



# Metropolitan Transportation Commission

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

## Meeting Agenda

### Metropolitan Transportation Commission

*Alfredo Pedroza, Chair   Nick Josefowitz, Vice Chair*

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Wednesday, May 26, 2021

9:35 AM

Board Room - 1st Floor (REMOTE)

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The Metropolitan Transportation Commission is scheduled to meet on Wednesday, May 26, 2021 at 9:35 a.m., in the Bay Area Metro Center (Remotely). In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 issued by Governor Newsom on March 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, the meeting will be conducted via webcast, teleconference, and Zoom for committee, commission, or board members who will participate in the meeting from individual remote locations. A Zoom panelist link for meeting participants will be sent separately to committee, commission, or board members.

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

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

Attendee Link: <https://bayareametro.zoom.us/j/85405247817>

iPhone One-tap: US: +16699006833,,85405247817# or +14086380968,,85405247817#

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

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

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Webinar ID: 854 0524 7817

International numbers available: <https://bayareametro.zoom.us/j/85405247817>

Detailed instructions on participating via Zoom are available at:

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

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

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

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

**2. Pledge of Allegiance / Acknowledgement of the Flag**

**3. Compensation Announcement (Clerk)**

**4. Chair's Report (Pedroza)**

**5. Policy Advisory Council Report (Randi Kinman)**

**6. Executive Director's Report (McMillan)**

**7. Commissioner Comments**

**8. Consent Calendar:**

- 8a.     [21-0652](#)         Minutes of the April 28, 2021 meeting
- Action:             Commission Approval
- Attachments:     [8a - 21-0652 - April 28 Draft Commission Minutes v1.pdf](#)
- 
- 8b.     [21-0653](#)         Monthly Report of Transit Operator Statistics on Healthy Transit Plan Performance
- Action:             Information
- Attachments:     [8b - 21-0653 - Monthly Report of Transit Operator Statistics.pdf](#)

***Programming and Allocations Committee***

- 8c.     [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
- Attachments:     [8c - 21-0577 - Reso 3664 - RM2 LAVTA Bus Stop Improvements.pdf](#)
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- 8d.     [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
- Attachments:     [8d - 21-0562 - Resos 3989 and 4468 - TAM Exchange Agreement.pdf](#)

- 8e. [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

**Attachments:** [8e - 21-0584 - Reso 4462 - Regional STA Program.pdf](#)

- 8f. [21-0561](#) MTC Resolution No. 4475, Revised. 2021 Transportation Improvement Program (TIP) Amendment 2021-05.

**Action:** Commission Approval

**Attachments:** [8f - 21-0561 - Reso 4475 - TIP Amendment 2021-05.pdf](#)

## Committee Reports

### 9. Programming and Allocations Committee (Rabbitt)

- 9a. [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

**Attachments:** [9a - 21-0585 - Reso 4463 - RM2 Ops and Marketing Assistance.pdf](#)

- 9b. [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

**Attachments:** [9b - 21-0580 - Reso 4202 - CRRSAA Mobility Quick-Strike Program.pdf](#)  
[Public Comment - SPUR.pdf](#)  
[Public Comment - SVLG-SPUR-BayAreaCouncil.pdf](#)

- 9c. [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
- Attachments:** [9c - 21-0563 - ARP Transit Funding Principles.pdf](#)  
[9c - 21-0563 - ARP Transit Funding Principles - Presentation.pdf](#)  
[Public Comment - SantaRosa-SCT-SMART.pdf](#)  
[Public Comment - SFMTA and General Managers.pdf](#)  
[Public Comment - SVLG-SPUR-BayAreaCouncil.pdf](#)

**10. Joint MTC Planning Committee w/ the ABAG Administration Committee (Spering)**

- 10a. [21-0650](#) MTC Resolution No. 4202, Revised: One Bay Area Grant Program Second Round (OBAG 2) Project Selection Criteria and Programming Policy - Priority Development Areas (PDA) Planning Grants & Technical Assistance
- Approval of approximately \$7.86 million in PDA Planning and Technical Assistance Grants and supportive studies.
- Action:** MTC Commission Approval
- Attachments:** [10a - 21-0650 - Reso-4202 PDAs Grant Awards.pdf](#)  
[10a - 21-0650 - Attachment A- Presentation.pdf](#)  
[10a - 21-0650 - Attachment B- PDA Program Planning & Tech Assistance Grant](#)  
[10a - 21-0650 - Attachment C- Reso-4202.pdf](#)



## 11. Joint MTC ABAG Legislation Committee (Liccardo)

- 11a. [21-0687](#) Assembly Bill 897 (Mullin): Regional Climate Networks
- Authorizes the establishment of regional climate networks and adoption of regional climate adaptation action plans. Requires the Office of Planning and Research (OPR) to adopt guidelines as to how eligible entities may form such a network, its geographic boundaries, the content of plans, and governance.
- Action:** Support and Seek Amendments / ABAG Executive Board Approval  
Support and Seek Amendments / MTC Commission Approval
- Attachments:** [11a - 21-0687 - AB 897 Mullin.pdf](#)
- 11b. [21-0688](#) Assembly Bill 1500 (Garcia): Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2022
- Authorizes the issuance of a \$7 billion climate adaptation general obligation bond.
- Action:** Support and Seek Amendments / ABAG Executive Board Approval  
Support and Seek Amendments / MTC Commission Approval
- Attachments:** [11b - 21-0688 - AB 1500.pdf](#)
- 11c. [21-0689](#) Assembly Bill 1401 (Friedman): Residential and Commercial Parking Requirements Near Transit
- Prohibits minimum parking requirements from applying to commercial or residential buildings located within one-half mile of a major transit stop or high quality transit corridor.
- Action:** Support / ABAG Executive Board  
Support / MTC Commission Approval
- Attachments:** [11c - 21-0689 - AB 1401 Update to Commission.pdf](#)  
[11c - 21-0689 - AB 1401 Friedman.pdf](#)  
[11c - 21-0689 - Presentation Parking Policy.pdf](#)  
[11c - 21-0689 - PublicComment-Cory David.pdf](#)

## 12. Public Comment / Other Business

**13. Adjournment / Next Meetings:**

**The next meeting of the Metropolitan Transportation Commission is scheduled to be held on Wednesday, June 23, 2021 at 9:35 a.m. remotely and by webcast. Any changes to the schedule will be duly noticed to the public.**

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

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

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

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

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

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

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

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



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-0652      **Version:** 1      **Name:**  
**Type:** Minutes      **Status:** Commission Approval  
**File created:** 4/12/2021      **In control:** Metropolitan Transportation Commission  
**On agenda:** 5/26/2021      **Final action:**  
**Title:** Minutes of the April 28, 2021 meeting  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [8a - 21-0652 - April 28 Draft Commission Minutes v1.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Minutes of the April 28, 2021 meeting

**Recommended Action:**  
Commission Approval



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

## Meeting Minutes

### Metropolitan Transportation Commission

*Alfredo Pedroza, Chair Nick Josefowitz, Vice Chair*

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Wednesday, April 28, 2021

9:35 AM

Board Room - 1st Floor (REMOTE)

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#### Call Remote Meeting to Order

#### 1. Roll Call / Confirm Quorum

**Present:** 17 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Liccardo, Commissioner Miley, Commissioner Papan, Commissioner Ronen, Commissioner Schaaf, Commissioner Spering, and Commissioner Worth

**Absent:** 1 - Commissioner Rabbitt

Non-Voting Commissioners Present: Commissioner Giacomini

Non-Voting Commissioners Absent: Commissioner El-Tawansy

#### 2. Pledge of Allegiance / Acknowledgement of the Flag

Commissioner Miley arrived during the Pledge of Allegiance.

#### 3. Compensation Announcement (Clerk)

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

##### **21-0715** New Commissioner Appointment

Upon the motion by Commissioner Spering and the second by Commissioner Dutra-Vernaci, the Commission unanimously approved the Committee Assignments for new Commissioner Victoria Fleming. The motion carried by the following vote:

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

**Absent:** 1 - Commissioner Rabbitt

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

**Action:** Commission Approval

**Upon the motion by Commissioner Worth and the second by Commissioner Spering, the Commission unanimously adopted MTC Resolution No. 4476. The motion carried by the following vote:**

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

**Absent:** 1 - Commissioner Rabbitt

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

**Action:** Commission Approval

**Upon the motion by Commissioner Spering and the second by Commissioner Glover, the Commission unanimously adopted MTC Resolution No. 4477. The motion carried by the following vote:**

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

**Absent:** 1 - Commissioner Rabbitt

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

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

[21-0697](#) E.D. Report

## 7. Commissioner Comments

## 8. Consent Calendar:

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

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

**Absent:** 1 - Commissioner Rabbitt

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

**Action:** Commission Approval

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

**Action:** Information

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

8c. [21-0434](#) MTC Resolution No. 3685, Revised. Regional Measure 2 (RM2) Project 35: Rescission of \$1.6 million and allocation of \$2.1 million in RM2 funds to MTC to engage a consultant to implement recommendations of the Blue Ribbon Transit Recovery Task Force.

**Action:** Commission Approval

**Presenter:** Anne Spevack

8d. [21-0446](#) MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letters of No Prejudice to the Alameda County Transportation Commission for the SR-262 (Mission Blvd) Cross Connector Project, and to the Solano Transportation Authority for the I-80 Westbound Truck Scales Project.

**Action:** Commission Approval

**Presenter:** Kenneth Kao

8e. [21-0453](#) MTC Resolution No. 4428, Revised. Regional Measure 2 (RM2). Revision to Regional Measure 2 (RM2) Operating and Marketing Program to adjust the ferry program and make minor changes to the marketing program.

**Action:** Commission Approval

**Presenter:** Terence Lee

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

**Action:** Commission Approval

**Presenter:** Adam Crenshaw

8g. [21-0527](#) MTC Resolution No. 4202, Revised. Revisions to the One Bay Area Grant 2 Program (OBAG 2) to change the federal fund source of \$13.9 million for the Golden Gate Bridge Suicide Deterrent System project.

**Action:** Commission Approval

**Presenter:** Mallory Atkinson

- 8h. [21-0541](#) MTC Resolution Nos. 4453, Revised and 4461. Programming of FTA Section 5311 Rural Area funds: \$4.7 million in Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Section 5311 funds and \$1.8 million in FY2020-21 Section 5311 formula funds.

**Action:** Commission Approval

**Presenter:** Craig Bosman

### ***Joint MTC ABAG Legislation Committee***

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

**Action:** Commission Approval

**Presenter:** Rebecca Long

### **Committee Reports**

#### **9. Administration Committee (Glover)**

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

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

**Action:** Commission Approval

**Presenter:** Brian Mayhew

**Upon the motion by Commissioner Glover and the second by Commissioner Papan, the Commission unanimously adopted MTC Resolution No. 4421, Revised. The motion carried by the following vote:**

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



**Absent:** 1 - Commissioner Rabbitt

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

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

**Action:** Commission Approval

**Presenter:** Brian Mayhew

**Upon the motion by Commissioner Glover and the second by Commissioner Spering, the Commission unanimously adopted MTC Resolution No. 4458. The motion carried by the following vote:**

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

**Absent:** 1 - Commissioner Rabbitt

## **10. Programming and Allocations Committee (Rabbit)**

- 10a.**     [21-0445](#)     MTC Resolution Nos. 4202, Revised and 4412, Revised. Adoption of Senate Bill 1 Alternate Funding Plan for RM3 funds and RM3 Letters of No Prejudice

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

**Action:** Commission Approval

**Presenter:** Kenneth Kao

**Upon the motion by Commissioner Papan and the second by Commissioner Connolly, the Commission unanimously adopted MTC Resolution Nos. 4202, Revised and 4412, Revised. The motion carried by the following vote:**

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

**Absent:** 1 - Commissioner Rabbitt

- 10b.**     [21-0433](#)     MTC Resolution No. 4403, Revised. 2021 Regional Active Transportation Program (ATP) Cycle 5 Program of Projects.

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

**Action:** Commission Approval

**Presenter:** Karl Anderson

**Upon the motion by Commissioner Papan and the second by Commissioner Dutra-Vernaci, the Commission unanimously adopted MTC Resolution No. 4403, Revised. The motion carried by the following vote:**

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

**Absent:** 1 - Commissioner Rabbitt

- 10c.**     [21-0454](#)     MTC Resolution Nos. 4430, Revised and 4431, Revised. An allocation of \$124 million in FY 2020-21 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to various operators.

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

**Action:** Commission Approval

**Presenter:** Terence Lee

Roland Lebrun was called to speak.

**Upon the motion by Commissioner Papan and the second by Commissioner Dutra-Vernaci, the Commission unanimously adopted MTC Resolution Nos. 4430, Revised and 4431, Revised. The motion carried by the following vote:**

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

**Absent:** 1 - Commissioner Rabbitt

**10d. [21-0470](#) MTC Resolution Nos. 4456, 4457, 4169, Revised, and 4272, Revised**

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

**Action:** Commission Approval

**Presenter:** Craig Bosman

Aleta Dupree was called to speak.

**Upon the motion by Commissioner Papan and the second by Commissioner Dutra-Vernaci, the Commission unanimously adopted MTC Resolution Nos. 4456, 4457, 4169, Revised, and 4272, Revised. The motion carried by the following vote:**

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

**Absent:** 1 - Commissioner Rabbitt

**11. Operations Committee (Dutra-Vernaci)****11a. [21-0426](#) Regional Express Lanes Strategic Plan**

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

**Action:** Commission Approval

**Presenter:** Jim Macrae

Aleta Dupree was called to speak.

**Upon the motion by Commissioner Dutra-Vernaci and the second by Commissioner Papan, the Commission unanimously adopted the Regional Express Lanes Strategic Plan. The motion carried by the following vote:**

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

**Absent:** 1 - Commissioner Rabbitt

## 12. Joint MTC ABAG Legislation Committee (Liccardo)

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

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

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

**Presenter:** Rebecca Long

Written public comments were received from Rick Coates, Rebecca Ratcliff, Stephanie Beechem, Deborah Armstrong, Frank Viggiano, Dahni-El, Kristal Caidoy, and Alison McDougall-Weil.

The following members of the public were called to speak: Sheila Gun-Cushman, Roland Lebrun, and Aleta Dupree.

**Upon the motion by Commissioner Liccardo and the second by Commissioner Spering, the Commission unanimously adopted a support and seek amendments on AB 629. The motion carried by the following vote:**

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

**Absent:** 1 - Commissioner Rabbitt

### 12b. [21-0393](#) Resiliency/Climate Adaptation Advocacy Principles

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

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

**Presenter:** Rebecca Long

**Upon the motion by Commissioner Liccardo and the second by Commissioner Chavez, this Report was adopted a support position on the Resiliency/Climate Adaptation Advocacy Principles. The motion carried by the following vote:**

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

**Absent:** 1 - Commissioner Rabbitt

**12c.**     [21-0530](#)     Assembly Bill 917 (Bloom): Camera-Based Enforcement for Transit Stops and Transit Only Lanes

Expands an existing pilot program authorizing camera-based enforcement for parking violations in a transit-only traffic lane or transit stop or station.

**Action:** Support / MTC Commission Approval

**Presenter:** Rebecca Long

**Upon the motion by Commissioner Liccardo and the second by Commissioner Schaaf, the Commission unanimously adopted a support position on AB 917. The motion carried by the following vote:**

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

**Absent:** 1 - Commissioner Rabbitt

**12d.**     [21-0531](#)     Assembly Bill 476 (Mullin): Transit Bus on Shoulder Pilot Program

Authorizes the Department of Transportation (Caltrans) to establish a pilot program of up to eight projects allowing for the operation of transit buses on the shoulders of state highways.

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

**Presenter:** Rebecca Long

**Upon the motion by Commissioner Liccardo and the second by Commissioner Connolly, the Commission unanimously adopted a support and seek amendments position on AB 476. The motion carried by the following vote:**

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

**Absent:** 1 - Commissioner Rabbitt

**12e.**     [21-0533](#)     Assembly Bill 43 (Friedman): Vision Zero-Setting Speed Limits to Enhance Roadway Safety

Provides greater flexibility to local jurisdictions to set speed limits on streets with high injuries and fatalities.

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

**Presenter:** Rebecca Long and Shruti Hari

**Upon the motion by Commissioner Liccardo and the second by Commissioner Schaaf, the Commission adopted a support position on AB 43. The motion carried by the following vote:**

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

**Absent:** 1 - Commissioner Rabbitt

**12f.**     [21-0532](#)     Assembly Bill 550 (Chiu): Vision Zero: Speed Safety Cameras

Establishes a speed-safety camera pilot program in highway work and local zones.

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

**Presenter:** Rebecca Long and Shruti Hari

**Upon the motion by Commissioner Liccardo and the second by Commissioner Schaaf, the Commission unanimously adopted a support position on AB 550. The motion carried by the following vote:**

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

**Absent:** 1 - Commissioner Rabbitt

### 13. Commission Approval

- 13a. [21-0552](#) Public Transit Network Management Evaluation: Bay Area Transit Organization Structure Consultant Bench, Category C: VIA Architecture, Inc. (\$200,000)

A request for Commission approval to negotiate and enter into a contract with VIA Architecture, Inc. for the term of May 1, 2021 to August 31, 2021 to inform the Blue Ribbon Transit Recovery Task Force's (BTRTF) evaluation of public transit network management options.

**Action:** Commission Approval

**Presenter:** Therese McMillan (Shruti Hari)

**Upon the motion by Commissioner Sperling and the second by Commissioner Worth, the Commission unanimously approved the Bay Area Transit Organization Structure Consultant Bench with VIA Architecture, Inc. The motion carried by the following vote:**

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

**Absent:** 1 - Commissioner Rabbitt

### 14. Public Comment / Other Business

Written public comment was received from Amanda Brown Stevens of Greenbelt Alliance and also signed by David Lewis of Save the Bay, Alice Kaufman of Green Foothills, Andrea Mackenzie of Open Space Authority, Liz O'Donoghue of The Nature Conservancy, Rev. Earl W. Koteen of Green the Church, Bob Berman of Solano County Orderly Growth Committee, Jerry Kent of Claremont Canyon Conservancy, and Annie Burke of TOGETHER Bay Area.

The following members of the public were called to speak: Roland Lebrun, Sheila Gun-Cushman, and Aleta Dupree.

[21-0700](#) Public Comment

### 15. Adjournment / Next Meetings:

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

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**Alfredo Pedroza, Chair**



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-0653      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 4/12/2021      **In control:** Metropolitan Transportation Commission  
**On agenda:** 5/26/2021      **Final action:**  
**Title:** Monthly Report of Transit Operator Statistics on Healthy Transit Plan Performance  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [8b - 21-0653 - Monthly Report of Transit Operator Statistics.pdf](#)

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

**Recommended Action:**  
Information




# Metropolitan Transportation Commission

May 26, 2021

Agenda Item 8b - 21-0653

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

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

  
Therese W. McMillan



May 19, 2021

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

Dear Chair Pedroza:

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

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

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

- Transit employees continue to receive and properly use masks.
- Contact tracing continues to be effective.
- Nearly every agency has maintained over 95% passenger mask compliance, and actions are being taken to improve compliance.
- Nearly all systems continue to have sufficient vehicle capacity for safe physical distancing, consistent with current public health orders.

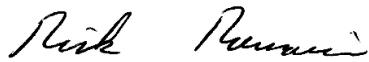
As you know, the Healthy Transit Plan is a living document and is consistently evaluated to gauge its effectiveness as conditions evolve. We continue look forward to ongoing collaboration with the Commission to and to working together to restore ridership, rider confidence, and financial stability during these uncertain times.

