediate need for additional relief funds varies considerably by agency.

Generally, transit operators that relied on fare revenue, parking, or toll revenues for a large share of their budget prior to the COVID-19 pandemic have continued to experience large decreases in revenue over the last year. As region-wide transit ridership this spring is still over 75% below pre-pandemic levels, this is not unexpected. Operators for which sales tax, State Transit Assistance, or property tax revenue form a major part of their operating budget have comparatively experienced more minimal reductions in revenue.

Recommendation: Refer the proposed Principles contained in Attachment A to the Commission for approval.

Attachments: Attachment A – Principles for the Distribution of Transit Funding from the American Rescue Plan Act of 2021
Presentation slides


Therese W. McMillan

Attachment A

Principles for the Distribution of Transit Funding from the American Rescue Plan Act of 2021 in the San Francisco Bay Area Region

1. Stabilize and Sustain Transit – Funds should be used to ensure the financial stability of the region's transit operators.

- a. Distribute funds to operators with demonstrated financial need, where layoffs or furloughs would be likely without support. Adequate staffing is critical to the region's ability to restore service. American Rescue Plan (ARP) Act funds were enacted with the intent that agencies preserve jobs to allow for transit service to be restored as demand begins to recover.
- b. Recognize that there have been uneven revenue impacts, changes in ridership, and changes in expenses. Account for the fact that based on these uneven impacts and changes, some operators have received more federal relief funds from the Coronavirus Aid, Relief, and Economic Security (CARES) Act and the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) than their financial need indicates. As articulated through guiding principles and commitments from both CARES and CRRSAA, the distribution of ARP Act funds will seek to place each operator on an equal financial footing to facilitate a sustainable recovery during FY 2021-22.
- c. In order to support an equitable, adaptable, sustainable, and customer-focused recovery of transit service across the Bay Area, MTC will make multiple allocations of ARP Act funds to transit operators over the course of FY 2021-22 and potentially into FY 2022-23, to assure operators that potential revenue losses due to the impacts of the COVID-19 pandemic do not limit the ability of transit operators to restore service in FY 2021-22. Specifically, operators should take action to swiftly amend budgets to accommodate allocations as they are made available, to address operating adjustments in a timely manner.

2. Restore and Reimagine Service – Funds should be distributed on the condition that operators take measures to restore service to at least match current demand, and to plan to deploy additional service in a way that advances equity and at a level necessary to support increased local and regional transit demand by September 2021. Although there remains uncertainty about financial sustainability in the medium to long term, transit must be there for riders now, or riders will not be there for transit.

- a. ARP Act funds should be used to restore service and deploy operating staff in a manner that significantly reduces pass ups while physical distancing public health orders remain in place and eliminate persistent pass-ups entirely as soon as possible upon changes to physical distancing public health orders. We note that eliminating passenger pass-ups is of paramount importance to the traveling public, transit operators, and MTC. However, until physical distancing public health orders are lifted, the capacity constraints they impose on vehicle use

make it nearly impossible to fully eliminate pass-ups in some circumstances.

- b. Funds should be used to amend service levels to accommodate new ridership patterns, including increased demand for local service and the anticipated return to in-person school/community college/university in August/September 2021, as well as increased regional commute trips that require coordination among operators, as more workers return to workplaces.
 - c. While services levels should increase on aggregate, operators are encouraged to exercise flexibility, nimbleness, and creativity with where and how service is deployed. As ridership patterns and travel behaviors change, transit service must adapt and scale with these changes. Available resources, including ARP Act funds, should be deployed to maximize operators' ability to serve riders. To grow ridership in the long-run, transit must come back stronger and better than before the pandemic.
- 3. Improve Customer Experience** – Funds should be used to promote and sustain transit usage in the region. Transit needs to invest in welcoming riders back, or risk that habits and travel modes adopted during the pandemic will linger long after the public health risk has passed. To better compete with other modes of transportation, transit must be safe, reliable, affordable, and easy to use for riders.
- a. Funds should support the implementation of certain recommendations from the Blue Ribbon Transit Recovery Task Force that will increase value and enhance the experience for customers.
 - b. Funds should be made available to support creative, customer-oriented initiatives that support transit reliability and/or encourage ridership recovery.

Given the continuing fluidity and uncertainty about the economic, financial, and mobility impacts of COVID-19, these principles may be revised to respond to evolving conditions.