Sincerely,


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

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

Michelle Bouchard,  
Acting Executive Director  
Caltrain



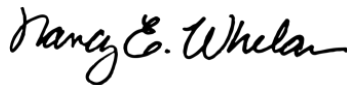
Rick Ramacier  
General Manager,  
County Connection



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



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



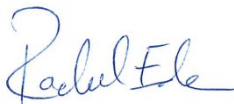
Nancy Whelan  
General Manager,  
Marin Transit



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



Jared Hall  
Transit Manager,  
Petaluma Transit



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



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



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



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



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



Beth Kranda  
Executive Director,  
Solano County Transit  
(SolTrans)



Bryan Albee  
Transit Systems Manager,  
Sonoma County Transit



Jeanne Krieg  
Chief Executive Officer,  
Tri Delta Transit



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



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



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

## Bay Area Transit Agencies Update on Healthy Transit Plan Public Dashboard May 19, 2021

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

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

Metric	Outcomes
<b>Passengers Properly Wearing Face Coverings</b>	<p>23 of 25 agencies achieved a 5-star rating, meaning at least 95% of passengers are properly<sup>1</sup> wearing face coverings on transit.</p> <p><b>BART</b> received a 4.5-star rating 92% of passengers properly wearing face coverings on transit. Of the 8% of riders not in compliance, it is noted that 4% are riders with masks but not wearing them properly. CDC updated their mask mandate on 5/3/2021 and compliance fell right after. Current efforts underway to improve mask wearing compliance include:</p> <ul style="list-style-type: none"><li>- Posters have been deployed that show how to properly wear a mask and includes messaging about ensuring a tight fit.</li><li>- All stations systemwide have extra masks available by request at the station agent booths for those who need one to ride.</li><li>- Officers and ambassadors have extra masks to hand out if necessary. BART's latest budget doubled the number of our Ambassador Program to increase rider safety and assist with mask compliance.</li><li>- BART has employed an active educational campaign with overhead announcements every 15 minutes, messages on the platform signs, and posters across the system.</li><li>- Signs are posted at station agent booths that clearly state: “If you need a mask, ask a station agent.”</li><li>- Colorful and vibrant posters promoting the rich cultural history of wearing masks have been posted inside trains and stations.</li></ul> <p><b>FAST</b> received a 4.5-star rating with 93% of passengers properly wearing face coverings on transit. Most of the occurrences of non-compliance were passengers waiting for the bus who are actively eating, sitting alone without anyone else in their vicinity of 20 feet or more and several transients who do not ride the buses but use the bench as a place to rest. Several have become very confrontational when given a reminder to comply or offering a face mask. TSA/CDC posters are</p>

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

	posted along with LED Signage notifications, and verbal reminders are also provided (if the passenger is approachable and with ample distance) that masks must be worn on the bus island as well as the bus, per TSA/CDC law. Even when there is only one person waiting that person is still considered non-compliant.
<b>Vehicle Capacity for Safe Distancing</b>	<p>24 of 25 agencies achieved a 5-star rating, meaning at least 95% of vehicles have capacity to allow for physical distancing required by each respective county's public health guidance while riding.<sup>2</sup> Where systems are falling short of 5-stars it illustrates the continuing need for transit service of transit-dependent and essential workers.</p> <p><b>AC Transit</b> achieved a 3.5-star rating with 85% of vehicles having capacity to allow for physical distancing while riding. The agency's ridership continues to steadily increase likely due to the high percentage of transit dependent riders on the system combined with the reopening of indoor activities in the East Bay. AC Transit still receives regular reports of passenger pass-ups due to capacity limits and the high number of riders dependent on the service. It does not have the immediate operator resources to increase frequency to address the pass-up of riders likely trying to make essential trips. The agency is still adhering to a 6ft physical distancing on buses and expects to reduce the requirement on June 7.</p>
<b>Employees Properly Wearing Face Coverings</b>	<b>All agencies</b> achieved 5-star ratings, meaning at least 95% of employees are properly wearing face coverings at work.
<b>Contact Tracing</b>	<b>All agencies</b> achieved 5-star ratings, meaning at least 95% of employee known exposures or positive COVID 19 cases have internal contact tracing completed or underway. A five-star rating is also applied if no potential exposures or cases exist.

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

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

<sup>2</sup> The Healthy Transit Plan includes guidance that public transportation customers are expected to remain a minimum of 3 feet or optimally 6 feet, as practicable. As the region moves further into recovery a 3-foot metric (coupled with high rates of face covering compliance) may become more appropriate. For this reason, the plan does not recommend a minimum compliance level. For this period of reporting, based on current public health orders, operators applied a 6-foot metric with the exception of SFMTA which moved to a 3-foot metric on April 15th in compliance with a recent update to San Francisco's public health order.

**Participating Agencies**

- Alameda-Contra Costa Transit District (AC Transit)
- Altamont Corridor Express (ACE)
- Caltrain
- City of Dixon Redit-Ride
- County Connection (CCCTA)
- Eastern Contra Costa Transit Authority (Tri Delta)
- Fairfield and Suisun (FAST)
- Golden Gate Bridge, Highway and Transportation District (GGBHTD)
- Livermore Amador Valley Transit Authority (LAVTA/TriValley)
- Marin Transit
- Napa Valley Transportation Authority (NVRTA)
- Petaluma Transit
- Rio Vista Delta Breeze
- SamTrans
- San Francisco Bay Area Rapid Transit (BART)
- San Francisco Bay Ferry (Water Emergency Transportation Authority (WETA))
- San Francisco Municipal Transportation Agency (SFMTA)
- Santa Clara Valley Transportation Authority (VTA)
- Santa Rosa CityBus
- Solano County Transit (SolTrans)
- Sonoma County Transit
- Sonoma-Marina Area Rail Transit (SMART)
- Union City Transit
- Vacaville City Coach
- Western Contra Costa Transit Authority (WestCAT)



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-0577      **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:** [8c - 21-0577 - Reso 3664 - RM2 LAVTA Bus Stop Improvements.pdf](#)  
[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

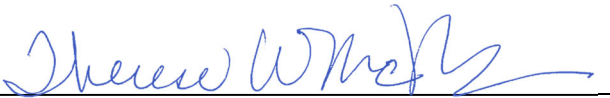
- Subject:** Regional Measure 2 (RM2) Project 32: Allocation of \$230,000 in RM2 funds to the Livermore Amador Valley Transit Authority (LAVTA) for the Rapid Bus Stop Improvement Project.
- Background:** The \$65 million I-580 Tri-Valley Rapid Corridor Improvements project, identified as capital project 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 27<sup>th</sup>, 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

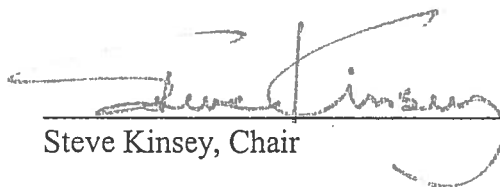
RESOLVED, that the allocation and reimbursement of RM2 funds are further conditioned upon the project specific conditions as set forth in Attachment B; and, be it further

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**

<b>Lead Sponsor</b> Alameda County Transportation Commission	<b>Other Sponsors(s)</b> None	<b>Implementing Agency</b> (if applicable) Alameda County Transportation Commission
<b>Legislated Project Description</b> 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		
<b>RM2 Legislated Funding (in \$1,000)</b> \$2,300		<b>Total Estimated Project Cost (in \$1,000)</b> \$2,300
<b>Project Purpose and Description</b> 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.		
<b>Funding Description</b>  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
<b>Total:</b>				<b>\$2,300</b>

## 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
<b>Committed</b>										
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
<b>Uncommitted</b>										
Total:		0	0	0	0	0	0	0	0	0
<b>Total Project Committed and Uncommitted</b>										
		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
<b>RM2 Funds Total</b>	-	-	1,570	500	-	-	2,070
<b>Environmental (ENV)</b>	0	0	0	0	0	0	0
<b>Final Design (PS&amp;E)</b>	0	0	230	0	0	0	230
RM2			230				230
<b>Right of Way</b>	0	0	0	0	0	0	0
<b>Construction</b>	0	0	1,570	500	0	0	2,070
<b>TOTAL FUNDING</b>							
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
<b>PROJECT TOTAL</b>	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)

<b>File #:</b>	21-0562	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Resolution	<b>Status:</b>		Commission Approval	
<b>File created:</b>	3/29/2021	<b>In control:</b>		Programming and Allocations Committee	
<b>On agenda:</b>	5/12/2021	<b>Final action:</b>			
<b>Title:</b>	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.				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">8d - 21-0562 - Resos 3989 and 4468 - TAM Exchange Agreement.pdf</a> <a href="#">2c - 21-0562 - Resos 3989 and 4468 - TAM Exchange Agreement.pdf</a>				

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

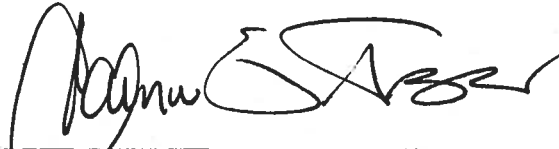
RESOLVED that Attachments A and B reflect the Exchange program balance and agreements approved by the Commission subject to this resolution; and be it further

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



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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

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Anne Richman, Executive Director

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Therese W. McMillan, Executive Director



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**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:** [8e - 21-0584 - Reso 4462 - Regional STA Program.pdf](#)  
[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.

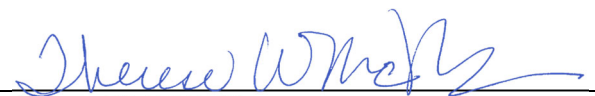
Attachment A to MTC Resolution No. 4462 summarizes the program of projects proposed for FY 2021-22. Attachment B provides more detailed information about each of these projects.

**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

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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 <sup>1</sup>	\$ 16,074,878		
Carryover Balance <sup>2</sup>	\$ 13,272,153		
Carryover Commitments	\$ (3,471,000)		
New Programming	\$ (8,586,000)		
<b>Estimated Balance</b>	<b>\$ 17,290,031</b>		
Programming by Project			
Project Name	Claimant	Carryover Programming	New Programming
Clipper <sup>®</sup>	MTC	\$ -	\$ 6,300,000
Clipper <sup>®</sup>	GGBHTD	\$ -	\$ 10,000
Means-based Fare Pilot Program <sup>3</sup>	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
	<b>Subtotal</b>	<b>\$ 971,000</b>	
Clipper <sup>®</sup> Reserve	MTC	<b>\$ 2,500,000</b>	
	<b>Total</b>	<b>\$ 3,471,000</b>	<b>\$ 8,586,000</b>
<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)

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**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:** [8f - 21-0561 - Reso 4475 - TIP Amendment 2021-05.pdf](#)  
[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>.

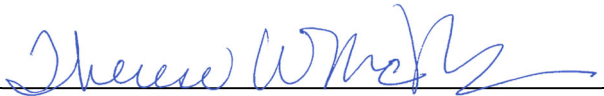
The TIP public participation process also serves to satisfy the public involvement requirements of the FTA annual Program of Projects, for applicable funds.

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 (%)
<b>System: Local Road</b>					
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	~%
<b>System: Tollway</b>					
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%
<b>System: Transit</b>					
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
<b>Current:</b>	\$898,515,180	\$36,066,929	\$44,000,000	\$393,196,908	\$1,371,779,017	\$65,334,917
<b>Proposed:</b>	\$1,048,661,513	\$50,512,093	\$44,000,000	\$961,760,522	\$2,104,934,128	\$253,130,460
<b>Delta:</b>	\$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<sub>2.5</sub>) standard in December 2009, and MTC must demonstrate conformance to this standard through an interim emissions test until a PM<sub>2.5</sub> 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.

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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)

<b>File #:</b>	21-0585	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Resolution	<b>Status:</b>		Commission Approval	
<b>File created:</b>	4/1/2021	<b>In control:</b>		Programming and Allocations Committee	
<b>On agenda:</b>	5/12/2021	<b>Final action:</b>			
<b>Title:</b>	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.				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">9a - 21-0585 - Reso 4463 - RM2 Ops and Marketing Assistance.pdf</a> <a href="#">3a - 21-0585 - Reso 4463 - RM2 Ops and Marketing Assistance.pdf</a>				

Date	Ver.	Action By	Action	Result
5/12/2021	1	Programming and Allocations Committee		

**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

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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
<b>Total</b>				<b>3,188,016</b>
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
<b>Total</b>				<b>6,012,585</b>
5	Dumbarton Bus	AC Transit	Express Bus	<b>2,989,430</b>
6	Ferry Service	WETA	Ferry Services	<b>13,005,000</b>
7	Owl Service	AC Transit	OWL Service	1,284,030
		MUNI	OWL Service	159,376
		SamTrans	OWL Service	259,995
<b>Total</b>				<b>1,703,400</b>
8	MUNI Metro 3rd Street	SF MUNI	Metro 3rd Street extension	<b>2,125,000</b>
9	AC Transit Rapid Bus	AC Transit	Tempo	<b>2,550,000</b>
11	WETA planning	WETA	Planning and operations	<b>2,550,000</b>
12	Clipper	MTC	Operations	<b>1,700,000</b>
13	Transbay Transit Center	TJPA	Terminal Operations	<b>2,550,000</b>
<b>Grand Total</b>				<b>\$ 40,838,537</b>

**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
<b>Grand Total</b>		<b>\$ 4,590,000</b>

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:** [9b - 21-0580 - Reso 4202 - CRRSAA Mobility Quick-Strike Program.pdf](#)  
[4a - 21-0580 - Reso 4202 - CRRSAA Mobility Quick-Strike Program.pdf](#)  
[Public Comment - SPUR.pdf](#)  
[Public Comment - SVLG-SPUR-BayAreaCouncil.pdf](#)

Date	Ver.	Action By	Action	Result
5/12/2021	1	Programming and Allocations Committee		

### 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**

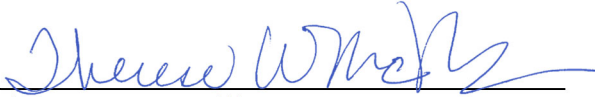
<b>As Adopted</b> (January 2021)		<b>As Revised</b> (Recommendation)
<b>Local and County Project Nominations</b>		
<b>Funds Available</b>	<b>\$49.4 million</b>	<b>\$66.6 million</b>
County Targets	County targets established to guide CTA nominations; target amounts not guaranteed	\$15.3 million additional 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)
<b>Regional and Corridor Projects</b>		
<b>Funds Available</b>	<b>\$5 million</b>	<b>\$22.2 million</b>
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
<b>\$54.4 million</b>		<b>\$88.4 million</b>

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

## ABSTRACT

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 – 2<sup>nd</sup> 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.

## ABSTRACT

MTC Resolution No. 4202, Revised

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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

## ABSTRACT

MTC Resolution No. 4202, Revised

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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

## ABSTRACT

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

## ABSTRACT

MTC Resolution No. 4202, Revised

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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



## ABSTRACT

MTC Resolution No. 4202, Revised

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

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

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

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

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

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

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

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

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

## ABSTRACT

MTC Resolution No. 4202, Revised

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

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

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

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

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

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

## ABSTRACT

MTC Resolution No. 4202, Revised

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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



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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
<b>Think Regionally Act Locally</b>	Be coordinated, interconnected, and contiguous
<b>Provide Great Travel Choices</b>	Provide choices that are better than driving alone, are viable and intuitive for all trips
<b>Put the Traveler First</b>	Ensure a dignified traveler experience, focusing on customer care and needs
<b>Be Equitable &amp; Inclusive</b>	Address disparities and be transparent for all people and all trips
<b>Be Sustainable</b>	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%
	<b>100.0%</b>

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

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

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
<b>OBAG 2 REGIONAL PROGRAMS</b>		<b>\$680,724,423</b>	<b>\$99,975,260</b>
<b>1. REGIONAL PLANNING ACTIVITIES</b>			
Regional Planning	MTC	\$9,555,000	
<b>1. REGIONAL PLANNING ACTIVITIES</b>		<b>TOTAL: \$9,555,000</b>	
<b>2. PAVEMENT MANAGEMENT PROGRAM</b>			
<b>2. PAVEMENT MANAGEMENT PROGRAM</b>		<b>TOTAL: \$9,250,000</b>	
<b>3. PDA PLANNING &amp; IMPLEMENTATION</b>			
PDA Planning and Implementation			
PDA Implementation	MTC	\$2,000,000	
PDA Supportive Studies	MTC	<b>\$587,000</b>	
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 &amp; 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  
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 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
<b>OBAG 2 REGIONAL PROGRAMS</b>			
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	
VTa: 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	
<b>3. PDA PLANNING &amp; IMPLEMENTATION</b>	<b>TOTAL:</b>	<b>\$20,000,000</b>	
<b>4. CLIMATE INITIATIVES</b>			
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	
<b>4. CLIMATE INITIATIVES</b>	<b>TOTAL:</b>	<b>\$23,417,000</b>	
<b>5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT</b>			
Richmond-San Rafael Bridge Bikeway Access (Fund Exchange)	Richmond		\$500,000
<b>5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT</b>	<b>TOTAL:</b>	<b>\$173,000,000</b>	<b>\$4,000,000</b>
<b>6. TRANSIT PRIORITIES</b>			
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	
<b>6. TRANSIT PRIORITIES</b>	<b>TOTAL:</b>	<b>\$159,043,668</b>	<b>\$30,239,332</b>
<b>7. PRIORITY CONSERVATION AREA (PCA)</b>			
<b>7. PRIORITY CONSERVATION AREA (PCA)</b>	<b>TOTAL:</b>	<b>\$9,200,000</b>	<b>\$7,200,000</b>
<b>8. BAY AREA HOUSING INITIATIVES</b>			
Bay Area Preservation Pilot (BAPP) (Funding Exchange)	MTC		\$10,000,000
Housing Incentive Pool	TBD	\$25,000,000	
Sub-HIP Pilot Program			
Fairfield: Pavement Preservation/Rehabilitation (for One Lake Apts. Linear Park Trail)	Fairfield	\$2,100,000	
Vacaville: Pavement Preservation/Rehabilitation (for Allison PDA Affordable Housing)	Vacaville	\$1,900,000	
Marin County: Marin City Pedestrian Crossing Imps.	Marin County	\$300,000	
NVTA: Imola Park and Ride	NVTA	\$300,000	
Santa Rosa: Downtown Multi-modal and Fiber Improvements	Santa Rosa	\$400,000	
<b>8. BAY AREA HOUSING INITIATIVES</b>	<b>TOTAL:</b>	<b>\$30,000,000</b>	<b>\$10,000,000</b>
<b>9. SAFE &amp; SEAMLESS MOBILITY QUICK-STRIKE</b>			
TBD	TBD	\$52,900,000	\$34,593,076
<b>9. SAFE &amp; SEAMLESS MOBILITY QUICK-STRIKE</b>	<b>TOTAL:</b>	<b>\$52,900,000</b>	<b>\$34,593,076</b>
<b>10. REGIONAL STRATEGIC INVESTMENTS (RSI)</b>			
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	
<b>10. REGIONAL STRATEGIC INVESTMENTS (RSI)</b>	<b>TOTAL:</b>	<b>\$194,358,755</b>	<b>\$13,942,852</b>
<b>OBAG 2 REGIONAL PROGRAMS</b>			
<b>TOTAL:</b>		<b>\$680,724,423</b>	<b>\$99,975,260</b>

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# **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.

<b>METROPOLITAN TRANSPORTATION COMMISSION</b> <b>2021 Mid-Cycle Regional Transportation Improvement Program</b> <b>Development Schedule (Subject to Change)</b> <b>April 1, 2021</b>	
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
	<b>\$30,884,418</b>	<b>\$1,544,221</b>	<b>\$29,340,197</b>

### **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-ocfel> 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.

**From:** Laura Tolkoff  
**Sent:** Tuesday, May 11, 2021 4:29 PM  
**To:** MTC-ABAG Info <info@bayareametro.gov>  
**Subject:** Programming and Allocations - Item 4A Resolution 4202 Revised

**\*External Email\***

Dear Chair Rabbitt and Commissioners:

SPUR enthusiastically appreciates and supports the proposal to allocate nearly half of the discretionary Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds to the scale up and improve customer experience as part of the Quick-Strike Program. This is a meaningful way to accelerate ongoing coordination efforts between operators and MTC and to improve customer experience and reduce barriers to transit use.

Our attached letter emphasizes our support and offers two additional recommendations. Thank you so much for your consideration and leadership.

Best regards,

Laura Tolkoff, AICP (she • her)  
Transportation Policy Director | [SPUR](#)  
[ltolkoff@spur.org](mailto:ltolkoff@spur.org)

**SPUR**

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Mr. David Rabbitt, Chair  
Metropolitan Transportation Commission  
375 Beale Street, Ste. 800  
San Francisco, CA 94105

May 11, 2021

**Re: Item 4a. MTC Resolution No. 4202, Revised – Distribution of Highway Infrastructure Funding Provided through CRRSAA and Augmentation to the Safe and Seamless Mobility Quick-Strike program**

Dear Chair Rabbitt and Commissioners:

SPUR enthusiastically appreciates and supports the proposal to allocate nearly half of the discretionary Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds to the scale up and improve customer experience as part of the Quick-Strike Program. This is a meaningful way to accelerate ongoing coordination efforts between operators and MTC, to improve customer experience, and to reduce barriers to transit use.

Over the next few months, we encourage the Commission to allocate a portion of funds from the American Rescue Plan for other customer experience improvements that advance a more seamless regional transit network, such as implementing fare integration efforts, launching a pass to attract riders in September or as the economy reopens, and short- and long-term service coordination.

**We also offer the following amendments** to the proposed distribution of funds for the “Planning and Programming” category under “Regional Corridor Projects”:

- We recommend increasing the funding allocated to Planning and Programming for regional planning activities such as PDA Planning and Implementation—and particularly for implementation—in order to help municipalities deliver on regional goals for creating equitable and sustainable transit-oriented communities.
- We recommend allocating funds specifically for the development of a regional transit priority network plan and implementation of local transit priority measures. As the economy reopens, many people are likely to drive out of fear of COVID-19 pathogens. This means that bus service will become increasingly slow and unreliable for riders and more expensive for operators to provide. The Blue Ribbon Transit Recovery Task Force has found a strong consensus that delivering transit priority on local streets and arterials is essential. In addition, Assemblymember Chiu's bill, AB 629, supports the concept of a regional transit priority network as a tool to bring a coherent and streamlined approach to delivering transit priority investments. Doing the work now to develop a priority network

will ensure that we are better prepared to implement transit priority projects with support from the American Rescue Plan or other funding opportunities.

Thank you for thinking creatively about using the unprecedented opportunity that CRRSAA presents to ensure that the road to recovery is not filled with cars.

Sincerely,

A handwritten signature in black ink, appearing to be 'LT' with a long horizontal stroke extending to the right.

Laura Tolkoff  
Transportation Policy Director



Metropolitan Transportation Commission  
Programming and Allocations Committee  
375 Beale Street  
San Francisco, CA 94105

May 12, 2021

**Re: Agenda Item 4a - 21-0580 and 4b - 21-0563**

Dear Commissioners,

We support the proposed principles of **stabilizing and sustaining transit, restoring, and reimagining service, and improving customer experience** for the distribution of American Rescue Plan Funds.

1. **Stabilize and Sustain Transit** - We agree with MTC's approach to stabilize and sustain transit because transit is the lifeblood of our cities, our economy, and key to reducing the region's congestion and greenhouse gas emissions.

**We strongly support** MTC's approach to release funding in tranches. This is a sensible way to restore transit service, while saving funds for future revenue shortfalls and to fund the efforts needed to execute principles (2) and (3).

2. **Restore and Reimagine Service** - We strongly support conditioning funds on restoring service hours and deploying service hours in a way that 1) advances equity and 2) increases local and regional transit demand. Since the start of the pandemic, there has been a clear call to action: we cannot return to normal. This is an opportunity to shift service levels so that more people, especially people of color and low-income populations, have better access to frequent, high-quality service (which SFMTA has done well over the past year). In some cases, it may be more equitable and more cost effective to increase the frequency of transit service on routes where there is higher demand, rather than restore service to pre-pandemic levels on all routes. This can help avoid pass-ups.

We also recommend that funding from the American Rescue Plan be used to develop a regional transit priority network and implement transit priority measures so that taking the bus is reliable and quick. This will ensure transit remains competitive with (if not faster than) driving alone.

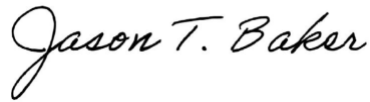
3. **Improve Customer Experience** - The COVID-19 pandemic is likely to change people's travel patterns and preferences for some time. The 2021 Bay Area Council poll found that while 29% of people took transit everyday to get to work before Covid-19, only 20% of people anticipate taking transit to work post-pandemic. Additionally, the poll found the average person went into the office 4.8 days a week pre-pandemic. After the pandemic, the average person believes they will go into work 3.45 days per week. Thirty-four percent of those employed say they will go into the office less often after the pandemic is over. We strongly support allocating funds to improve rider experience-- less stressful than driving, easy to use for new riders- to lure riders back. This should include accelerating the deployment of mapping, wayfinding, branding, real-time at the regional scale, the launch of a promotional transit pass to encourage riders to return, as well as supporting fare integration and service coordination.

**We support allocating Quick-Strike funds to support 1) regional and corridor projects; 2) planning and programming to support the projects.**

The projects funded by the Quick-Strike program (e.g. mapping, branding, and wayfinding) are critical to getting riders back on transit and improving rider experience. Additionally, MTC's "Principles to Guide Distribution of American Rescue Plan Funds" complements the Quick-Strike funding by focusing on strategies to generate ridership, retain ridership, and attract new riders.

Thank you for supporting the priorities of the Blue-Ribbon Task Force and prioritizing customer service in transit recovery.

Sincerely,

A handwritten signature in black ink that reads "Jason T. Baker". The signature is written in a cursive, flowing style.

Jason Baker  
Senior Vice President, Transportation, Health & Housing  
Silicon Valley Leadership Group

A handwritten signature in black ink, appearing to be "LT", with a horizontal line extending to the right.

Laura Tolkoff  
Transportation Policy Director  
SPUR

A handwritten signature in blue ink that reads "Gwen Litvak". The signature is written in a cursive, flowing style.

Gwen Litvak  
Senior Vice President, Public Policy  
Bay Area Council



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**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:** [9c - 21-0563 - ARP Transit Funding Principles.pdf](#)  
[4b - 21-0563 - ARP Transit Funding Principles.pdf](#)  
[9c - 21-0563 - ARP Transit Funding Principles - Presentation.pdf](#)  
[Public Comment - SantaRosa-SCT-SMART.pdf](#)  
[Public Comment - SFMTA and General Managers.pdf](#)  
[Public Comment - SVLG-SPUR-BayAreaCouncil.pdf](#)

Date	Ver.	Action By	Action	Result
5/12/2021	1	Programming and Allocations Committee		

**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:**

Therese McMillan 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

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**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.”**

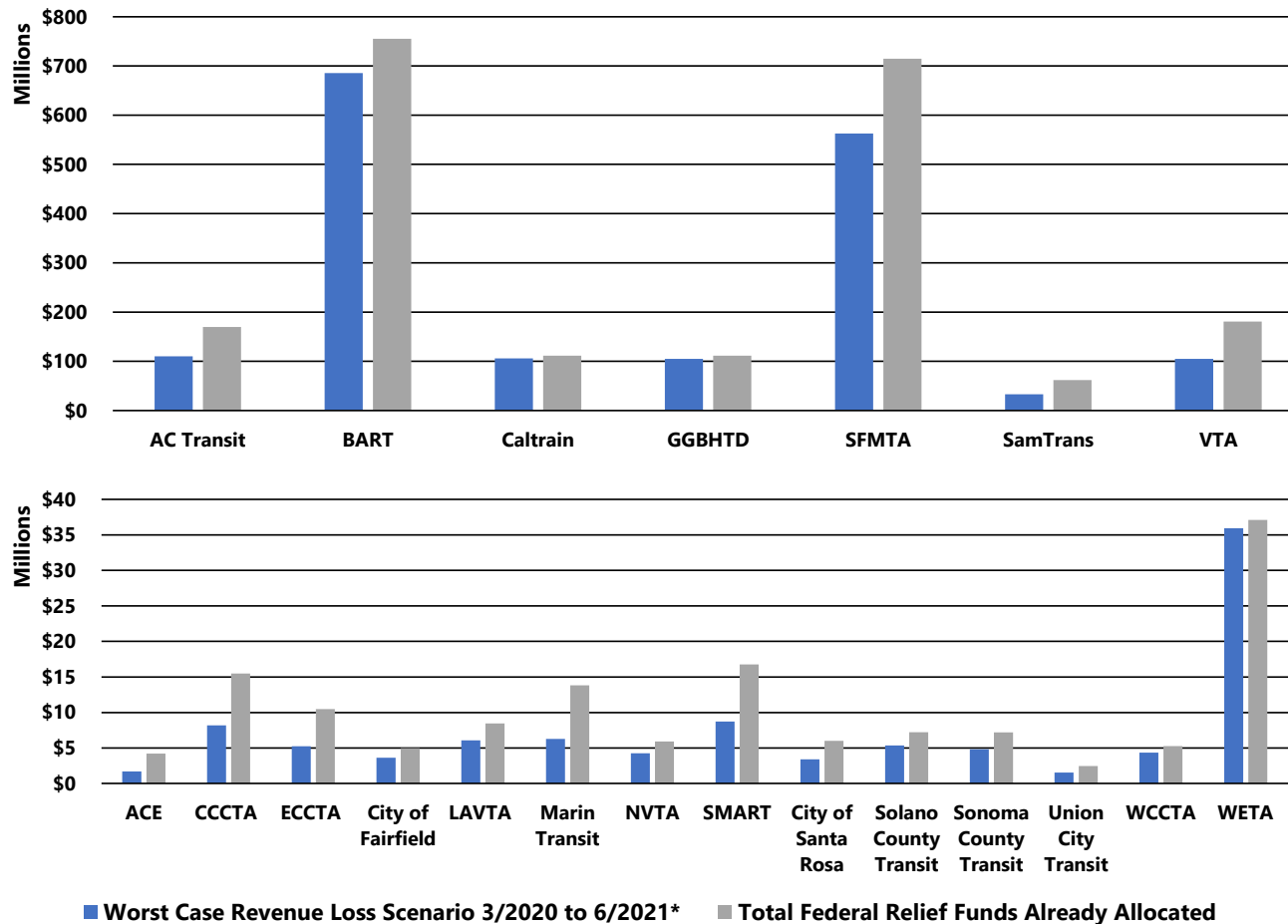
*-Gabriel Petek, Legislative Analyst*

*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.**

Note: City of Dixon, City of Petaluma, City of Rio Vista, and City of Vacaville are not eligible for 5307 Formula funds and each operator was allocated by Caltrans FTA 5311 funds.  
 \*Actual revenue losses March to December 2020, estimate for January to June 2021 based on average monthly revenue loss from March to December 2020.



# 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 12<sup>th</sup>** - Programming and Allocations Committee – Presentation of principles

**May 26<sup>th</sup>** - MTC Commission – Presentation of principles and possible action to adopt principles

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

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

**July 14<sup>th</sup>** - Programming and Allocations Committee – Possible action to allocate initial distribution of ARP funds

**July 28<sup>th</sup>** - MTC Commission – Possible allocation of initial distribution of ARP funds.

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



May 7, 2021

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

RE: Agenda Item 4b, Programming and Allocations Committee, May 12, 2021 – Proposed Principles for Distribution of Transit Funding from the American Rescue Plan Act (ARPA) of 2021

Dear Chair Rabbitt,

As the three transit agencies reporting service data to the Santa Rosa Urbanized Area, we support Metropolitan Transportation Commission (MTC) efforts to organize distribution of American Rescue Plan Act (ARPA) funds. We agree with the proposed principles that it is now time to shift our focus toward the future and invest in restoration and reimagination of transit services for the new post-pandemic normal. We request MTC honor the Federal Urbanized Area apportionments and provide the Santa Rosa Urbanized Area funds to the systems that report their transit services into that area through the Federal Transit Administration's process.

The Santa Rosa Urbanized Area encompasses Santa Rosa, Rohnert Park, Cotati, Sebastopol, Windsor, Healdsburg and other communities in Sonoma County. For our area's transit operators, providing service in this new post-pandemic normal includes an urgent need to hire new train and bus operators, something that requires assurances of multiple years of funding to successfully advance.

Through the COVID period, our agencies have reduced services and eliminated vacant positions resulting in the leanest workforce possible and only a limited ability to re-launch services without additional hiring. All of our services are essential and pre-pandemic our agencies' ridership was comprised of between 26% and 86% low income. During the pandemic we never ceased operations and continued to provide service to essential workers. Today, we are providing free rides to vaccination sites.

As we re-emerge from COVID, our communities have already begun requesting more frequent service on all of our systems – to support student travel and workers as they return to the work place, all while maintaining safe COVID protocols.

These ARPA funds are urgently needed in the coming three years to help prepare our systems and to provide these expanded services. Receiving our Santa Rosa Urbanized Area ARPA funds would allow us to hire sufficient numbers of operators, restore our financial ability to invest in our system's needs and provide proactive and creative transit services to support our communities as they re-establish themselves post-COVID. For Sonoma County, the work has already begun through the Sonoma County

May 7, 2021

MTC Programming and Allocations Committee  
Agenda Item 4b Comment, Page 2

Transportation Authority's Future of Transit Ad Hoc Committee, which has set forth the goal of increasing transit ridership in Sonoma County by integrating local transit systems to enhance the customer experience and improve service quality, all while having a beneficial climate impact. These ARPA funds will help make this vision a reality.

Like all transit operators in the region, we are grateful for these Federal ARPA resources that will help us to begin pivoting our systems and services into a 'new normal,' post-pandemic transportation network for Sonoma County and the greater North Bay. We request MTC honor the Santa Rosa Urbanized Area apportionment to our three agencies and we look forward to continuing to work together to ensure our communities receive the robust, frequent and reliable transit services they need for a healthier future.

Sincerely,



Sean McGlynn  
City Manager  
City of Santa Rosa



Bryan Albee  
Transit Systems Manager  
Sonoma County Transit



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





May 10, 2021

David Rabbitt, Chair, Programming and Allocations Committee  
Metropolitan Transportation Commission  
Bay Area Metro Center  
375 Beale St., Suite 800  
San Francisco, CA 94105-2066

Dear Commissioner Rabbitt:

In advance of the May 12<sup>th</sup> Programming and Allocations Committee meeting, we are writing to support Agenda Item 4b: Proposed Principles for the Distribution of Transit Funding from the American Rescue Plan Act of 2021 (ARP Act) in the San Francisco Bay Region.

The CARES and CRRSA Acts provided a \$2.3 billion lifeline to Bay Area transit agencies to preserve the region's transit systems in the face of the devastating ridership and revenue losses due to the pandemic. Most importantly, that funding has ensured the survival of our transit agencies in the meantime while averting layoffs and enabling safe transit service for those who need it the most. We continue to appreciate the dedication, collaboration and flexibility demonstrated by our labor partners throughout the pandemic. Now that the worst of the pandemic is behind us and the Bay Area begins to emerge from over a year of shelter-in-place, transit agencies are looking to the ARP Act funding to help them recover into the future along with the rest of the economy.

MTC's proposed principles for the ARP Act facilitate an equitable and sustainable recovery and will allow MTC to target the initial distribution to ensure all agencies have sufficient funding for the next year of transit operations, stabilizing our systems and forestalling any possible layoffs. The principles also hold operators accountable by focusing the funding on planning and taking demonstrated measures to restore service to meet the expected increases in demand by September 2021.

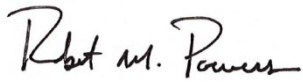
In planning for the future, one possible outcome is that the ARP Act could be the last infusion of federal operating recovery funds for the Bay Area's transit systems, despite the fact that the trajectory of the recovery is uncertain, evolving, and is expected to take many years. Having more than one distribution of ARP Act funds will allow the region to make a more deliberate and

informed decision until we have better information about the trajectory of the recovery, ridership demand, and the unique financial circumstances each transit agency is facing. Accordingly, it will allow for the ARP Act funds to be deployed as strategically as possible to meet rider demand and allow transit operators to meet budget needs and keep workers in their jobs.

Finally, we appreciate the acknowledgement of the importance of reducing physical distancing guidelines in order to more effectively operate and continue service restoration. Due to the capacity constraints imposed on transit vehicles, meeting increasing ridership demand will not be possible until the physical distancing health orders are lifted.

We want to thank MTC staff for their work to craft the currently proposed principles and the Commission for its past actions to ensure that the Bay Area's federal relief dollars are allocated in an expeditious, thoughtful, and strategic manner under such challenging circumstances. We urge the Commission to adopt the proposed principles and look forward to our continued partnership to strive to best meet the public's needs with the ARP Act funds and through the work underway with the Blue Ribbon Transportation Recovery Task Force.


Sincerely,



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



Michelle Bouchard,  
Acting Executive Director  
Caltrain



Rick Ramacier,  
General Manager  
County Connection



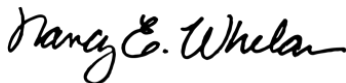
Diane Feinstein,  
Transportation Manager  
Fairfield and Suisun Transit  
(FAST)



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



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



Nancy Whelan,  
General Manager  
Marin Transit



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



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



May 10, 2021

Page 3



Carter Mau,  
Acting General Manager  
San Mateo County Transit  
District (SamTrans)



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



Beth Kranda,  
Executive Director  
Solano County Transit  
(SolTrans)



Jeanne Krieg,  
Chief Executive Officer  
Tri Delta Transit



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



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

Metropolitan Transportation Commission  
Programming and Allocations Committee  
375 Beale Street  
San Francisco, CA 94105

May 12, 2021

**Re: Agenda Item 4a - 21-0580 and 4b - 21-0563**

Dear Commissioners,

We support the proposed principles of **stabilizing and sustaining transit, restoring, and reimagining service, and improving customer experience** for the distribution of American Rescue Plan Funds.

1. **Stabilize and Sustain Transit** - We agree with MTC's approach to stabilize and sustain transit because transit is the lifeblood of our cities, our economy, and key to reducing the region's congestion and greenhouse gas emissions.

**We strongly support** MTC's approach to release funding in tranches. This is a sensible way to restore transit service, while saving funds for future revenue shortfalls and to fund the efforts needed to execute principles (2) and (3).

2. **Restore and Reimagine Service** - We strongly support conditioning funds on restoring service hours and deploying service hours in a way that 1) advances equity and 2) increases local and regional transit demand. Since the start of the pandemic, there has been a clear call to action: we cannot return to normal. This is an opportunity to shift service levels so that more people, especially people of color and low-income populations, have better access to frequent, high-quality service (which SFMTA has done well over the past year). In some cases, it may be more equitable and more cost effective to increase the frequency of transit service on routes where there is higher demand, rather than restore service to pre-pandemic levels on all routes. This can help avoid pass-ups.

We also recommend that funding from the American Rescue Plan be used to develop a regional transit priority network and implement transit priority measures so that taking the bus is reliable and quick. This will ensure transit remains competitive with (if not faster than) driving alone.

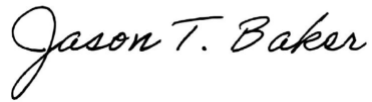
3. **Improve Customer Experience** - The COVID-19 pandemic is likely to change people's travel patterns and preferences for some time. The 2021 Bay Area Council poll found that while 29% of people took transit everyday to get to work before Covid-19, only 20% of people anticipate taking transit to work post-pandemic. Additionally, the poll found the average person went into the office 4.8 days a week pre-pandemic. After the pandemic, the average person believes they will go into work 3.45 days per week. Thirty-four percent of those employed say they will go into the office less often after the pandemic is over. We strongly support allocating funds to improve rider experience-- less stressful than driving, easy to use for new riders- to lure riders back. This should include accelerating the deployment of mapping, wayfinding, branding, real-time at the regional scale, the launch of a promotional transit pass to encourage riders to return, as well as supporting fare integration and service coordination.

**We support allocating Quick-Strike funds to support 1) regional and corridor projects; 2) planning and programming to support the projects.**

The projects funded by the Quick-Strike program (e.g. mapping, branding, and wayfinding) are critical to getting riders back on transit and improving rider experience. Additionally, MTC's "Principles to Guide Distribution of American Rescue Plan Funds" complements the Quick-Strike funding by focusing on strategies to generate ridership, retain ridership, and attract new riders.

Thank you for supporting the priorities of the Blue-Ribbon Task Force and prioritizing customer service in transit recovery.

Sincerely,

A handwritten signature in black ink that reads "Jason T. Baker". The signature is written in a cursive, flowing style.

Jason Baker  
Senior Vice President, Transportation, Health & Housing  
Silicon Valley Leadership Group

A handwritten signature in black ink, appearing to be "LT", with a long horizontal stroke extending to the right.

Laura Tolkoff  
Transportation Policy Director  
SPUR

A handwritten signature in blue ink that reads "Gwen Litvak". The signature is written in a cursive, flowing style.

Gwen Litvak  
Senior Vice President, Public Policy  
Bay Area Council

# Metropolitan Transportation Commission

## Legislation Details (With Text)

**File #:** 21-0650      **Version:** 1      **Name:**

**Type:** Report      **Status:** Commission Approval

**File created:** 4/12/2021      **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

**On agenda:** 5/14/2021      **Final action:**

**Title:** MTC Resolution No. 4202, Revised: One Bay Area Grant Program Second Round (OBAG 2) Project Selection Criteria and Programming Policy - Priority Development Areas (PDA) Planning Grants & Technical Assistance

Approval of approximately \$7.86 million in PDA Planning and Technical Assistance Grants and supportive studies.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [10a - 21-0650 - Reso-4202 PDAs Grant Awards.pdf](#)  
[10a - 21-0650 - Attachment A- Presentation.pdf](#)  
[10a - 21-0650 - Attachment B- PDA Program Planning & Tech Assistance Grants.pdf](#)  
[10a - 21-0650 - Attachment C- Reso-4202.pdf](#)  
[5c PDAs Grant Awards Summary Sheet-Attach A and B.pdf](#)  
[5c PDAs Grant Awards Summary-MTC Res. No. 4202-Rev.pdf](#)

Date	Ver.	Action By	Action	Result
5/14/2021	1	Joint MTC Planning Committee with the ABAG Administrative Committee		

**Subject:**

MTC Resolution No. 4202, Revised: One Bay Area Grant Program Second Round (OBAG 2) Project Selection Criteria and Programming Policy - Priority Development Areas (PDA) Planning Grants & Technical Assistance

Approval of approximately \$7.86 million in PDA Planning and Technical Assistance Grants and supportive studies.

**Presenter:**

Daniel Saver

**Recommended Action:**

MTC Commission Approval

**Attachments:**

**May 14, 2020****Agenda Item 5c****MTC Resolution No. 4202, Revised: One Bay Area Grant Program Second Round (OBAG 2) Project  
Selection Criteria and Programming Policy - Priority Development Areas (PDA)  
Planning Grants & Technical Assistance**

---

**Subject:** Approval of approximately \$7.86 million in PDA Planning and Technical Assistance Grants and supportive studies.