American Rescue Plan Act Transit Formula Funds

Principles to Guide the Distribution of Funds



Programming and Allocations Committee
May 12, 2021
Agenda Item 4b

Putting COVID-19 Relief Funds to Work

\$1.3 billion

CARES Act

Funds Allocated by MTC in April & July 2020

+

\$1 billion

CRRSAA

Funds Allocated by MTC in January & March 2021

=

\$2.3 Billion

Total Relief Funds Allocated

Up to \$1.8 billion

Total estimated revenue losses for all operators from
March 2020 to June 2021

Putting COVID-19 Relief Funds to Work

\$1.3 billion

CARES Act

Funds Allocated by MTC in April & July 2020

+

\$1 billion

CRRSAA

Funds Allocated by MTC in January & March 2021

=

\$2.3 Billion

Total Relief Funds Allocated

\$500 million

Federal Relief Funds Already Allocated in Excess of
Transit Agency Revenue Losses Through June 2021

Up to \$1.8 billion

Total estimated revenue losses for all operators from
March 2020 to June 2021

Putting COVID-19 Relief Funds to Work

\$1.3 billion

CARES Act

Funds Allocated by MTC in April & July 2020

+

\$1 billion

CRRSAA

Funds Allocated by MTC in January & March 2021

=

\$2.3 Billion

Total Relief Funds Allocated

\$1.68 billion

American Rescue Plan (ARP)

Apportionments Released by FTA on March 29, 2021



Up to \$1.8 billion

Total estimated revenue losses for all operators from
March 2020 to June 2021

\$3.9 Billion

Total Federal COVID-19 Relief Funds for Transit in the Bay Area

American Rescue Plan (ARP) Act

An Opportunity to Look Ahead Towards Transit Recovery

The distribution of CARES and CRRSAA funds was a process based primarily on looking back in the rear-view mirror view of transit agency finances and service.

As ARP funds may be the last significant federal operating relief funding it is critical that we look forward – to strategically position these funds to ensure transit service across the Bay Area is both restored and enduring.



Front-Facing Strategy is Shared by Others

“First among our suggested principles is a recommendation that the Legislature take the time to define its goals and develop a plan for allocating the federal funds. This principle underpins our guidance because in addition to being of a once-in-a-generation magnitude, the ARP does not require the state to spend the federal resources immediately.”

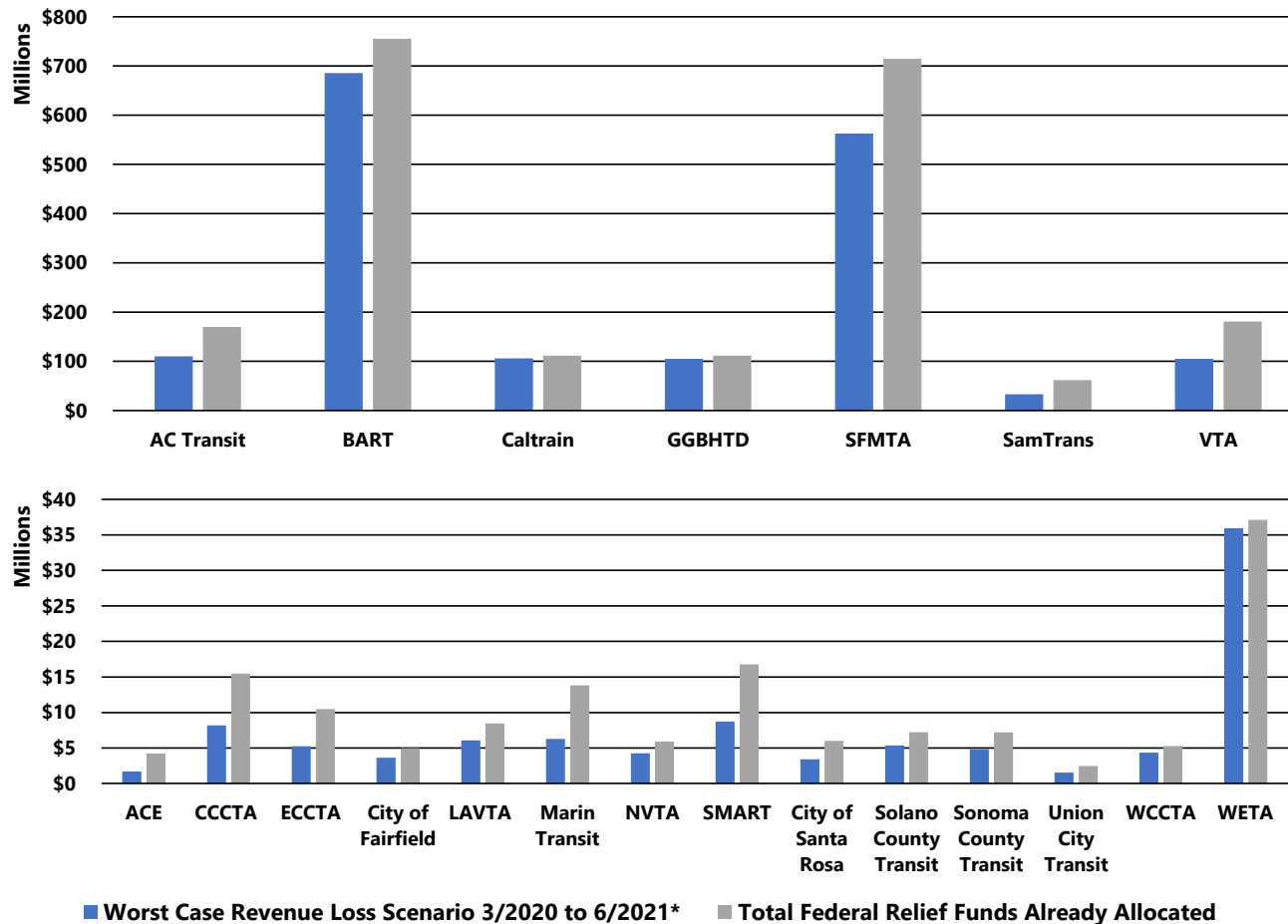
-Gabriel Petek, Legislative Analyst

California Legislative Analyst's Office (LAO)

[A Framework for Allocating Federal Recovery Funds](#) | May 4, 2021



Ensure APR Funds Are Allocated to Where They Are Most Needed



CARES Act and CRRSAA funds already allocated are sufficient to cover operating expenditures through at least the first quarter of FY 2021-22, and longer for many transit operators.