**Background:** In November 2020, staff presented a proposed approach to a Call for Letters of Interest from local jurisdictions for PDA Planning and Technical Assistance grants, to be released together with a Call for Letters of Interest for Regional Early Action Planning (REAP) grants. Since its inception, the PDA Program has funded more than 60 plans for cities throughout the Bay Area and enabled nearly 50 technical assistance projects to facilitate implementation of adopted PDA plans. The program is one of the primary tools for linking regional and local planning and for integrating land use and transportation planning.

**Call for Letters of Interest Process**

In late December 2020, staff released a joint Call for Letters of Interest for PDA Planning and Technical Assistance Grants and REAP grants. The deadline to submit applications closed on February 12, 2021. Following broad outreach that included multiple notifications to all planning directors, city managers and, where applicable, housing directors, four webinars, presentations to staff in all nine Bay Area counties, and numerous one-on-one virtual meetings, local jurisdictions submitted requests for \$30 million in PDA planning grants and technical assistance—nearly four times the approximately \$7.86 million in available funding.

Proposals were evaluated by MTC/ABAG staff using objective criteria that included: location within a Community of Concern; implementation of Plan Bay Area 2050, particularly transportation and housing strategies; support for housing production at all income levels; and protection of existing PDA residents at risk of displacement. For planning grants, additional preference was given to proposed plans for PDAs established prior to 2019 without adopted plans; unplanned PDAs established in 2019; and updates to outdated plans. For Technical Assistance grants, preference was given to proposals that demonstrated innovation and regional replicability, increased pedestrian and bicyclist safety, and updated transportation impact review standards to assess Vehicle Miles Travelled (VMT) rather than Level of Service (LOS), as required by Senate Bill 743.

**PDA Planning and Technical Assistance Grant Recommendations**

Staff recommends awarding funding to the plans and technical assistance projects identified in Attachment B, which includes:

- Comprehensive plans, such as specific plans, for 12 unplanned PDAs established before 2019 collectively anticipated to add capacity for 75,000 new homes at all income levels in a diverse set of transit-rich places ranging from Communities of Concern to High Resource Areas. This recommendation results in funding all eligible requests for planning grants for unplanned pre-2019 PDAs, with total amounts adjusted to establish parity between similar proposals.

- Specific Plans for three new PDAs (established in 2019) that will pursue local implementation of key Plan Bay Area 2050 strategies— *Transform Aging Malls and Office Parks into Neighborhoods*, *Allow a Greater Mix of Housing Densities and Types in Growth Geographies*, and *Build a Complete Streets Network*—in locations within walking distance of major transit investments included in the Plan’s *Next Generation Transit Network*.
- Technical Assistance to pilot policies that advance complex Plan Bay Area 2050 strategies such as *Advance Regional Vision Zero Policy*, *Expand Commute Trip Reduction Programs at Major Employers*, and *Accelerate Reuse of Public and Community-Owned Land for Mixed-Income Housing and Essential Services*.
- A new regional VMT Technical Assistance program to deliver the resources necessary for every Bay Area jurisdiction to adopt a VMT policy, beginning with working groups comprised of North Bay jurisdictions and CTAs, as well as applicants for VMT-related Technical Assistance. Building on staff’s experience implementing SB743 and a successful, recently completed, multi-jurisdiction PDA TA grant, this approach will achieve significant cost savings and deliver a much-needed resource to the 70% of Bay Area cities that have yet to adopt a VMT policy a year after the state deadline. The working groups will also be an opportunity to deliver resources that will help to address inconsistencies between the state’s direction to focus on reducing greenhouse gas emissions/VMT and Level of Service (LOS) monitoring conducted through county Congestion Management Programs. A second phase that expands working groups region-wide to ensure VMT policies are adopted in advance of Housing Elements will be funded through REAP.

To complement this set of projects, staff recommends programming the remaining \$87,000 in OBAG2 PDA Planning and Regional Studies funding to support studies evaluating shared challenges and opportunities related to key Plan Bay Area 2050 strategies.

Overall, the set of awards outlined in Attachment B would support communities throughout the Bay Area. When viewed together with the REAP program, a grant award is recommended to at least one jurisdiction in every Bay Area county. However, due to the limited available funding and the high quality of submissions, many locally and regionally significant proposals cannot be funded. To amplify the program’s impact, MTC/ABAG will engage local jurisdictions to evaluate potential shared solutions that leverage the PDA and REAP programs to address challenges identified in multiple unfunded requests, such as sea level rise, public engagement, and housing feasibility.

**Next Steps:**

Staff will work with awardees to establish scopes of work and funding agreements. Awardees of Technical Assistance grants will select consultants from firms on a new Regional Planning Consultant Bench that will serve the PDA and REAP programs. Awardees of Planning grants may select consultant firms from the bench, or could pursue their own procurements. Staff is requesting authorization for the Regional Planning Consultant Bench this month from the Commission and the ABAG Executive Board.

**Issues:** None

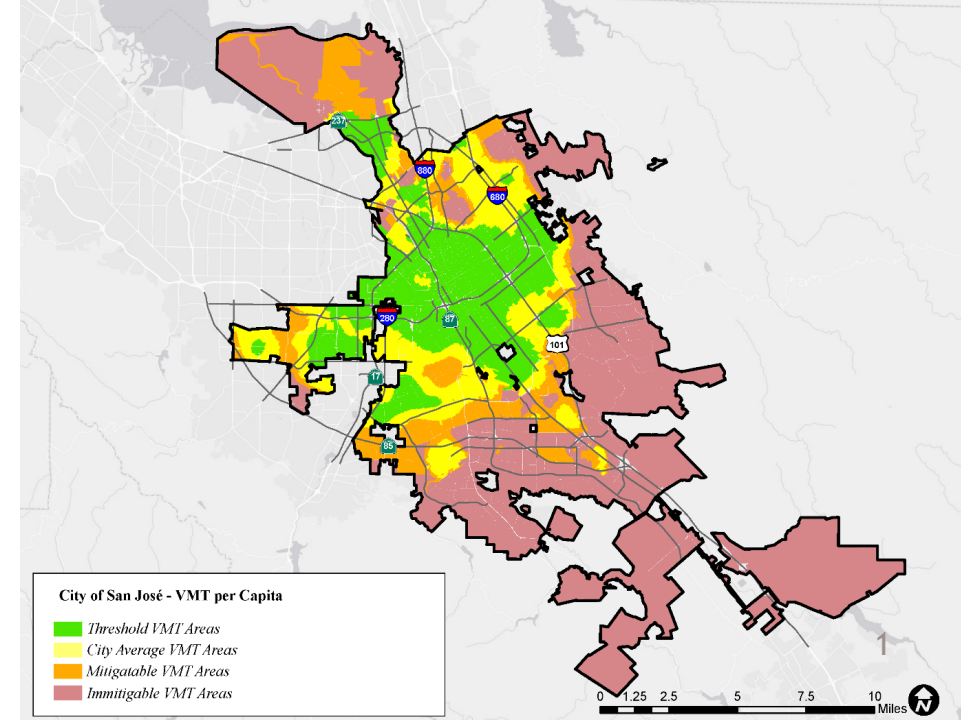
**Recommendation:** Refer MTC Resolution No. 4202, Revised, to approve approximately \$7.86 million in Planning and Technical Assistance grants listed in Attachment B, to the Commission for approval

**Attachments:** Attachment A: Presentation  
Attachment B: List of PDA Program Planning and Technical Assistance Grants  
Attachment C: MTC Resolution No. 4202, Revised

  
Therese W. McMillan

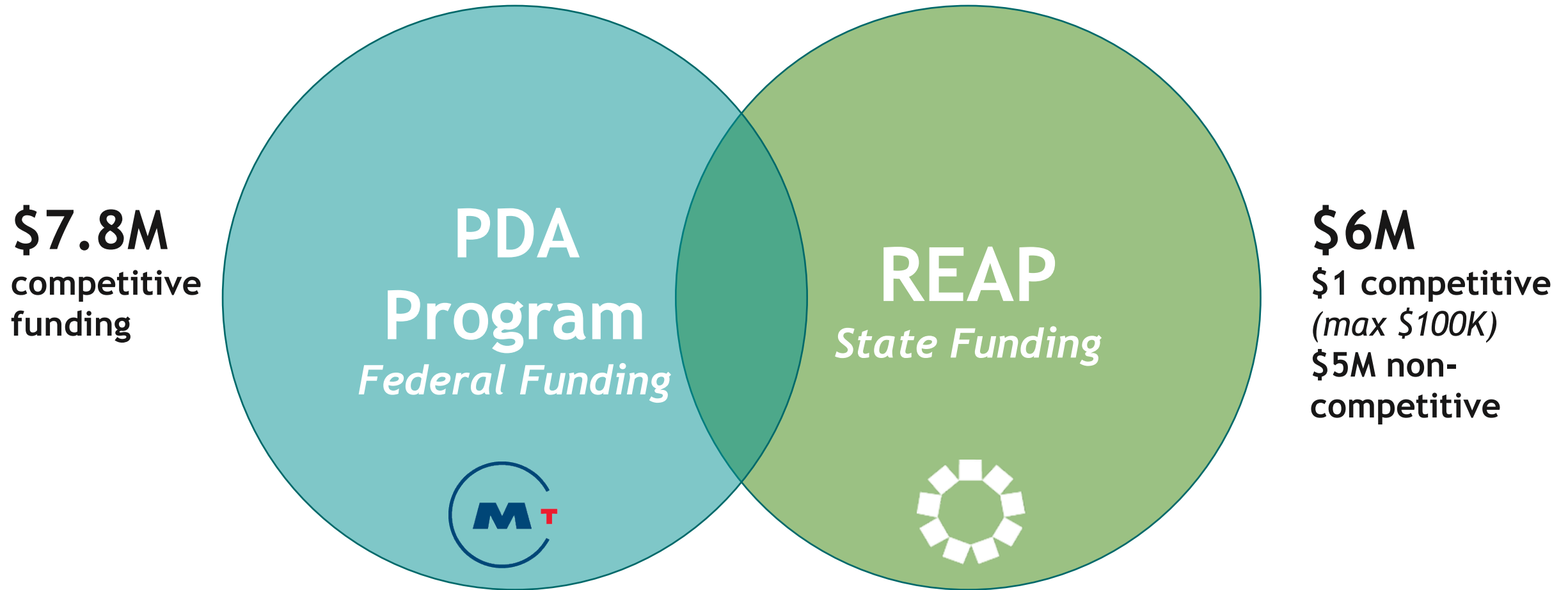
# 2021 PDA Planning & Technical Assistance Grants

MTC Planning Committee  
May 14, 2021

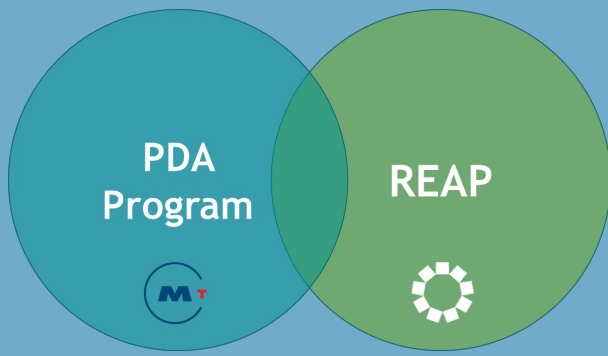




# ~\$14 million in Regional Funding for Planning



## Two Programs, One Simple Application



## Two Programs

One Outreach  
Process

One Simple  
Application

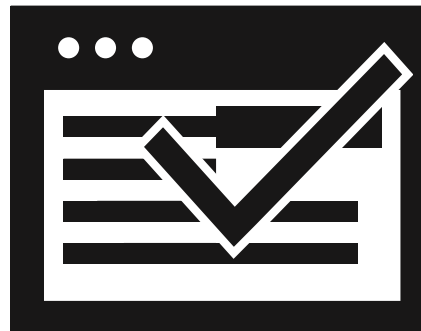
100%  
Participation



Multiple notifications to City  
Managers, Planning and  
Housing Directors



4 Step-by-step webinars  
County presentations  
One-on-one staff meetings

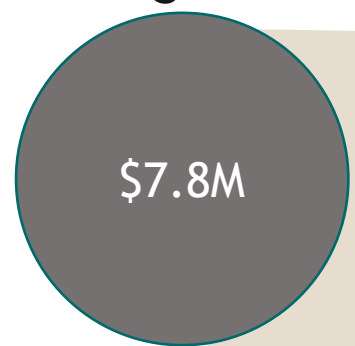


Simplified, web-based  
application  
Unprecedented response

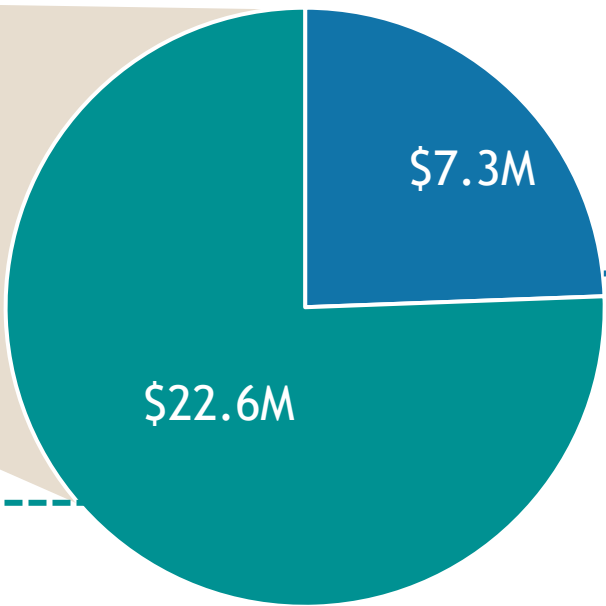
# \$30M Requested for PDA Program



Funding Available



Funding Requested



- Technical Assistance
- Planning Grant

Planning Grants

PDA Status	#	\$
Must adopt plan by 2025	10	\$5.5M
Must initiate plan by 2025 ( <i>new PDA</i> )	10	\$7.5M
Plan update or expansion	18	\$9.6M
Total	38	\$22.6

Technical Assistance

Primary TA Activity	#	\$
Outreach/Engagement	15	\$2.2M
Development		
Feasibility/Standards	11	\$1.5M
VMT Adoption	8	\$1.1M
Complete Streets/Active Transportation	7	\$1.0M
TDM & Parking	5	\$0.7M
Other	7	\$0.8M
Total	53	\$7.3M

# PDA Program: 2021 Priorities



## Planning Grants

Maximum grant: \$800K

### PLAN PRE-2019 PDAs

For PDAs established before 2019 that are required to adopt plans by 2025

### PLAN NEW PDAS

PDAs established in 2019 that must initiate plans by 2025

### UPDATE OUTDATED PLANS

Early adopters with 10+ year old plans that need a refresh.

## Technical Assistance

Maximum grant: \$150K

### INNOVATE

Promising policies and practices with potential to be replicable and/or scalable

### REDUCE VMT

Transportation policies & investments that expand options

### OVERCOME BARRIERS

Assistance to address obstacles to implementing adopted plans

**IMPLEMENT PLAN BAY AREA 2050**

# PDA Planning Grants Recommended Awards

Proposed approach funds:

## ALL PROPOSALS FOR PRE-2019 PDAs

Outcome: Plan, EIR and Zoning adopted for 13 unplanned PDAs within walking distance of regional transit, adding capacity for 75,000+ homes at all income levels and reducing VMT

## TOP PROPOSALS FOR NEW PDAs

Outcome: Capacity for 15,000+ homes at all income levels; Replicable approaches to implementing PBA 2050 housing, transportation, environment strategies in different contexts

**Total proposed awards: \$6.65M**



# PDA Technical Assistance Recommended Awards

Proposed approach funds:

## LOCAL PILOTS TO IMPLEMENT PBA 2050

Outcome: Innovative local policies adopted to spur mall and public land reuse, advance Strategy EN7; regional dissemination of lessons learned

## REGIONWIDE VMT TA PROGRAM

Outcome: 100%+ of PDAs adopt VMT policies, 95%+ of jurisdictions comply with Senate Bill 743

**Total proposed awards: \$1.21M\***

*\*augmented by \$470K from REAP; includes supportive studies*



# Integration with REAP

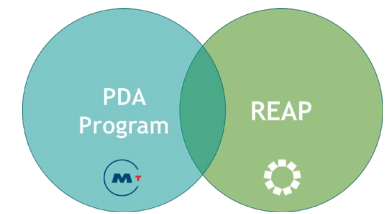
REAP complements PDA Program by:

- Providing formula-based funding to every jurisdiction
- Zeroing in on Housing Element completion and rezoning for competitive grants
- Building region's technical and funding capacity to solve housing crisis

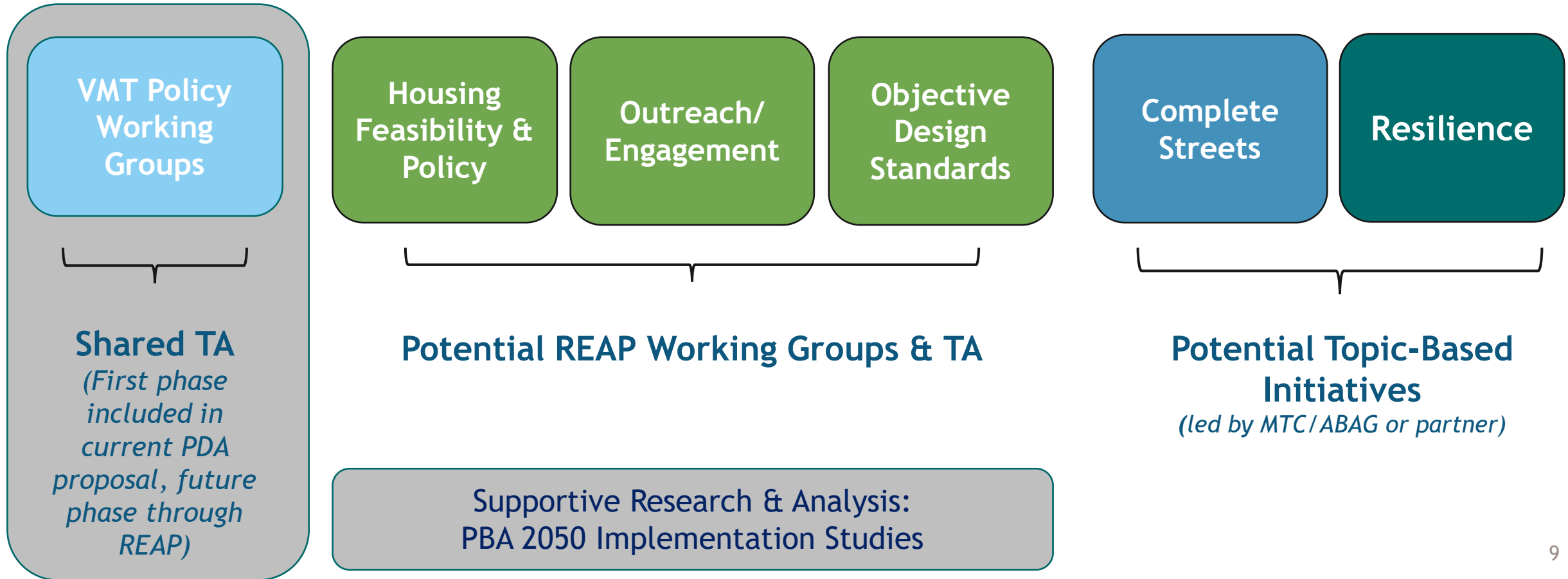
*Action on REAP award recommendations is scheduled this month at the ABAG Housing Committee and ABAG Executive Board*



# Amplifying our Impact



*To support high-quality unfunded requests, staff will collaborate with local jurisdictions to evaluate potential shared solutions*





# Requested Action

Refer Resolution No. 4202, Revised, to approve the \$7.86 million in Planning Grants, Technical Assistance, and supportive studies listed in Attachment B, to the Commission for approval

# Contact Information

**Mark Shorett**

Principal Planner

Regional Planning Program

[mshorett@bayareametro.gov](mailto:mshorett@bayareametro.gov)

## List of PDA Program Planning and Technical Assistance Grants

Table 1. Proposed Awards: PDA Planning Grants

County	Jurisdiction	PDA	Recommended Award
Alameda	Berkeley	San Pablo Avenue*	\$ 750,000****
Alameda	Oakland	<i>Multi-PDA</i> : MacArthur Transit Village PDA*; North Oakland/Golden Gate*	\$ 800,000
Alameda	Oakland	<i>Multi-PDA</i> : Eastmont Town Center/International Boulevard*; Fruitvale and Dimond Areas*; MacArthur Boulevard Corridor*; San Antonio*	\$ 800,000
Contra Costa	Richmond	Hilltop**	\$ 750,000****
Contra Costa	San Pablo	Rumrill Blvd*	\$ 250,000
Marin	Unincorporated Marin County	Urbanized Corridor/Marin City*	\$ 300,000***
San Mateo	Burlingame	Broadway Planning Area*	\$ 400,000****
San Mateo	South San Francisco	Downtown Station Area*	\$ 500,000****
Santa Clara	Cupertino	VTA Cores and Corridors*	\$ 400,000****
Santa Clara	Milpitas	Midtown**	\$ 500,000****
Santa Clara	Palo Alto	University Avenue/Downtown**	\$ 800,000
Santa Clara	Santa Clara	Downtown*	\$ 400,000

Notes

**Total** \$6,650,000

\*Unplanned PDA established before 2019

\*\*Unplanned PDA established in 2019

\*\*\*Includes plan element submitted as TA.

\*\*\*\*Award amount adjusted to create parity between plans that implement or augment recently adopted General Plans, address a sub-area of a PDA, or will leverage existing or future efforts to satisfy all PDA planning requirements.

**Table 2. Proposed Awards: PDA Technical Assistance & Supportive Studies**

County	Jurisdiction(s)	Project	Recommended Award
Napa & Solano	Napa & Solano Jurisdictions	Napa/Solano VMT Implementation Group	\$ 170,000*
Marin & Sonoma	Marin & Sonoma Jurisdictions	Marin/Sonoma VMT Implementation Group	\$ 170,000*
Multiple	<i>Applicants for VMT TA**</i>	Focused TA VMT Implementation Group	\$ 140,000
Santa Clara & San Mateo	San Mateo & Santa Clara Jurisdictions*	Santa Clara/San Mateo VMT Implementation Group	<i>\$170,000* (funded through REAP)</i>
Alameda	Alameda Jurisdictions	Alameda VMT Implementation Group	<i>\$150,000* (funded through REAP)</i>
Contra Costa	All Contra Costa	Contra Costa VMT Implementation Group	<i>\$150,000* (funded through REAP)</i>
Alameda	San Leandro	BayFair TOD Infrastructure Design/Finance	\$150,000
Sonoma	Santa Rosa & Sonoma County	Renewal Enterprise District (Infill affordable housing finance)	\$150,000
Alameda	Hayward	Micro mobility/safety Program	\$75,000
San Mateo	San Mateo	TDM Ordinance (EN7 implementation)	\$150,000
Santa Clara	San Jose	Urban Villages District Parking & Rezoning	\$120,000
All counties	All Jurisdictions	Supportive Regional Studies: Plan Bay Area 2050 PDA Implementation	\$87,000

Notes:

**Total** \$1,212,000

\*Award size based upon share of a county's cities that have already adopted a VMT policy (i.e. less funding will be allocated to counties in which most cities have already adopted a policy, and a group is not proposed for San Francisco, which has already adopted a policy)

\*\*Includes Benicia, Burlingame, Cupertino, Gilroy, Newark, Rohnert Park, San Pablo, San Leandro; excludes cities receiving VMT TA in previous round of PDA planning/ta grants

**Table 3. Proposals not recommended for funding: PDA Planning Grants**

County	Jurisdiction	PDA	Amount Requested
Alameda	Alameda County	Castro Valley BART	\$ 500,000
Alameda	Berkeley	North Berkeley BART PDA	\$ 800,000
Contra Costa	Brentwood	Brentwood Transit Village, Brentwood Boulevard, Downtown Brentwood	\$ 480,000
Contra Costa	Concord	Downtown Concord	\$ 400,000
Contra Costa	San Pablo	San Pablo Avenue/23rd Street Corridors PDA	\$ 150,000
Contra Costa	Moraga	Moraga Center	\$ 300,000
Marin	San Rafael	North San Rafael/Northgate PDA	\$ 800,000
Marin	San Rafael	SE San Rafael/Canal	\$ 800,000
Marin	Unincorporated Marin County	California Park	\$ 150,000
San Francisco	San Francisco	Sunset Corridors/Forest Hill-West Portal/Balboa Park & Southwest Corridors/19th Avenue/Richmond Corridors	\$ 800,000
San Francisco	San Francisco	Fillmore/Western Addition PDA	\$ 800,000
San Mateo	Belmont	Belmont Village	\$ 260,000
San Mateo	Brisbane	San Francisco/San Mateo Bi-County PDA	\$ 800,000
San Mateo	Pacifica	Skyline Corridor	\$ 700,000
San Mateo	East Palo Alto	Ravenswood	\$ 800,000
Santa Clara	Gilroy	Downtown	\$ 700,000
Santa Clara	Morgan Hill	Downtown	\$ 650,000
Santa Clara	San Jose	Westgate/El Paseo Urban Village and Saratoga TOD Corridor	\$ 800,000
Santa Clara	San Jose	DeAnza Urban Village	\$ 650,000
Solano	Fairfield	Heart of Fairfield	\$ 500,000

County	Jurisdiction	PDA	Amount Requested
Solano	Vacaville	Allison Area	\$ 800,000
Sonoma	Cotati	Downtown	\$ 200,000
Sonoma	Petaluma	Downtown/Lakeville PDA	\$ 550,000
Sonoma	Petaluma	Corona	\$ 750,000
Sonoma	Rohnert Park	Central Rohnert Park	\$ 370,000
Sonoma	Santa Rosa	Mendocino Avenue Corridor	\$ 400,000

**Total \$ 14,910,000**

**Table 4. Proposals not recommended for funding: PDA Technical Assistance\***

County	Jurisdiction	Project	Amount Requested
Alameda	Albany	Equity assessment and policies, Property owner outreach framework	\$ 65,000
Alameda	Berkeley	Urban Design, Community Engagement	\$ 150,000
Alameda	Berkeley	Commercial development feasibility analysis	\$ 150,000
Alameda	Fremont	Feasibility analysis, Update to mixed use development standards	\$ 75,000
Alameda	Hayward	Local Road Safety Program/Micromobility Program	\$ 150,000
Alameda	Livermore	General Plan and Housing Element update work in PDA	\$ 150,000
Alameda	Oakland	Transportation Impact Review Guidelines update	\$ 150,000
Alameda	Oakland	Transportation Impact Fees update	\$ 150,000
Contra Costa	Concord	Community Engagement	\$ 150,000
Contra Costa	Concord	Update to adopted VMT policy	\$ 150,000
Contra Costa	El Cerrito	Infrastructure and public facilities analysis	\$ 150,000
Contra Costa	Moraga	Affordable housing financial feasibility toolkit, Design	\$ 150,000

County	Jurisdiction	Project	Amount Requested
		standards, policies, and outreach strategies	
Contra Costa	Orinda	Site analysis capacity website	\$ 150,000
Contra Costa	Richmond	Density bonus ordinance update, ADU toolkit, Building permit impact fee calculator	\$ 150,000
Marin	San Rafael	Flooding and sea level rise assessment	\$ 150,000
San Francisco	San Francisco	COVID recovery strategies	\$ 150,000
San Francisco	San Francisco	Small business stabilization and anti-displacement strategies	\$ 150,000
San Mateo	Brisbane	Community engagement	\$ 150,000
San Mateo	East Palo Alto	Community Engagement; Survey/LIDAR analysis	\$ 150,000
San Mateo	Menlo Park	Housing Policy update to adopted plan	\$ 150,000
San Mateo	Pacifica	Technical and Legal analysis of planning strategies	\$ 150,000
San Mateo	San Bruno	Fiscal and real estate analysis	\$ 150,000
San Mateo	San Mateo	Historic Resources Inventory	\$ 125,000
Santa Clara	Milpitas	Great Mall Parkway Right of Way Design/Plan Line Study	\$ 150,000
Santa Clara	Milpitas	Main Street Right of Way Design/Plan Line Study	\$ 150,000
Santa Clara	Morgan Hill	Community Engagement and Legal Support for Specific Plan EIR	\$ 150,000
Santa Clara	Palo Alto	Vision Zero urban design guidelines	\$ 150,000
Santa Clara	Palo Alto	Affordable Housing feasibility analysis	\$ 150,000
Santa Clara	San Jose	Plan update including land use urban design, public space and circulation	\$ 150,000
Santa Clara	Santa Clara	Utilities and streetscape planning	\$ 150,000
Solano	Fairfield	Community engagement	\$ 100,000
Solano	Vacaville	Real estate analysis, Multifamily housing and mobility policies and programs	\$ 150,000

County	Jurisdiction	Project	Amount Requested
Sonoma	Petaluma	Vision and Development Plan: Lakeville/Downtown PDA	\$ 117,000
Sonoma	Petaluma	Vision and Development Plan: Corona PDA	\$ 117,000
Sonoma	Rohnert Park	Complete streets implementation	\$ 150,000
Sonoma	Santa Rosa	Permit tracking, reporting, and streamlining	\$ 150,000
Sonoma	Sonoma County	CEQA Analysis for partially completed plan (Airport PDA)	\$ 65,000
Sonoma	Sonoma County	CEQA Analysis for partially completed plan (Springs PDA)	\$ 100,000

**Notes**

**Total\*** \$ 5,264,000

\*Does not include proposals funded through shared VMT Policy Technical Assistance, or proposals integrated into PDA Planning grant awards

**Table 5. All Previous & Recommended PDA and Station Area\* Planning Grants**  
*(Rows with grants currently recommended for approval shown in light blue)*

County	Jurisdiction	PDA	Award
Alameda	Alameda	Alameda Point/Naval Air Station	\$ 471,000
Alameda	Alameda County	E. 14th/ Mission Blvd	\$ 400,000
Alameda	Berkeley	Adeline Corridor	\$ 750,000
Alameda	Berkeley	Downtown	\$ 300,000
Alameda	Berkeley	San Pablo Avenue*	\$ 750,000
Alameda	Dublin	W. Dublin BART	\$ 200,000
Alameda	Fremont	City Center	\$ 224,000
Alameda	Fremont	Warm Springs	\$ 576,000
Alameda	Newark	Dumbarton TOD	\$ 544,000



County	Jurisdiction	PDA	Award
Alameda	Oakland	Downtown/Jack London (Broadway-Valdez sub-area)	\$ 400,000
Alameda	Oakland	Downtown/Jack London Square	\$ 750,000
Alameda	Oakland	<i>Multi-PDA: Eastmont Town Center/International Boulevard*; Fruitvale and Dimond Areas*; MacArthur Boulevard Corridor*; San Antonio*</i>	\$ 800,000
Alameda	Oakland	<i>Multi-PDA: MacArthur Transit Village PDA*; North Oakland/Golden Gate*</i>	\$ 800,000
Alameda	Oakland	West Oakland	\$ 720,000
Alameda	Pleasanton	Hacienda	\$ 115,000
Alameda	San Leandro	Bay Fair BART	\$ 440,000
Alameda	San Leandro	Downtown TOD	\$ 525,000
Alameda	San Leandro	Downtown TOD (San Leandro Blvd)	\$ 175,000
Alameda	Union City	Intermodal Station	\$ 125,000
Alameda	Union City	Intermodal Station	\$ 800,000
Contra Costa	Antioch	Hillcrest eBART	\$ 120,000
Contra Costa	Concord	Community Reuse/ Los Medanos	\$ 240,000
Contra Costa	Concord	Community Reuse/ Los Medanos	\$ 750,000
Contra Costa	Concord	Downtown	\$ 480,000
Contra Costa	El Cerrito	San Pablo Ave Corridor	\$ 302,500
Contra Costa	El Cerrito	San Pablo Ave Corridor	\$ 350,000
Contra Costa	Lafayette	Downtown	\$ 150,000
Contra Costa	Moraga	Moraga Center	\$ 140,000

County	Jurisdiction	PDA	Award
Contra Costa	Pittsburg	Downtown	\$ 350,000
Contra Costa	Pittsburg	Railroad Ave.	\$ 500,000
Contra Costa	Richmond	Hilltop**	\$ 750,000
Contra Costa	Richmond	South Richmond	\$ 496,000
Contra Costa	San Pablo	Rumrill Blvd*	\$ 250,000
Contra Costa	Walnut Creek	Core Area	\$ 450,000
Marin	San Rafael	Downtown	\$ 388,000
Marin	San Rafael	Downtown ( <i>plan update</i> )	\$ 500,000
Marin	Unincorporated Marin County	Urbanized Corridor/Marin City*	\$ 300,000
San Francisco	San Francisco	Bi-County PDA	\$ 200,000
San Francisco	San Francisco	Citywide	\$ 750,000
San Francisco	San Francisco	Downtown/Van Ness (Central Corridor)	\$ 600,000
San Francisco	San Francisco	Downtown/Van Ness (Market Street)	\$ 300,000
San Francisco	San Francisco	Eastern Neighborhoods/Mission Bay (Railyards sub-area)	\$ 700,000
San Francisco	San Francisco	Market/Octavia	\$ 160,000
San Francisco	San Francisco	Market/Octavia ( <i>EIR update</i> )	\$ 500,000
San Francisco	San Francisco	Multiple	\$ 500,000
San Francisco	San Francisco	Treasure Island	\$ 500,000
San Mateo	Burlingame	Broadway Planning Area*	\$ 400,000
San Mateo	East Palo Alto	Ravenswood	\$ 360,000

County	Jurisdiction	PDA	Award
San Mateo	San Mateo	Grand Blvd Initiative/El Camino Real	\$ 400,000
San Mateo	San Mateo County	El Camino Real	\$ 446,000
San Mateo	South San Francisco	Downtown	\$ 600,000
San Mateo	South San Francisco	Downtown Station Area*	\$ 500,000
Santa Clara	Cupertino	VTa Cores and Corridors*	\$ 400,000
Santa Clara	Milpitas	Midtown**	\$ 500,000
Santa Clara	Mountain View	El Camino Real	\$ 400,000
Santa Clara	Palo Alto	University Avenue/Downtown**	\$ 800,000
Santa Clara	San Jose	Downtown Frame (Diridon Station sub-area)	\$ 750,000
Santa Clara	San Jose	Downtown Frame (Diridon Station sub-area) <i>(addition to adopted plan)</i>	\$ 800,000
Santa Clara	San Jose	Santana Row/Valley Fair and Vicinity	\$ 523,333
Santa Clara	San Jose	Stevens Creek	\$ 523,333
Santa Clara	San Jose	SW Expressway Urban Village Plan	\$ 523,333
Santa Clara	San Jose	Winchester Blvd TOD	\$ 523,333
Santa Clara	Santa Clara	Downtown	\$ 400,000
Santa Clara	Santa Clara	Downtown	\$ 600,000
Santa Clara	Santa Clara	El Camino Real Focus Area	\$ 750,000
Santa Clara	Sunnyvale	El Camino Real	\$ 587,500
Santa Clara	Sunnyvale	Lawrence Station	\$ 450,000
Solano	Fairfield	Fairfield-Vacaville Train Station	\$ 225,000

County	Jurisdiction	PDA	Award
Solano	Vacaville	Downtown	\$ 350,000
Sonoma	Cloverdale	Downtown/SMART Transit Area	\$ 140,000
Sonoma	Healdsburg	<i>N/A (grant provided prior to PDA program and no PDA established)</i>	\$ 160,000
Sonoma	Petaluma	Central, Turning Basin/ Lower Reach	\$ 240,000
Sonoma	Rohnert Park	Central Rohnert Park	\$ 448,000
Sonoma	Santa Rosa	Downtown Station Area	\$ 450,000
Sonoma	Santa Rosa	Downtown Station Area <i>(plan update)</i>	\$ 800,000
Sonoma	Santa Rosa	North Santa Rosa	\$ 400,000
Sonoma	Windsor	Station Area/ Downtown Specific Plan Area	\$ 300,000
<b>Total</b>			<b>\$35,341,333</b>

Notes:

\*PDA Planning Grant Program was previously known as “Station Area Planning Program”

\*\* PDA established in 2019; all other PDAs established prior to 2019

**Table 6. All Previous & Recommended PDA Technical Assistance**  
*(Rows with projects currently recommended for approval shown in light blue)*

County	Jurisdiction(s)	Project	Award
Alameda	Alameda	Alameda PDA TDM Plan	\$ 150,000
Alameda	Alameda Jurisdictions	Alameda VMT Implementation Group	<i>\$150,000 (funded through REAP)</i>
Alameda	Berkeley	Downtown Berkeley Comprehensive Financing Plan (\$50,000)	\$ 50,000
Alameda	Emeryville	Mitigate Regulation-Induced Displacement and Streamlined Asset Management	\$ 180,000
Alameda	Emeryville	Developing the Highest and Best Use of the Public Curb	\$ 65,000
Alameda	Fremont	SB743 Implementation	\$ 150,000
Alameda	Hayward	SB743 Implementation	\$ 150,000
Alameda	Hayward	Micro mobility/safety Program	\$ 75,000
Alameda	Lafayette	Transportation Impact Review Streamlining	\$ 300,000
Alameda	Lafayette	Parking Management Strategy	\$ 200,000
Alameda	Lafayette	Parking Implementation Plan	\$ 100,000
Alameda	Oakland	Oakland Complete Streets, Design Guidance, Circulation Element Update	\$ 235,000
Alameda	Oakland	Innovative Construction Initiative (increasing transit-supportive housing)	\$ 200,000
Alameda	Oakland	ADU Initiative (increasing transit-supportive housing)	\$ 200,000
Alameda	Oakland	PDA Community Engagement Program	\$ 65,000
Alameda	Oakland	Temescal Parking Demand and Pricing Study	\$ 60,000
Alameda	Oakland	Equitable Development Strategies for West Oakland	\$ 60,000
Alameda	Oakland	Financial Feasibility Study of Development Contributions to Public Benefits	\$ 60,000
Alameda	Oakland	Oakland Residential Parking Survey - Telegraph Avenue	\$ 24,000

County	Jurisdiction(s)	Project	Award
Alameda	San Leandro	BayFair TOD Infrastructure Design/Finance	\$ 150,000
Alameda	San Leandro	Development of parking management strategies for Downtown San Leandro	\$ 30,000
Contra Costa	All Contra Costa	Contra Costa VMT Implementation Group	<i>\$150,000 (funded through REAP)</i>
Contra Costa	Concord	Galindo Street Corridor Plan	\$ 200,000
Contra Costa	Concord	VMT-based Transportation Impact Standards	\$ 150,000
Contra Costa	Concord	Concord Salvio Streetscape	\$ 50,000
Contra Costa	El Cerrito	Del Norte Transit-Oriented Development Strategy	\$ 60,000
Contra Costa	Lafayette	Updated Lafayette Parking Ordinance and strategies	\$ 150,000
Contra Costa	Martinez	Downtown Martinez Infrastructure Study	\$ 25,000
Contra Costa	Richmond	South Richmond Affordable Housing and Commercial Linkage	\$ 60,000
Marin	Marin County	Multi-family design guidelines development and outreach	\$ 55,000
Marin & Sonoma	Marin & Sonoma Jurisdictions	Marin/Sonoma VMT Implementation Group	\$ 170,000
Multiple	<i>Applicants for VMT TA**</i>	Focused TA VMT Implementation Group	\$ 140,000
Napa & Solano	Napa & Solano Jurisdictions	Napa/Solano VMT Implementation Group	\$ 170,000
San Francisco	San Francisco	PDA Density Bonus Program	\$ 65,000
San Francisco	San Francisco	Mission-San Jose PDA Housing Feasibility Analysis	\$ 65,000
San Mateo	Belmont	Belmont Transportation Demand Management Program	\$ 65,000
San Mateo	East Palo Alto	Specific Plan Nexus Study and Impact Fee for public improvements	\$ 60,000
San Mateo	SamTrans	Grand Boulevard Initiative Economic & Housing Opportunities Project-Phase 1 (\$50,000)	\$ 50,000
San Mateo	San Carlos	TOD Ordinance and Form Based Code	\$ 50,000

County	Jurisdiction(s)	Project	Award
San Mateo	San Francisco	South San Francisco El Camino/Chestnut Ave Infrastructure Financing Analysis	\$ 60,000
San Mateo	San Mateo	TDM Ordinance (EN7 implementation)	\$ 150,000
San Mateo	San Mateo	San Mateo Planning/Growth Forum Series	\$ 25,000
San Mateo	San Mateo County	— North Fair Oaks Community Plan Parking Study and Strategy	\$ 60,000
Santa Clara	Milpitas	Milpitas Transit Area Parking Analysis	\$ 60,000
Santa Clara	Morgan Hill	Morgan Hill Housing/Employment Market Demand/Circulation Analysis	\$ 60,000
Santa Clara	San Jose	PDA/Citywide Design Guidelines	\$ 200,000
Santa Clara	San Jose	Urban Villages District Parking & Rezoning	\$ 120,000
Santa Clara	San Jose	San Jose West San Carlos Master Streetscape Plan	\$ 60,000
Santa Clara	Sunnyvale	Sunnyvale Mathilda Ave Downtown Plan Line	\$ 60,000
Santa Clara	Sunnyvale	Sunnyvale El Camino Street Space Allocation Study	\$ 60,000
Santa Clara	Sunnyvale	Downtown Sunnyvale Block 15 Sale/Land Exchange	\$ 59,000
Santa Clara	VTa	Comprehensive Evaluation of Replacement Parking Requirements at Transit-Oriented Development Sites	\$ 55,000
Santa Clara & San Mateo	San Mateo & Santa Clara Jurisdictions*	Santa Clara/San Mateo VMT Implementation Group	\$170,000 (funded through REAP)
Solano	Suisun City	Development Feasibility Analysis	\$ 60,000
Sonoma	Cloverdale	Feasible Design of the Greenway Undercrossing/Caltrans Coordination (\$30,000)	\$ 30,000
Sonoma	Rohnert Park	Rohnert Park (Switched to OBAG 1 to utilize re-allocated funding)	\$ 65,000
Sonoma	Santa Rosa & Sonoma County	Renewal Enterprise District (Infill affordable housing finance)	\$ 150,000
Sonoma	Windsor	Parking Management and Pricing	\$ 120,000

**Total** \$ 5,543,000

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

## ABSTRACT

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 – 2<sup>nd</sup> 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.