Because each transit operator has a unique mix of revenue sources, of which some sources have recovered rapidly from the pandemic, operators have received uneven amounts of federal relief funds relative to revenue losses from the CARES Act and CRRSAA.

Principles to Guide the Distribution of ARP Funds

To provide transit operators with a level of financial certainty for FY 2021-22, MTC and transit operators have jointly developed principles to guide the distribution of ARP funds.

Restoring service for those most dependent on transit is of paramount importance.

The assurance that transit agencies can deliver frequent, reliable service will be key to the recovery of the Bay Area economy.

Proposed Principles:

1. Stabilize and Sustain Transit
2. Restore and Reimagine Service
3. Improve Customer Experience



American Rescue Plan – Proposed Principles

- 1. Stabilize and Sustain Transit** - Funds should be used to ensure the financial stability of the region's transit operators.
 - As intended by legislation, use funds to prevent operator furloughs & layoffs;
 - Smooth imbalances among operators in regard to financial footing;
 - Allow for timely and proactive budgeting for increased service.

Funding Assurance for Transit Operators to Budget for FY 2021-22

Principle 1. (c.)

*In order to support an equitable, adaptable, sustainable, and customer-focused recovery of transit service across the Bay Area, **MTC will make multiple allocations of ARP Act funds to transit operators over the course of FY 2021-22 and potentially into FY 2022-23, to assure operators that potential revenue losses due to the impacts of the COVID-19 pandemic do not limit the ability of transit operators to restore service in FY 2021-22.** Specifically, operators should take action to swiftly amend budgets to accommodate allocations as they are made available, to address operating adjustments in a timely manner.*

Please see details in the attached memo for Item 4b



American Rescue Plan – Proposed Principles, cont.

2. **Restore and Reimagine Service** - Funds should be distributed with the direction that operators take measures to restore service in a way that advances equity and to at least match current demand, and to plan to deploy additional service at a level necessary to support increased local and regional transit demand by September 2021.
- Ensure service is available to loyal passengers who rely on it most;
 - Encourage nimble and creative service planning;
 - Distribute funds in tranches to preserve ability to pivot based on better information, changing economic environments, and ridership patterns;

Restoring Service and Eliminating Passenger Pass-Ups

Principle 2. (a.)

ARP Act funds should be used to restore service and deploy operating staff in a manner that significantly reduces pass ups while physical distancing public health orders remain in place and eliminate persistent pass-ups entirely as soon as possible upon changes to physical distancing public health orders. We note that eliminating passenger pass-ups is of paramount importance to the traveling public, transit operators, and MTC. However, until physical distancing public health orders are lifted, the capacity constraints they impose on vehicle use make it nearly impossible to fully eliminate pass-ups in some circumstances.



Please see details in the attached memo for Item 4b

American Rescue Plan – Proposed Principles, cont.

3. **Improve Customer Experience** - Funds should be used to increase and retain transit usage in the region. Transit needs to invest to welcome riders back or risk that habits and travel modes adopted during the pandemic will linger long after the public health risk has passed. To better compete with other modes of transportation, transit must be safe, reliable, affordable, and easy to use for riders.
- Build back better;
 - Use more than one tranche of funding over a period of time to gauge ability to fund Blue Ribbon Transit Recovery Task Force recommendations and deliver on near-term improvements.

Promoting a Customer-Oriented Recovery

Principle 3. (a.)

Funds should support the implementation of certain recommendations from the Blue Ribbon Transit Recovery Task Force that will increase value and enhance the experience for customers.



Please see details in the attached memo for Item 4b

Next Steps / Timeline

May 12th - Programming and Allocations Committee – Presentation of principles

May 26th - MTC Commission – Presentation of principles and possible action to adopt principles

June 9th (am) - Programming and Allocations Committee – Presentation on policy considerations to evaluate for the initial distribution of ARP funds

June 9th (pm) – Programming and Allocations Committee Workshop – Presentation and updates from transit operators regarding service plans for FY 2021-22, financial status, and other challenges facing recovery

June 23rd - MTC Commission – Summary of themes from 6/9 workshop and discussion of policy considerations for initial distribution of ARP funds

July 14th - Programming and Allocations Committee – Possible action to allocate initial distribution of ARP funds

July 28th - MTC Commission – Possible allocation of initial distribution of ARP funds.

Fall 2021 - ARP status update and discussion of second ARP distribution.