## ABSTRACT

MTC Resolution No. 4202, Revised

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

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

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

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

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

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

## ABSTRACT

MTC Resolution No. 4202, Revised

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## ABSTRACT

MTC Resolution No. 4202, Revised

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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

## ABSTRACT

MTC Resolution No. 4202, Revised

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

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

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

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

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



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

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

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

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

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

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

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MTC Resolution No. 4202, Revised

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

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



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Dave Cortese, Chair

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

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

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

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

**OBAG 2 Regional Programs Project List**

Close Grouping Before Printing  
Not for Commission Action

PROJECT CATEGORY AND TITLE	SPONSOR	STP	CMAQ	Total STP/CMAQ	Other
<b>OBAG 2 REGIONAL PROGRAMS</b>		<b>\$484,059,423</b>	<b>\$196,665,000</b>	<b>\$680,724,423</b>	<b>\$99,975,260</b>
<b>1. REGIONAL PLANNING ACTIVITIES</b>		<b>STP</b>	<b>CMAQ</b>		
Regional Planning	MTC	\$9,555,000		\$9,555,000	
<b>1. REGIONAL PLANNING ACTIVITIES</b>	<b>TOTAL:</b>	<b>\$9,555,000</b>		<b>\$9,555,000</b>	
<b>2. PAVEMENT MANAGEMENT PROGRAM</b>		<b>STP</b>	<b>CMAQ</b>		
Pavement Management Program	MTC	\$1,500,000		\$1,500,000	
Pavement Technical Advisory Program (PTAP)	MTC	\$7,500,000		\$7,500,000	
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	\$250,000		\$250,000	
<b>2. PAVEMENT MANAGEMENT PROGRAM</b>	<b>TOTAL:</b>	<b>\$9,250,000</b>		<b>\$9,250,000</b>	
<b>3. PDA PLANNING &amp; IMPLEMENTATION</b>		<b>STP</b>	<b>CMAQ</b>		
PDA Planning and Implementation					
PDA Implementation	MTC	\$2,000,000		\$2,000,000	
PDA Supportive Studies	MTC	<b>\$587,000</b>		<b>\$587,000</b>	
PDA Planning					
<u>Berkeley: San Pablo Avenue PDA Plan</u>	<u>MTC</u>	<u>\$750,000</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>\$800,000</u>	
<u>Oakland: Eastmont Town Center/International Blvd; Fruitvale and Dimond; MacArthur Blvd Corridor; San A</u>	<u>MTC</u>	<u>\$800,000</u>		<u>\$800,000</u>	
Union City: Decoto Industrial Parkway Study Area Specific Plan 2.0	MTC	\$800,000		\$800,000	
El Cerrito: San Pablo Avenue Specific Plan and EIR Update/Amendments	MTC	\$308,000		\$308,000	
Moraga: Moraga Center Specific Plan Implementation Project	MTC	\$140,000		\$140,000	
<u>Richmond: Hilltop PDA Plan</u>	<u>MTC</u>	<u>\$750,000</u>		<u>\$750,000</u>	
<u>San Pablo: Rumrill Blvd PDA Plan</u>	<u>MTC</u>	<u>\$250,000</u>		<u>\$250,000</u>	
<u>Marin County: Urbanized Corridor/Marin City PDA Plan</u>	<u>MTC</u>	<u>\$300,000</u>		<u>\$300,000</u>	
San Rafael: Downtown Precise Plan	MTC	\$500,000		\$500,000	
San Francisco: HUB Area EIR	MTC	\$500,000		\$500,000	
San Francisco: Transit Corridors Study	MTC	\$500,000		\$500,000	
<u>Burlingame: Broadway Planning Area PDA Plan</u>	<u>MTC</u>	<u>\$400,000</u>		<u>\$400,000</u>	
<u>South San Francisco: Downtown Station Area PDA Plan</u>	<u>MTC</u>	<u>\$500,000</u>		<u>\$500,000</u>	
<u>Cupertino: VTA Cores and Corridors PDA Plan</u>	<u>MTC</u>	<u>\$400,000</u>		<u>\$400,000</u>	
<u>Milpitas: Midtown PDA Plan</u>	<u>MTC</u>	<u>\$500,000</u>		<u>\$500,000</u>	
<u>Palo Alto: University Ave/Downtown PDA Plan</u>	<u>MTC</u>	<u>\$800,000</u>		<u>\$800,000</u>	
San Jose/VTA: Diridon Integrated Station Area Concept Plan	MTC	\$800,000		\$800,000	
San Jose: SW Expressway/Race Street Light Rail Urban Village Plans	MTC	\$500,000		\$500,000	
<u>Santa Clara: Downtown PDA Plan</u>	<u>MTC</u>	<u>\$400,000</u>		<u>\$400,000</u>	
Vacaville: Downtown Specific Plan	MTC	\$350,000		\$350,000	
Santa Rosa: Downtown Station Area Specific Plan Update/Amendment	MTC	\$800,000		\$800,000	
Staffing Assistance					
Emeryville: Mitigate Regulation-Induced Displacement, Streamlined Asset Mngmt	MTC	\$180,000		\$180,000	
Fremont: SB743 Implementation	MTC	\$150,000		\$150,000	
Hayward: SB743 Implementation	MTC	\$150,000		\$150,000	
Oakland: ADU Initiative	MTC	\$200,000		\$200,000	
Oakland: Innovative Construction Initiative	MTC	\$200,000		\$200,000	
Concord: VMT-based Transportation Impact Standards	MTC	\$150,000		\$150,000	
Concord: Galindo Street Corridor Plan	MTC	\$200,000		\$200,000	
Lafayette: Updated Parking Ordinance and Strategies	MTC	\$150,000		\$150,000	
San Jose: PDA/Citywide Design Guidelines	MTC	\$200,000		\$200,000	
Windsor: Parking Management and Pricing	MTC	\$35,000		\$35,000	
Technical Assistance					
<u>Marin/Sonoma VMT Implementation Group</u>	<u>MTC</u>	<u>\$170,000</u>		<u>\$170,000</u>	
<u>Napa/Solano VMT Implementation Group</u>	<u>MTC</u>	<u>\$170,000</u>		<u>\$170,000</u>	
<u>Various Jurisdictions: VMT Implementation Group</u>	<u>MTC</u>	<u>\$140,000</u>		<u>\$140,000</u>	
Emeryville: Developing the Highest and Best Use of the Public Curb	MTC	\$65,000		\$65,000	
<u>Hayward: Micro Mobility/Safety Program</u>	<u>MTC</u>	<u>\$75,000</u>		<u>\$75,000</u>	
Oakland: General Plan Framework - PDA Community Engagement Program	MTC	\$65,000		\$65,000	
<u>San Leandro: BayFair TOD Infrastructure Design/Finance</u>	<u>MTC</u>	<u>\$150,000</u>		<u>\$150,000</u>	
San Francisco: Mission-San Jose PDA Housing Feasibility Analysis	MTC	\$65,000		\$65,000	
San Francisco: PDA Density Bonus Program	MTC	\$65,000		\$65,000	
Belmont: Transportation Demand Management Program	MTC	\$65,000		\$65,000	
<u>San Mateo: TDM Ordinance</u>	<u>MTC</u>	<u>\$150,000</u>		<u>\$150,000</u>	
<u>Santa Rosa/Sonoma County: Renewal Enterprise District</u>	<u>MTC</u>	<u>\$150,000</u>		<u>\$150,000</u>	
<u>San Jose: Urban Villages District Parking &amp; Rezoning</u>	<u>MTC</u>	<u>\$120,000</u>		<u>\$120,000</u>	
BART AB2923 Implementation	BART	\$1,000,000		\$1,000,000	
<u>Unprogrammed balance</u>	<u>MTC</u>	<u>\$7,862,000</u>		<u>\$7,862,000</u>	
Community-Based Transportation Plan (CBTP) Updates	MTC				
ACTC: CMA Planning (for Community-Based Transportation Plans)	MTC	\$300,000		\$300,000	
CCTA: Community-Based Transportation Plans	MTC	\$215,000		\$215,000	
TAM: Community-Based Transportation Plans	MTC	\$75,000		\$75,000	
NVTA: Community-Based Transportation Plans	MTC	\$75,000		\$75,000	
SFCTA: Community-Based Transportation Plans	MTC	\$175,000		\$175,000	
C/CAG: Community-Based Transportation Plans	MTC	\$120,000		\$120,000	
VTA: Community-Based Transportation Plans	MTC	\$300,000		\$300,000	
STA: Community-Based Transportation Plans	MTC	\$95,000		\$95,000	
SCTA: Community-Based Transportation Plans	MTC	\$110,000		\$110,000	
CBTP Program Evaluation	MTC	\$35,000		\$35,000	
<b>3. PDA PLANNING &amp; IMPLEMENTATION</b>	<b>TOTAL:</b>	<b>\$20,000,000</b>		<b>\$20,000,000</b>	
<b>4. CLIMATE INITIATIVES</b>		<b>STP</b>	<b>CMAQ</b>		
Climate Initiatives					
Spare the Air & EV Program Outreach (for Electric Vehicle Programs)	BAAQMD		\$10,875,000	\$10,875,000	
Carsharing Implementation	MTC		\$800,000	\$800,000	
Targeted Transportation Alternatives	MTC		\$325,000	\$325,000	
Spare the Air Youth Program - 2	MTC		\$1,417,000	\$1,417,000	
<b>4. CLIMATE INITIATIVES</b>	<b>TOTAL:</b>		<b>\$23,417,000</b>	<b>\$23,417,000</b>	

**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		Close Grouping Before Printing Not for Commission Action			
PROJECT CATEGORY AND TITLE	SPONSOR	STP	CMAQ	Total STP/CMAQ	Other
<b>OBAG 2 REGIONAL PROGRAMS</b>		<b>\$484,059,423</b>	<b>\$196,665,000</b>	<b>\$680,724,423</b>	<b>\$99,975,260</b>
<b>5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT</b>		<b>STP</b>	<b>CMAQ</b>		
Active Operational Management					
AOM Implementation	MTC	\$23,737,000		\$23,737,000	
Bay Area 511 Traveler Information					
511 Next Gen	MTC	\$26,148,000		\$26,148,000	
511 Implementation	MTC	\$7,450,000		\$7,450,000	
Rideshare					
Rideshare Implementation	MTC		\$720,000	\$720,000	
Carpool Program	MTC		\$7,280,000	\$7,280,000	
Vanpool Program	MTC		\$2,000,000	\$2,000,000	
Commuter Benefits Implementation	MTC		\$674,000	\$674,000	
Commuter Benefits Program	MTC		\$1,111,000	\$1,111,000	
Napa Valley Transportation Demand Strategies (Fund Exchange)	MTC/NVTA				\$1,100,000
Bay Bridge Forward					
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	AC Transit		\$1,200,000	\$1,200,000	
Pilot Transbay Express Bus Routes	AC Transit		\$800,000	\$800,000	
Eastbay Commuter Parking	MTC	\$2,500,000		\$2,500,000	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	WestCat		\$2,000,000	\$2,000,000	
Dumbarton Forward					
SR 84 (US 101 to I-880) Dumbarton Forward	MTC	\$4,375,000		\$4,375,000	
Richmond-San Rafael Bridge Forward					
Richmond-San Rafael Bridge Bikeway Access (Fund Exchange)	Richmond				\$500,000
Richmond-San Rafael Bridge Forward (Fund Exchange)	MTC				\$1,160,000
Freeway Performance Program					
Freeway Performance Program	MTC		\$14,240,000	\$14,240,000	
FPP: I-880 (I-80 to I-280)	MTC	\$3,000,000		\$3,000,000	
FPP: I-580 WB HOV Lane Extension (SR 24 to I-80/SFOBB approach) PL & ENV Only	MTC	\$625,000		\$625,000	
FPP: I-80 (Carquinez Bridge to Fremont St., SF) PL only	MTC	\$3,000,000		\$3,000,000	
FPP: CC I-680 NB HOV/Express Lanes (Ala Co. to Sol Co.)	MTC	\$10,000,000		\$10,000,000	
FPP: I-80 Central Ave Interchange Improvements	Richmond	\$2,000,000		\$2,000,000	
FPP: SR 37 (US 101 to I-80) PL only	MTC	\$1,000,000		\$1,000,000	
FPP: Napa Valley Forward Traffic Calming & Multimodal Imps.	MTC		\$1,000,000	\$1,000,000	
FPP: US 101 (SR 85 to San Francisco Co. Line)	MTC	\$3,000,000		\$3,000,000	
FPP: SCTA US 101/Marin Sonoma Narrows (MSN) B2 Phase 2	SCTA	\$1,000,000		\$1,000,000	
Program for Arterial System Synchronization (PASS)	MTC		\$5,000,000	\$5,000,000	
Innovative Deployments for Enhanced Arterials (IDEA)					
IDEA Technical Assistance	MTC	\$1,532,000		\$1,532,000	
IDEA Category 1					
AC Transit: Dumbarton Express Route (SR84)	MTC	\$2,300,000		\$2,300,000	
Alameda: Webster & Posey Tubes (SR 260), Park St	MTC	\$276,000		\$276,000	
Hayward: Various Locations	MTC	\$302,000		\$302,000	
Oakland: Bancroft Ave	MTC	\$310,000		\$310,000	
Pleasanton: Various Locations	MTC	\$290,000		\$290,000	
Union City: Union City Blvd & Decoto Rd	MTC	\$710,000		\$710,000	
San Ramon: Bollinger Canyon Rd & Crow Canyon Rd	MTC	\$563,000		\$563,000	
San Rafael: Downtown San Rafael	MTC	\$830,000		\$830,000	
South San Francisco: Various Locations	MTC	\$532,000		\$532,000	
San Jose: Citywide	MTC	\$1,400,000		\$1,400,000	
IDEA Category 2					
LAVTA/Dublin: Citywide	MTC	\$385,000		\$385,000	
Emeryville: Powell, Shellmound, Christie & 40th St	MTC	\$785,000		\$785,000	
Concord: Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	MTC				\$589,000
MTC Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	MTC				\$30,000
Walnut Creek: Various locations (Fund Exchange)	MTC				\$621,000
Los Gatos: Los Gatos Blvd	MTC	\$700,000		\$700,000	
VTA: Veterans Admin. Palo Alto Medical Center	VTA	\$845,000		\$845,000	
Connected Vehicles/Automated Vehicles (CV/AV)	MTC	\$2,500,000		\$2,500,000	
Shared Use Mobility	MTC	\$2,500,000		\$2,500,000	
Connected Bay Area					
TMS Implementation	MTC	\$2,910,000		\$2,910,000	
TMC Asset Upgrade and Replacement	MTC	\$1,150,000		\$1,150,000	
I-880 Communication Upgrade and Infrastructure Gap Closures	MTC	\$11,940,000		\$11,940,000	
InterConnect Bay Area Program	MTC	\$3,000,000		\$3,000,000	
Incident Management					
Incident Management Implementation	MTC	\$4,160,000		\$4,160,000	
I-880 ICM Northern	MTC		\$6,200,000	\$6,200,000	
I-880 ICM Central	MTC		\$2,640,000	\$2,640,000	
Unprogrammed Balance	TBD	\$380,000		\$380,000	
<b>5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT</b>	<b>TOTAL:</b>	<b>\$128,135,000</b>	<b>\$44,865,000</b>	<b>\$173,000,000</b>	<b>\$4,000,000</b>
<b>6. TRANSIT PRIORITIES</b>		<b>STP</b>	<b>CMAQ</b>		
BART Car Replacement/Expansion	BART		\$99,800,000	\$99,800,000	
GGB Suicide Deterrent (for BART Car Replacement/Expansion)	GGBH&TD	\$9,760,668		\$9,760,668	\$30,239,332
Clipper	MTC	\$34,200,000		\$34,200,000	
Unprogrammed Balance		\$15,283,000		\$15,283,000	
<b>6. TRANSIT PRIORITIES</b>	<b>TOTAL:</b>	<b>\$59,243,668</b>	<b>\$99,800,000</b>	<b>\$159,043,668</b>	<b>\$30,239,332</b>
<b>7. PRIORITY CONSERVATION AREA (PCA)</b>		<b>STP</b>	<b>CMAQ</b>		
<b>Regional Peninsula, Southern and Eastern Counties PCA Grant Program</b>					
Bay Area GreenPrint: PCA Functionality Imps (Fund Exchange)	MTC/GreenInfo Network				\$30,000
PCA Grant Implementation	MTC/Coastal Conservancy				\$500,000
Alameda County: Niles Canyon Trail, Phase 1	Alameda County				\$321,000
Albany: Albany Hill Access Improvements	Albany				\$251,000

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

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

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

**OBAG 2 Regional Programs Project List**

Close Grouping Before Printing  
Not for Commission Action

PROJECT CATEGORY AND TITLE	SPONSOR	STP	CMAQ	Total STP/CMAQ	Other
<b>OBAG 2 REGIONAL PROGRAMS</b>		<b>\$484,059,423</b>	<b>\$196,665,000</b>	<b>\$680,724,423</b>	<b>\$99,975,260</b>
Livermore: Arroyo Road Trail	Livermore				\$400,000
WOEIP/Urban Biofilter: Adapt Oakland Urban Greening in West Oakland	WOEIP/Urban Biofilter				\$300,000
EBRPD: Bay Trail at Point Molate (RSR Bridge to Point Molate Beach Park)	EBRPD				\$1,000,000
JMLT: Pacheco Marsh/Lower Walnut Creek Restoration and Public Access	John Muir Land Trust				\$950,000
SFCTA: Yerba Buena Island Multi-Use Pathway (PE/ENV)	SFCTA	\$1,000,000		\$1,000,000	
San Francisco: McLaren Park and Neighborhood Connections Plan	SF Recreation and Parks				\$194,000
San Francisco/Coastal Conservancy: Twin Peaks Trail Improvement	SF Rec and Park/Conservancy				\$74,000
GGNPC/NPS: Rancho Corral de Tierra Unit Management Plan Engagement	National Parks Service				\$200,000
SMCHD: Pillar Point Public Access Improvements	San Mateo Co. Harbor District				\$298,000
Menlo Park: Bedwell Bayfront Park Entrance Improvements	Menlo Park				\$520,000
San Mateo Co.: Colma Creek Adaptation Study (Colma Creek Connector)	San Mateo Co.				\$110,000
San Mateo Co.: San Bruno Mtn. Habitat Conservation Plan Grazing Pilot	San Mateo Co.				\$137,900
South San Francisco: Sign Hill Conservation and Trail Master Plan	South San Francisco				\$135,100
Point Blue: Pajaro River Watershed: Habitat Restoration and Climate Resilient Imps.	Point Blue Conservation Science				\$379,000
SCVOSA: Coyote Ridge Open Space Preserve Public Access, Phase 1	Point Blue Conservation Science				\$400,000
SCVOSA: Tilton Ranch Acquisition	Santa Clara Valley Open Space Auth.				\$1,000,000
<b>North Bay PCA Grant Program</b>					
Marin County: Hicks Valley/Wilson Hill/Marshall-Petaluma Rehab. (for Corte Madera: Par	Marin County	\$312,000		\$312,000	
Marin County: Hicks Valley/Wilson Hill/Marshall-Petaluma Rd Rehab	Marin County	\$869,000		\$869,000	
Novato: Nave Dr/Bell Marin Keys Rehabilitation (for Hill Recreation Area Imps.)	Novato	\$104,000		\$104,000	
Novato: Vineyard Rd Improvements (for Hill Recreation Area Imps.)	Novato	\$265,000		\$265,000	
National Parks Service: Fort Baker's Vista Point Trail	NPS	\$500,000		\$500,000	
NVTA: Vine Trail - St. Helena to Calistoga	NVTA	\$711,000		\$711,000	
Napa: Vine Trail - Soscol Ave Corridor	Napa	\$650,000		\$650,000	
Napa County: Silverado Trail Rehabilitation - Phase L	Napa County	\$689,000		\$689,000	
Solano County: Suisun Valley Farm-to-Market - Phase 3 Bike Imps	Solano County	\$2,050,000		\$2,050,000	
Sonoma County: Crocker Bridge Bike/Pedestrian Bridge	Sonoma County	\$1,280,000		\$1,280,000	
Sonoma County: Joe Rodota Trail Bridge Replacement	Sonoma County	\$770,000		\$770,000	
<b>7. PRIORITY CONSERVATION AREA (PCA)</b>	<b>TOTAL:</b>	<b>\$9,200,000</b>		<b>\$9,200,000</b>	<b>\$7,200,000</b>
<b>8. BAY AREA HOUSING INITIATIVES</b>		<b>STP</b>	<b>CMAQ</b>		
Bay Area Preservation Pilot (BAPP) (Funding Exchange)	MTC				\$10,000,000
Housing Incentive Pool	TBD		\$25,000,000	\$25,000,000	
Sub-HIP Pilot Program					
Fairfield: Pavement Preservation/Rehabilitation (for One Lake Apts. Linear Park Trail)	Fairfield	\$2,100,000		\$2,100,000	
Vacaville: Pavement Preservation/Rehabilitation (for Allison PDA Affordable Housing)	Vacaville	\$1,900,000		\$1,900,000	
Marin County: Marin City Pedestrian Crossing Imps.	Marin County		\$300,000	\$300,000	
NVTA: Imola Park and Ride	NVTA	\$300,000		\$300,000	
Santa Rosa: Downtown Multi-modal and Fiber Improvements	Santa Rosa		\$400,000	\$400,000	
<b>8. BAY AREA HOUSING INITIATIVES</b>	<b>TOTAL:</b>	<b>\$4,300,000</b>	<b>\$25,700,000</b>	<b>\$30,000,000</b>	<b>\$10,000,000</b>
<b>9. SAFE &amp; SEAMLESS MOBILITY QUICK-STRIKE</b>		<b>STP</b>	<b>CMAQ</b>		
TBD	TBD	\$52,900,000		\$52,900,000	\$34,593,076
<b>9. SAFE &amp; SEAMLESS MOBILITY QUICK-STRIKE</b>	<b>TOTAL:</b>	<b>\$52,900,000</b>		<b>\$52,900,000</b>	<b>\$34,593,076</b>
<b>10. REGIONAL STRATEGIC INVESTMENTS (RSI)</b>		<b>STP</b>	<b>CMAQ</b>		
CC I-680 NB HOV/Express Lanes Ala Co to Sol Co (Fund Exchange)	CCTA/MTC	\$4,000,000		\$4,000,000	
GGB Suicide Deterrent System	GGBHTD	\$7,910,000		\$7,910,000	
Pavement Rehab (for Downtown Novato SMART Station)	Novato	\$617,000		\$617,000	
Old Redwood Highway Multi-Use Pathway	Larkspur		\$1,120,000	\$1,120,000	
Grand Ave Bridge	San Rafael		\$763,000	\$763,000	
Grand Ave Bike/Ped Imps (for SMART 2nd to Andersen Pathway)	San Rafael		\$1,000,000	\$1,000,000	
US 101 Marin-Sonoma Narrows	TAM	\$2,000,000		\$2,000,000	
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (Fund Exchange)	SCTA	\$15,400,000		\$15,400,000	
US 101 Marin-Sonoma Narrows (MSN) B7 (Loan for RM3)	TAM	\$61,708,245		\$61,708,245	\$13,942,852
I-80 Express Lanes in Solano County (Loan for RM3)	STA	\$99,840,510		\$99,840,510	
<b>10. REGIONAL STRATEGIC INVESTMENTS (RSI)</b>	<b>TOTAL:</b>	<b>\$191,475,755</b>	<b>\$2,883,000</b>	<b>\$194,358,755</b>	<b>\$13,942,852</b>
<b>OBAG 2 REGIONAL PROGRAMS</b>	<b>TOTAL:</b>	<b>\$484,059,423</b>	<b>\$196,665,000</b>	<b>\$680,724,423</b>	<b>\$99,975,260</b>

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# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-0687      **Version:** 1      **Name:**  
**Type:** Assembly Bill      **Status:** Commission Approval  
**File created:** 4/23/2021      **In control:** Joint MTC ABAG Legislation Committee  
**On agenda:** 5/14/2021      **Final action:**  
**Title:** Assembly Bill 897 (Mullin): Regional Climate Networks

Authorizes the establishment of regional climate networks and adoption of regional climate adaptation action plans. Requires the Office of Planning and Research (OPR) to adopt guidelines as to how eligible entities may form such a network, its geographic boundaries, the content of plans, and governance.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [11a - 21-0687 - AB 897 Mullin.pdf](#)  
[3b AB 897 Mullin.pdf](#)

Date	Ver.	Action By	Action	Result
5/14/2021	1	Joint MTC ABAG Legislation Committee		

**Subject:**

Assembly Bill 897 (Mullin): Regional Climate Networks

Authorizes the establishment of regional climate networks and adoption of regional climate adaptation action plans. Requires the Office of Planning and Research (OPR) to adopt guidelines as to how eligible entities may form such a network, its geographic boundaries, the content of plans, and governance.

**Presenter:**

Rebecca Long

**Recommended Action:**

Support and Seek Amendments / ABAG Executive Board Approval  
Support and Seek Amendments / MTC Commission Approval

**Attachments:**



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

May 14, 2021

Agenda Item 3b

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**Assembly Bill 897 (Mullin): Regional Climate Networks**


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- Subject:** Authorizes the establishment of regional climate networks and adoption of regional climate adaptation action plans. Requires the Office of Planning and Research (OPR) to adopt guidelines as to how eligible entities may form such a network, its geographic boundaries, the content of plans, and governance.
- Overview:** AB 897 would formalize work already occurring in much of California related to regional climate adaptation planning by requiring OPR to provide guidance and technical assistance to regions interested in forming a state-sanctioned regional climate network. The bill would require that any network formed adopt a regional climate adaptation action plan that would be required to include content to be further specified by OPR in guidelines due by January 1, 2023. The Bay Area and many other parts of the state have already begun the critical work of climate adaptation planning, but AB 897 provides a valuable opportunity to formalize this work, identify key agency roles, and incentivizes those entities involved, whether public or nonprofit, to collaborate. Other pending legislation, AB 1500 (Garcia), includes references to regional climate networks and makes them eligible to receive state funds for climate adaptation.
- Recommendation:** Support and Seek Amendments
- Discussion:** AB 897 (Mullin) is very similar to AB 2927 (Mullin) on which MTC/ABAG took a “support if amended” position on last year. As most of our amendments were incorporated, we ultimately supported the bill. AB 897 incorporates most of the changes we sought to AB 2927, but there are a number of friendly amendments we are recommending to improve the bill and align it with our Regional Resilience/Climate Adaptation Advocacy Principles (Advocacy Principles, Attachment 1).

***Regional Climate Networks: Membership, Geography*** AB 897 takes an inclusive and flexible approach to membership in a regional climate network, recognizing that not all regions are the same. Councils of government and metropolitan planning organizations are eligible members, and the bill encourages the inclusion of regional agencies with land use planning authority within a network. Additional eligible members include local jurisdictions, nonprofits, climate collaboratives, community-based organizations, as well as school districts and higher educational institutions.

The bill leaves it up to OPR to set guidelines as to how each network will govern itself but requires networks to identify the role of each entity within the network. We recommend an amendment requiring that the network also identify a public agency to serve as the lead convener of a multi-stakeholder process for development and adoption of the plan, consistent with Principle #1 of our Advocacy Principles.

Additionally, the bill does not prevent multiple regional climate networks from being formed in a given region. While its provisions do guarantee that for the Bay Area, “region” would include the nine counties, there could still be the potential for multiple regional climate networks to exist within the Bay Area. This would make planning and prioritization confusing and potentially result in *competing* rather than *coordinated* regional climate adaptation work across the Bay Area and statewide. We recommend an amendment to address this concern, consistent with Principle #1 of our Advocacy Principles.

***Center Equity*** As adopted by MTC and ABAG in our Advocacy Principles, “equity must be centered as a factor for determining what stakeholders are included in the planning and prioritization process” for regional climate adaptation work. We recommend an amendment to emphasize the need to include community-based organizations focused on social equity in the OPR guideline process and for the networks’ governance procedures and policies to include public engagement strategies to incorporate and support input from underresourced communities.

***Delegate Details to Adaptation Plan Guideline Process*** While the bill tasks OPR with developing guidelines for the content of the climate adaptation action plans, it includes very prescriptive language about what should be included in such plans, including “planning information from” 12 types of local and regional plans, including safety elements of general plans, local hazard mitigation plans, urban water management plans, coastal management programs and plans, etc. This comprehensive but not even exhaustive list could make the plans incredibly costly, time consuming and unwieldy, undermining their usefulness as *actionable* plans. We recommend instead the bill simply direct OPR to provide guidance on how the plans should consider and incorporate findings and recommendations from relevant local and regional plans.

***OPR Plan Approval Requirement*** AB 897 requires that regional climate adaptation networks develop regional climate adaptation action plans and empowers OPR to approve the plans. Similar to our amendment requested to AB 2627, we recommend this provision be removed to avoid the concern that this could deter development of these plans in the first place and the risk of time-consuming back and forth with the state over the plans’ approval. If some form of approval requirement is necessary, it should be strictly limited to whether or not the plan has followed the OPR guidelines.

In summary, staff recommends a “support and seek amendments” position on the bill as follows:

- Require that regional climate networks designate a public agency to serve as the lead convener and adopter of the plan and require that there be no more than one regional climate network within each region.
- Add provisions to strengthen the bill’s equity provisions
- Delegate to OPR guideline process guidance on how existing plans should be incorporated into regional climate adaptation action plans
- Remove or revise the OPR approval requirement

**Bill Positions:** See Attachment B

**Attachments:** Attachment A: Regional Resilience/Climate Adaptation Advocacy Principles  
Attachment B: Bill Positions

  
Therese W. McMillan

## MTC/ABAG Regional Resilience/Climate Adaptation Advocacy Principles

Adopted April 2021

1. **Build on Existing Regional Planning Processes and Authorities:** State law should ensure that regional climate adaptation plans are developed by a multi-stakeholder process managed and led by public agencies that are accustomed to tackling complex regional planning processes. Councils of government (COGs) and metropolitan planning organizations (MPOs) should be identified as potential agencies to serve in this role in partnership with other key stakeholders. Additionally, the geographic scope of regional climate adaptation networks should cover the entirety of a single region and there should not be multiple regional climate networks within a given region.
2. **Center Equity:** Equity should be a core consideration identified in legislation related to climate adaptation planning and any climate adaptation bond proposals. Many of the communities most vulnerable to the impacts of climate change lack the resources to engage in the critical planning work and local capacity building that is needed on the front end, not to mention the capital funds to construct the projects. To remedy this, equity must be centered as a factor for determining what stakeholders are included in the planning and prioritization process. Furthermore, a regional approach to climate adaptation planning and funding can help ensure that vulnerability assessments are conducted throughout the region, particularly in the most vulnerable communities often at the frontlines of risk.
3. **Define Appropriate Roles for Local, Regional and State Agencies:** Effective planning and implementation requires clarity about agency roles and responsibilities at all levels of government to avoid conflicts and duplication of effort while optimizing the use of taxpayer funds. The Legislature should provide clear direction regarding local, regional, and state government roles in adaptation planning, and build on areas where each level of government already has some level of authority and responsibility. At the same time, the Legislature should provide clear guidance for the important roles to be played by regional adaptation collaboratives, non-profits, community organizations, and academic institutions. Outside the legislative process, the Bay Area needs to identify the roles and responsibilities of the various local and regional agencies that have a stake in, and authority related to, climate adaptation.
4. **Support Engagement with and Provide Support for Nongovernmental Agencies Involved in Climate Adaptation:** Many nongovernmental entities in the Bay Area and statewide are making significant contributions to climate adaptation research, community engagement and planning. The establishment of regional climate networks in state law should encourage and support the public-private-nonprofit collaboration that is already underway in most regions of the state. While new planning responsibilities should reside with public agencies, nongovernmental organizations can make significant contributions to climate adaptation education, research and technological innovation, as well as convening stakeholders. Accordingly, nongovernmental agencies should be eligible to receive funding from new state or federal grant programs for these purposes and their work should be coordinated with that of local and regional agencies.

**5. Support a Local/Regional/State Partnership Approach and Secure New Funding:**

Successful climate adaptation planning and implementation will depend on action at both the local and regional levels with guidance – and where possible, funding – provided by the state and federal government. This is analogous to housing planning, where the state requires regions to develop an overarching methodology for growth that achieves specific goals but leaves it up to regions to work out the details of a regional strategy and to local jurisdictions to identify specific sites and make the zoning changes needed.

The following factors should be considered in the development of any new climate adaptation funding program(s):

- Funding is needed as soon as possible to begin the necessary local and regional planning work to identify, prioritize, and design a pipeline of climate adaptation projects that are ready to receive capital funding.
- Funding should be identified to support the entire lifecycle of a project: planning, design, engineering, permitting, construction, and monitoring. Where possible, funding program eligibility and timing guidelines should be designed to encourage projects to advance rapidly from one phase to the next.
- One-time funds can help jump start this effort in FY 2021-22, such as through a state climate resilience bond or federal stimulus funding, but to institutionalize resilience and fully integrate it into long-range local and regional planning, additional ongoing resources will be needed.
- To ensure that *all* regions and local jurisdictions statewide have adequate funding to conduct this work, the state should augment local and regional planning funding for this purpose. Additionally, a share of new climate adaptation capital funding should be distributed directly to regional climate networks to support cross-jurisdictional needs that are identified in regional climate adaptation plans.

**AB 897 (Mullin) Bill Positions**

**Support:**

Bay Area Council  
Big Sur Land Trust  
Bolsa Chica Land Trust  
California Water Association  
California Watershed Network  
East Bay Regional Park District  
Nature Conservancy, The  
Professional Engineers in California Government  
Save the Bay  
Sierra Club  
Sonoma Land Trust  
Tree Care Industry Association  
Trust for Public Land, The

**Oppose:**

None on file

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

<b>File #:</b>	21-0688	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Assembly Bill	<b>Status:</b>		Commission Approval	
<b>File created:</b>	4/23/2021	<b>In control:</b>		Joint MTC ABAG Legislation Committee	
<b>On agenda:</b>	5/14/2021	<b>Final action:</b>			
<b>Title:</b>	Assembly Bill 1500 (Garcia): Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2022				
	Authorizes the issuance of a \$7 billion climate adaptation general obligation bond.				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">11b - 21-0688 - AB 1500.pdf</a> <a href="#">3c AB 1500.pdf</a>				

Date	Ver.	Action By	Action	Result
5/14/2021	1	Joint MTC ABAG Legislation Committee		

**Subject:**

Assembly Bill 1500 (Garcia): Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2022

Authorizes the issuance of a \$7 billion climate adaptation general obligation bond.

**Presenter:**

Rebecca Long

**Recommended Action:**

Support and Seek Amendments / ABAG Executive Board Approval  
Support and Seek Amendments / MTC Commission Approval

**Attachments:**

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

May 14, 2021

Agenda Item 3c

**Assembly Bill 1500 (Garcia): Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2022**

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**Subject:** Authorizes the issuance of a \$7 billion climate adaptation general obligation bond.

**Overview:** AB 1500 (Garcia), if approved by statewide voters in June 2022, would authorize the issuance of a bond in the amount of \$6.96 billion to finance projects for safe drinking water, wildfire prevention, drought preparation, flood protection, extreme heat mitigation, and associated workforce development programs.

**Recommendation:** Support and Seek Amendments

**Discussion:** AB 1500 generates new funds to make necessary resilience investments to mitigate climate impacts to California's infrastructure and communities. The measure funds a range of different investments across the varied risks to California's population, targets funds towards low-income and disadvantaged communities, and ensures multi-benefit solutions that advance ecosystem resilience. Past statewide bonds to support wildfire, drought, and flooding have been successful with voters approving Proposition 68 in 2018 to raise \$4.1 billion for drought, water, and coastal protection and access projects. AB 1500 would focus specifically on adapting the state to climate risks that we are already experiencing and are forecast to grow more severe.

AB 1500 would provide funding opportunities for MTC, ABAG, local governments and other Bay Area partners to advance a suite of resilient investments. The bill has provisions that would support many Plan Bay Area 2050 environmental strategies, aiding the region in the following items:

- adapting to sea level rise
- reducing drought and wildfire impacts
- conserving at risk lands in a manner that reduces future exposure to flooding and fires
- park improvements in disadvantaged communities.

***Benefits to Disadvantaged and Vulnerable Communities***

The bill would require at least 25 percent of the funds to provide direct benefits to vulnerable and disadvantaged communities, with 10% of funds allocated to severely disadvantaged communities. Notably, the bill does not rely exclusively upon the CalEnviroScreen tool to define DACs, which has overlooked dozens of the Bay Area communities of concern. Instead, its definition of a DAC encompasses communities with a median income at or below 80 percent of the statewide median income; a severely disadvantaged community is one with a median household income at or below 60 percent of the statewide median income.



***Bay Area Funding Opportunities*** AB 1500 would provide immediate funds to get important projects completed to reduce impacts as the region, state, and federal government develop new funding strategies for climate resilience needs. The bill dedicates approximately \$522 million to Bay Area needs, as follows:

- \$300 million for the San Francisco Bay Restoration Authority (SFBRA) for projects that are consistent with act establishing the SFBRA, including, but not limited to, projects that address sea level rise, flood management, and wetland restoration.
- \$100 million for the San Francisco Bay Conservancy Program
- \$102 million for regional climate adaptation projects, based on the Bay Area's share of a new program that would be distributed based on population
- \$20 million for the San Francisco Bay Conservation and Development Commission

In addition, over \$5 billion in bond proceeds are reserved for statewide competitive programs, providing another significant funding opportunity to address Bay Area adaptation needs. See Attachment A for funding program details.

### **Proposed Amendments**

***Broaden Local Government Access to Programs*** AB 1500 contains some provisions that could unnecessarily burden local governments applying for certain funds. The bill includes \$300 million in California Office of Emergency Services (CalOES) wildfire prevention grants that would be provided based on a Community Wildfire Protection Plan (CWPP). CWPPs cover most of the nine-county Bay Area, but are not the only planning document that outlines local wildfire priorities. Broadening the bill language to make wildfire strategies in a Local Hazard Mitigation Plan, or General Plan Safety Element also eligible will help communities access funds based on their most recent wildfire planning.

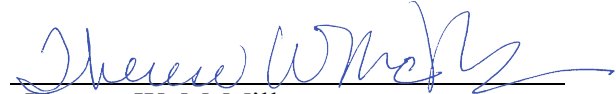
***SGC Transformative Climate Communities Allocation*** The Bay Area currently has only three census tracts regionwide that are eligible for the Transformative Climate Communities making 100 cities and nine counties ineligible for this competitive grant program as it is limited to census tracts in the 95<sup>th</sup> percentile of CalEnviroScreen. This concern could be addressed by shifting these funds to the main regional-based allocation program.

***Make On-Site Stormwater and Water Efficiency Measures More Prominent*** Different sections of AB 1500 discuss water efficiency and stormwater initiatives but do not highlight them in the list of eligible activities. Providing funds for on-site stormwater and water efficiency measures could help lower development costs of new construction and reduce water bills for current Bay Area residents. For these reasons, we recommend on-site stormwater and water efficiency are explicitly mentioned as primary activities in the *Drought Preparation and Flood Protection* section.

Consistent with our 2021 Advocacy Program to support funding opportunities for climate adaptation, staff recommends a support and seek amendment position on the bill, with amendments aimed at addressing the concerns described above.

**Bill Positions:** See Attachment B

**Attachments:** Attachment A: AB 1500 (Garcia) Funding Overview (April 14 version)  
Attachment B: Bill Positions

  
Therese W. McMillan

**AB 1500 (Garcia) Funding Overview (April 14 version)**

Overview	Funding Amount	Percent
Bay Area	\$ 522	8%
Orgs Outside Bay Area	\$ 1,165	17%
Total Statewide	\$ 5,268	76%
For State agency projects	\$ 1,273	18%
For State grant money or competitive project	\$ 3,995	57%
<b>Bill Totals</b>	<b>\$ 6,955</b>	<b>100%</b>
Allocations to Specific Organizations	Funding Amount	Percent
Baldwin Hills Conservancy	\$ 10	
California Tahoe Conservancy	\$ 10	
Central Valley Flood Protection	\$ 35	
Coachella Valley Mountains Conservancy	\$ 10	
Direct funds to climate resilience (specific orgs)	\$ 210	
Invasive Species Council of California	\$ 20	
Project including participatory budgeting	\$ 2	
Sacramento-San Joaquin Delta Conservancy	\$ 10	
Salton Sea and surrounding communities	\$ 240	
Salton Sea Authority	\$ 30	
San Diego River Conservancy	\$ 10	
San Francisco Bay Conservation and Development Commission	\$ 20	
San Francisco Bay Restoration Authority	\$ 300	
San Francisco Bay Conservancy Program	\$ 100	
San Gabriel and Lower Los Angeles Mountains Conservancy	\$ 35	
San Joaquin River Conservancy	\$ 10	
Santa Monica Mountains Conservancy	\$ 35	
Sierra Nevada Conservancy	\$ 60	
Strategic Growth Council - Bay Area share by Population	\$ 102	
Strategic Growth Council - Other agency share by Population	\$ 408	
Tijuana River Border Pollution Control Project	\$ 30	
<b>Total Bay Area</b>	<b>\$ 522</b>	<b>31%</b>
<b>Total other organizations</b>	<b>\$ 1,165</b>	<b>69%</b>
<b>Total Bay Area + Other organizations</b>	<b>\$ 1,687</b>	<b>100%</b>

**AB 1500 (Garcia) Bill Positions**

**Support:**

Bay Area Council  
Big Sur Land Trust  
Bolsa Chica Land Trust  
California Water Association  
California Watershed Network  
East Bay Regional Park District  
Nature Conservancy, The  
Professional Engineers in California Government  
Save the Bay  
Sierra Club  
Sonoma Land Trust  
Tree Care Industry Association  
Trust for Public Land, The

**Oppose:**

None on file

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-0689      **Version:** 1      **Name:**  
**Type:** Assembly Bill      **Status:** Commission Approval  
**File created:** 4/23/2021      **In control:** Joint MTC ABAG Legislation Committee  
**On agenda:** 5/14/2021      **Final action:**  
**Title:** Assembly Bill 1401 (Friedman): Residential and Commercial Parking Requirements Near Transit  
  
Prohibits minimum parking requirements from applying to commercial or residential buildings located within one-half mile of a major transit stop or high quality transit corridor.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [11c - 21-0689 - AB 1401 Update to Commission.pdf](#)  
[11c - 21-0689 - AB 1401 Friedman.pdf](#)  
[11c - 21-0689 - Presentation Parking Policy.pdf](#)  
[11c - 21-0689 - PublicComment-Cory David.pdf](#)  
[3d AB 1401 Friedman.pdf](#)  
[3d Corr Rec 1 Cory David.pdf](#)  
[3d Presentation Parking Policy.pdf](#)

Date	Ver.	Action By	Action	Result
5/14/2021	1	Joint MTC ABAG Legislation Committee		

**Subject:**

Assembly Bill 1401 (Friedman): Residential and Commercial Parking Requirements Near Transit

Prohibits minimum parking requirements from applying to commercial or residential buildings located within one-half mile of a major transit stop or high quality transit corridor.

**Presenter:**

Rebecca Long and James Choe

**Recommended Action:**

Support / ABAG Executive Board  
Support / MTC Commission Approval

**Attachments:**

# Metropolitan Transportation Commission

May 26, 2021

Agenda Item 11c

## **AB 1401 (Friedman): Residential and Commercial Parking Requirements Near Transit**

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**Subject:** Prohibits minimum parking requirements from applying to commercial or residential buildings located within one-half mile of a major transit stop or high quality transit corridor.

**Background:** Staff recommended a support position on AB 1401, as described in the memo attached, however, the Legislation Committee directed staff to seek an amendment to the bill to ensure that preexisting agreements that waived or reduced parking requirements in exchange for additional affordable housing commitments or other community benefits be protected. The “support and seek amendment” position adopted by the Legislation Committee reflects this requested amendment.

**Issues:** None

**Recommendation:** The Commission is requested to adopt a support and seek amendment position on AB 1401

**Attachments:** Attachment A: May 14, 2021 Legislation Committee Memo on AB 1401

  
Therese W. McMillan

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

May 14, 2021

Agenda Item 3d

**Assembly Bill 1401 (Friedman): Residential and Commercial Parking Requirements Near Transit**

- Subject:** Prohibits minimum parking requirements from applying to commercial or residential buildings located within one-half mile of a major transit stop or high quality transit corridor.
- Overview:** AB 1401 prohibits local governments from imposing or enforcing minimum parking requirements for residential, commercial and other developments if the parcel is located within one-half mile walking distance of a high-quality transit corridor or a major transit stop. If the bill were to take effect, a developer would still have the option to provide parking but would do so based on their assessment of need, rather than as a condition of development. Local jurisdictions would not need to modify their existing requirements to comply with the bill; they would simply be unenforceable within the specified areas.
- Recommendation:** Support
- Discussion:** Minimum parking requirements are customary—even sacrosanct—in local planning rules in California and indeed nationwide, but change is underway as local jurisdictions reckon with the impact these requirements have on climate change and housing affordability. In January 2021, the cities of Berkeley and Sacramento eliminated their minimum parking requirements, following the elimination of minimums in San Francisco and San Diego within the last few years. The City of San Jose has been evaluating their parking requirements, a direct result of Climate Smart San Jose, the city’s sweeping climate plan passed in early 2018, in which the city pledged to reduce greenhouse gas emissions to the levels outlined in the Paris Agreement and ensure that by 2040, no more than 25% of commute trips are made by residents driving alone. AB 1401 (Friedman) would not interfere with any of these efforts but would establish some consistency statewide for where minimum parking requirements would not apply—namely areas with decent public transit service.
- Existing Requirements Often Produce More Parking Than Needed*** Minimum parking requirements often result in an oversupply of parking. TransForm’s Greentrip Parking Database (link following <https://www.transformca.org/greentrip/parking-database>) (partially funded by MTC) shows that in 80 multifamily developments across the Bay Area, 28 percent of the developments’ parking was not being used, which is equivalent to 1.1 million sq ft of space and a cost of \$198 million to supply that unused parking. The City of Berkeley found that nearly 50 percent of off-street parking provided for housing projects was vacant, which supported their recent elimination of parking requirements.

***Parking Reform is Strongly Aligned with Plan Bay Area 2050 Goals*** The elimination of minimum parking requirements where there are reasonable alternatives to driving, such as near high quality transit, is strongly aligned with the goals of Plan Bay Area 2050 related to climate, equity and safety. Since the availability of parking is strongly associated with higher rates of vehicle ownership and vehicle miles traveled, it is also a clear contributor to greater greenhouse gas and other air quality pollutants, vehicle-related injuries and deaths, and higher transportation costs. A recent study (link following <https://www.sightline.org/2021/01/28/more-parking-isnt-harmless-it-actually-makes-us-drive-more/>) of San Francisco's affordable housing program by the Sightline Institute found that projects with more on-site parking induce more auto ownership, leading to more driving, less transit use, and less walking. Parking also directly takes up land that could be used for other uses, such as more housing. For example, parking requirements in Los Angeles reduced the number of units in an apartment building by 13 percent according to a study (link following [shoup.bol.ucla.edu/HighCost.pdf](http://shoup.bol.ucla.edu/HighCost.pdf)) by the renowned parking policy scholar Professor Don Shoup, with UCLA.

***Parking Requirements Drive Up Cost of Housing*** A recent Turner Center study (link following [californialanduse.org/download/Mawhorter\\_Housing\\_Policies\\_in\\_California\\_Cities.pdf](http://californialanduse.org/download/Mawhorter_Housing_Policies_in_California_Cities.pdf)) found that places with higher parking requirements were associated with limited housing supply, resulting in higher prices and lower rates of homeownership and household formation among young people. The study also found that reducing parking requirements is one of *the most* significant steps a city can take to facilitate the construction of more housing because it is such a significant cost of housing development. A SPUR (link following <https://www.spur.org/news/2020-04-27/sheltering-place-reveals-how-much-parking-dominates-our-cities-and-lives>) survey of Bay Area developers released in April 2020 found that parking costs between \$30,000-\$75,000 per parking spot ranging from surface parking at the low-end and underground parking at the high-end. Given how costly housing construction is in the Bay Area, elimination of minimum parking requirements is an incredibly cost-effective tool to incentivize the construction of more housing.


***Where Would the Bill Apply?*** AB 1401's provisions would apply within one-half mile of a major transit stop or a high quality transit corridor. In these areas, commercial and residential developers could still build parking based on their assessment of market need, but would not be required to do so. Current law defines a "major transit stop" as an existing rail or bus rapid transit station; a ferry terminal served by either a bus or rail transit service; or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak-commute periods. A "high-quality transit corridor" means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. An illustration of where these areas are located in the Bay Area is included as Attachment A.



Consistent with our Plan Bay Area 2050 climate goals and our 2021 Advocacy Program's goals to support proposals to lower the cost of affordable housing production and reduce single-occupancy vehicle travel, staff recommends the Committee forward a support position on AB 1401 to the Commission and the ABAG Executive Board.

**Bill Positions:** See Attachment B

**Attachments:** Attachment A: Map – Transit Priority Areas & High-Quality Transit Corridors (January 2020 Transit Service)  
Attachment B: Bill positions

  
\_\_\_\_\_  
Therese W. McMillan



# TRANSIT PRIORITY AREAS & HIGH-QUALITY TRANSIT CORRIDORS JANUARY 2020 TRANSIT SERVICE

- Transit Priority Area\*
- High-Quality Transit Corridor (1/2 MI Buffer)\*\*

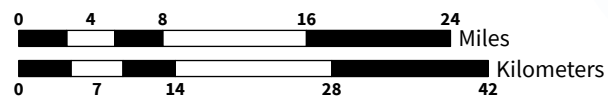
\*A Transit Priority Area is defined as an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan.

\*\*A High-Quality Transit Corridor is defined as an:  
- Existing fixed-route bus corridor with headway of 15 minutes or better during both the morning and evening peak periods; or  
- Fixed-route bus corridor with headway of 15 minutes or better during both the morning and evening peak periods in an adopted RTP

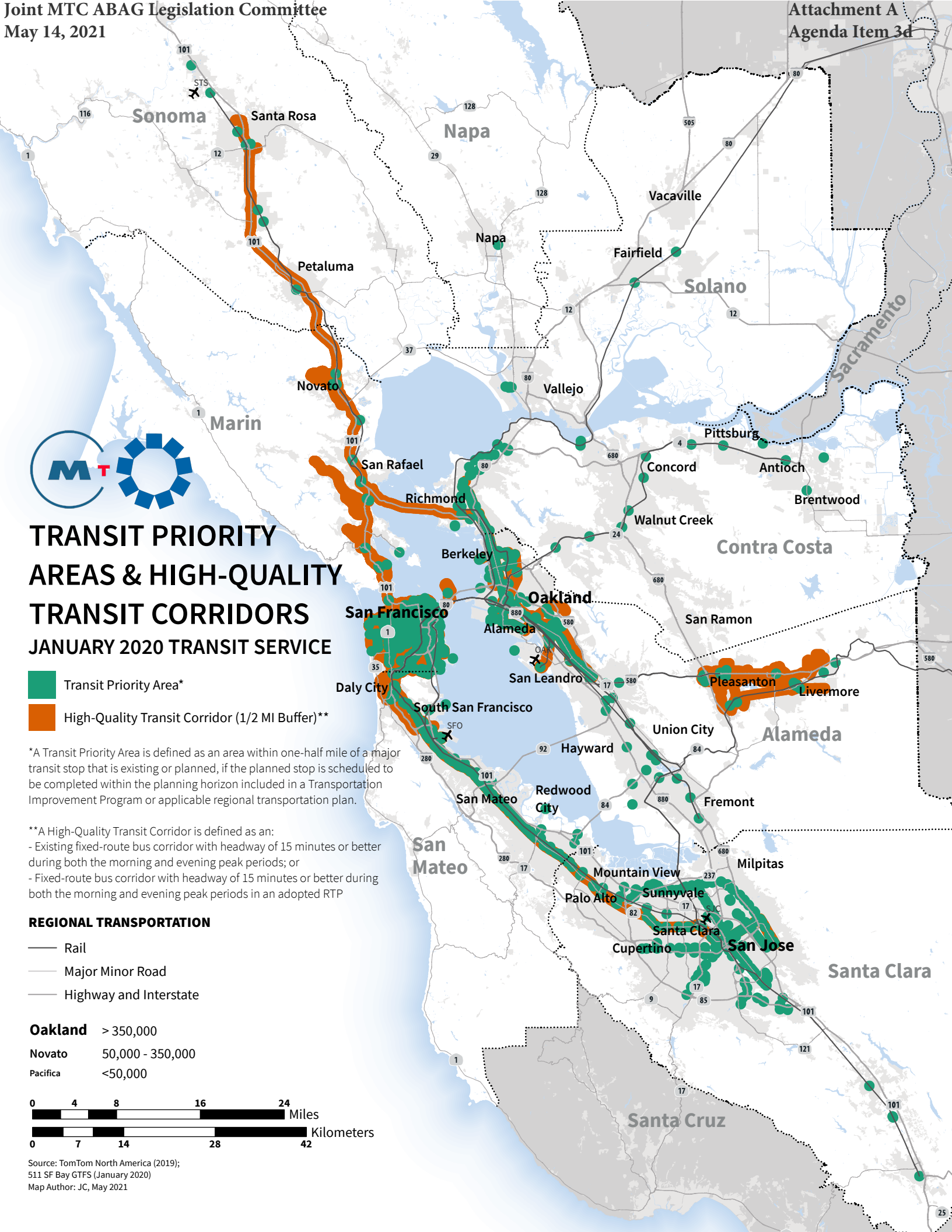
## REGIONAL TRANSPORTATION

- Rail
- Major Minor Road
- Highway and Interstate

**Oakland** > 350,000  
**Novato** 50,000 - 350,000  
**Pacifica** <50,000



Source: TomTom North America (2019);  
511 SF Bay GTFS (January 2020)  
Map Author: JC, May 2021



**AB 1401 (Friedman) Bill Positions  
(As of 4/29/21)**

**Support**

Abundant Housing LA (Co-Sponsor)  
California YIMBY (Co-Sponsor)  
Council of Infill Builders (Co-Sponsor)  
SPUR (Co-Sponsor)  
350 Bay Area Action  
AARP  
Active SGV, a Project of Community Partners  
Bay Area Council  
Bay Area Rapid Transit (BART)  
Cal Asian Chamber of Commerce  
California Downtown Association  
California Interfaith Power & Light  
California Restaurant Association  
California State University, Pomona,  
College of Environmental Design  
Casita Coalition  
CBIA  
Central City Association  
Chan Zuckerberg Initiative  
Circulate San Diego  
City Council Member, City of Gilroy  
Civic Enterprise  
Coddling Enterprises  
East Bay for Everyone  
Fieldstead and Company, INC.  
Greenbelt Alliance  
Habitat for Humanity California  
Hello Housing  
Housing Action Coalition  
Independent Hospitality Coalition  
LISC San Diego  
Local Government Commission  
Long Beach YIMBY  
MidPen Housing  
Modular Building Institute  
Mountain View YIMBY  
Natural Resources Defense Council  
Northern Neighbors  
Parkade

Peninsula for Everyone  
People for Housing - Orange County  
Related California  
San Fernando Valley YIMBY  
San Francisco YIMBY  
Santa Cruz YIMBY  
Silicon Valley Leadership Group  
South Bay YIMBY  
Streets for All  
Streets for People Bay Area  
Turner Center for Housing Innovation at the  
University of California, Berkeley  
The Two Hundred  
TMG Partners  
Transform  
UC Berkeley School of Law's Center for  
Law, Energy, and the Environment  
UCLA Department of Urban Planning  
Urban Environmentalists  
Urban Mix Development  
West Third Street Parking and Public  
Improvement Association  
YIMBY Action

*Support If Amended*

American Planning Association, California  
Chapter

**Opposition**

Albany Neighbors United  
California Cities for Local Control  
California Contract Cities Association  
Century Glen HOA  
City of Corona  
City of Fountain Valley  
City of Pleasanton  
Livable California  
Town of Truckee  
Ventura Council of Governments



# MINIMUM PARKING REQUIREMENTS

Joint MTC ABAG  
Legislation Committee  
May 14, 2021



# WHY ADDRESS PARKING POLICY?

## **VMT and Emission Reduction**

- Parking increases vehicle miles traveled, resulting in more traffic, more emissions, and reduced safety

## **Focused Growth and Vibrant Communities**

- Parking takes up space that could be used for other purposes

## **Affordable Housing and Transportation**

- Parking increases costs and hinders equitable development and access

## ***Regional & Local Policies and Priorities***

- *VMT mitigation (SB 743, TDM Ordinances, PDAs and transit-oriented developments)*
- *GHG mitigation (Plan Bay Area 2050, Climate Action Plans)*
- *Health and safety (Vision Zero, AB 617 and air quality improvement)*
- *Mobility and activation improvements (Complete Streets, Slow Streets, multimodal and emerging mobility planning)*
- *Housing planning and development (PDA, RHNA, General Plan and Housing Element)*
- *Equity goals (affordability, transportation accessibility, Environmental Justice)*



PARKING  
TAKES  
UP A  
LOT OF  
SPACE







\$75,000 \$75,000 \$75,000 \$75,000 \$75,000 \$75,000 \$75,000 \$75,000 \$75,000 \$75,000

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PARKING COSTS A LOT  
TO BUILD





**PARKING COSTS A LOT  
FOR RESIDENTS**



SPACE  
&  
COST

AT THE EXPENSE  
OF OTHER  
USES





28% UNUSED SPACES  
= 1.1 M SQ FT  
= \$198 M





# Aligning Parking Requirements with Goals

## **VMT and Emission Reduction**

- Parking increases vehicle miles traveled, resulting in more traffic, more emissions, and reduced safety

## **Focused Growth and Vibrant Communities**

- Parking takes up space that could be used for other purposes

## **Affordable Housing and Transportation**

- Parking increases costs and hinders equitable development and access

## ***Regional & Local Policies and Priorities***

- *VMT mitigation (SB 743, TDM Ordinances, PDAs and transit-oriented developments)*
- *GHG mitigation (Plan Bay Area 2050, Climate Action Plans)*
- *Health and safety (Vision Zero, AB 617 and air quality improvement)*
- *Mobility and activation improvements (Complete Streets, Slow Streets, multimodal and emerging mobility planning)*
- *Housing planning and development (PDA, RHNA, General Plan and Housing Element)*
- *Equity goals (affordability, transportation accessibility, Environmental Justice)*







Cory Alan David



MTC/ABAG  
San Francisco, CA.  
Cc: South San Francisco City Council

To whom it may concern:

To be perfectly honest, as I have been trying to develop a strategy to address, what I consider unlawful, state and local municipalities' attempts to make material changes to home purchase contracts utilizing SB9 and 10, I am anything but pleased to learn of AB1401.

I read the detailed justifications for allowing a developer to decline to provide automobile parking for residential housing within one half mile of defined public transportation, if he sees fit. Of course, if he feels magnanimous, he can do so at considerable expense. Not likely. This waiver is predicated on the assumption that proximity to adequate transit means that no residents of these developments will own cars as the proximity to transit will supersede this need. You also have stated that the parking needs addressed in existing projects have often been excessive and wasteful. This is not evident in my community as parking is always in short supply. While I would agree that public transit might adequately address transportation needs for work, I would vehemently disagree that public transit is equipped to facilitate the many ways to enjoy Northern California. I believe that many new residents of these "parking free" projects will still need to own and operate a car and need a parking space.

If you will permit me to speak for the cynics among us, I don't believe that this elimination of previously mandated parking requirements is anything other than a transparent attempt to lower building costs for the developer and allow him to squeeze even more high density housing into a defined space. The lower cost, increased square footage and associated profit will find its way to the developer. As the figures of \$30,000-\$75,000 per parking space is considerable, the incentive to increase profit is highly evident. There is absolutely no guarantee that these savings will find their way to the end user.

So the same cynicism is going to assume that the "powers that be" will force this legislation through without consideration of the desires of the existing residents of the affected communities. That being the case, I'd like to call your attention to the fact that current homeowners historically were forced to comply with stringent parking requirements, often at considerable expense. You are not requiring future housing developments to do the same predicated on a number of assumptions. As those of us in opposition to this failure to address parking will be at the mercy of these assumptions, I would like to offer a plan to make absolutely sure that current residents are not saddled with the consequences of any miscalculation. I believe a mandated parking permit program be instituted within five miles of these projects that have neglected to provide parking. Further studies could adjust this distance up or down when it is determined how resourceful these new residents will be when searching for a place to park a car. If you find parking permits off putting, perhaps homeowners should be instructed to contact the police should an unfamiliar vehicle repeatedly find its way into a neighborhood and be parked overnight. A simple check of the registered address, (assuming it is up to date, if it is from outside the area, that is telling in itself) indicating the owner resides at a housing development in proximity that did not provide parking and a patrol officer could call in a tow truck and have the vehicle impounded. Now as this might seem extreme to address a problem that you have openly implied will not exist, you have absolutely nothing to lose by instituting and enforcing these measures. I will assume you would never expect taxpaying members of the existing community to subsidize the developer by allowing him to rely on publicly funded and maintained street parking for his tenants. Remember, he chose not to provide parking as you gave him permission.

Thank you in advance for providing an ear to these concerns and I would hope you would validate my efforts with a response. Cory A. David