



Metropolitan Transportation Commission

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

Meeting Agenda

Programming and Allocations Committee

Committee Members:

David Rabbitt, Chair Gina Papan, Vice Chair

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

Miley, Hillary Ronen, Amy R. Worth

Non-Voting Member: Dina El-Tawansy

Wednesday, June 9, 2021

9:45 AM

Board Room - 1st Floor (REMOTE)

The Programming and Allocations Committee is scheduled to meet on Wednesday, June 9, 2021 at 9:45 a.m., in the Bay Area Metro Center (Remotely), or immediately following the 9:40 a.m. Administration Committee meeting. In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 issued by Governor Newsom on March 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, the meeting will be conducted via webcast, teleconference, and Zoom for committee, commission, or board members who will participate in the meeting from individual remote locations. A Zoom panelist link for meeting participants will be sent separately to committee, commission, or board members.

The meeting webcast will be available at

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

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

Attendee Link: <https://bayareametro.zoom.us/j/88566085502>

Or iPhone one-tap: US: +14086380968,,88566085502# or +16699006833,,88566085502#

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

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

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

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

Webinar ID: 885 6608 5502

International numbers available: <https://bayareametro.zoom.us/u/k7RaH1wlb>

Detailed instructions on participating via Zoom are available at:

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

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

1. Call to Order / Roll Call / Confirm Quorum

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

2. Consent Calendar

- 2a. [21-0717](#) Minutes of the May 12, 2021 meeting
- Action:** Committee Approval
- Attachments:** [2a - 21-0717 - May 12 Prog&Allocations Draft Minutes.pdf](#)
- 2b. [21-0590](#) Regional Measure 3 (RM3): Preserving RM3 Eligibility for Salesforce Center
- Action:** Committee Approval
- Presenter:** Cheryl Chi
- Attachments:** [2b - 21-0590 - Preserving RM3 Eligibility for Salesforce.pdf](#)
- 2c. [21-0719](#) Regional Cap and Trade Priorities: Affordable Housing and Sustainable Communities. Recommended priorities, based on the Commission's adopted criteria, for Round 6 of the statewide, Cap and Trade-funded Affordable Housing and Sustainable Communities (AHSC) program.
- Action:** Commission Approval
- Presenter:** Anne Spevack
- Attachments:** [2c - 21-0719 - AHSC Regional Priorities_.pdf](#)
- 2d. [21-0722](#) Concurrence Request for STIP Amendments. State Transportation Improvement Program (STIP) Amendment Request for Alameda, Marin, Napa, San Francisco, Solano, and Sonoma Counties. Concurrence with STIP Amendment Requests to program \$13.5 million in federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) as a part of the 2021 Mid-Cycle STIP.
- Action:** Committee Approval
- Presenter:** Karl Anderson
- Attachments:** [2d - 21-0722 - STIP Amendment.pdf](#)

- 2e. [21-0721](#) MTC Resolution Nos. 4169, Revised, and 4457, Revised. Re-allocate and extend approximately \$10.0 million in expired BATA Project Savings funds and \$16.5 million in BATA Project Savings funds set to expire in 2021. Revise FY2020-21 AB 664 Bridge Toll funds program of projects to program approximately \$0.6 million in residual funds from expired prior-year allocations.

Action: Commission Approval

Presenter: Margaret Doyle

Attachments: [2e - 21-0721 - Reso-4169 BATA PS Extension.pdf](#)

- 2f. [21-0720](#) MTC Resolution No. 4428, Revised and 4429, Revised. Proposal to increase the FY 2020-21 Regional Measure 2 (RM2) Operating Program to add approximately \$478,000 for Clipper and allocate these funds to Clipper.

Action: Commission Approval

Presenter: Cheryl Chi

Attachments: [2f - 21-0720 - Resos-4428-4429 Clipper.pdf](#)

- 2g. [21-0632](#) MTC Resolution Nos. 3989, Revised and 4469. Funding exchange agreement with the Solano Transportation Authority (STA) for the I-80 managed lanes project.

Action: Commission Approval

Presenter: Ross McKeown

Attachments: [2g - 21-0632 - Resos-3989-4469 STA Funding Exchange.pdf](#)

- 2h. [21-0587](#) MTC Resolution No. 4470. Allocation of FY 2021-22 Transportation Development Act (TDA) funds to County Controllers for TDA administration and to MTC for TDA administration and planning.

Action: Commission Approval

Presenter: Cheryl Chi

Attachments: [2h - 21-0587 - Reso-4470 TDA Admin and Planning.pdf](#)

- 2i. [21-0804](#) MTC Resolution No. 4475, Revised. 2021 Transportation Improvement Program (TIP) Amendment 2021-06.

Action: Commission Approval

Presenter: Adam Crenshaw

Attachments: [2i - 21-0804 - Reso-4475 TIP Amendment 2021-06.pdf](#)

3. Regional

- 3a. [21-0750](#) MTC Resolution No. 4320, Revised. Clipper® START Pilot Extension
- Request to extend the Clipper® START Pilot by 18 months until June 2023.
- Action:** Commission Approval
- Presenter:** Drennen Shelton
- Attachments:** [3a - 21-0750 - Reso-4320 - Clipper START Extension.pdf](#)
- 3b. [21-0718](#) MTC Resolution Nos. 4411, Revised, and 4412, Revised.
- Regional Measure 3 (RM3): North Bay Transit Access Improvements Programming and RM3 Letter of No Prejudice (LONP) to the Napa Valley Transportation Authority (NVTa) for the Vine Transit Maintenance Facility.
- Action:** Commission Approval
- Presenter:** Anne Spevack
- Attachments:** [3b - 21-0718 - Reso-4411-4412 - RM3 NorthBayTransit VineMaintenance.pdf](#)
- 3c. [21-0586](#) MTC Resolution Nos. 4464, 4465, 4466, 4467, and 4471
- Allocation of \$344 million in FY2021-22 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), and AB1107 funds to four transit operators, MTC, and the Transbay Joint Powers Authority (TJPA) to support transit operations and capital projects in the region.
- Action:** Commission Approval
- Presenter:** Cheryl Chi
- Attachments:** [3c - 21-0586 - Resos-4464-4465-4466-4467-4471 Transit Ops Allocations.pdf](#)

4. Federal

- 4a. [21-0695](#) MTC Resolution No. 4202, Revised.
- Revisions to the One Bay Area Grant (OBAG 2) program, including programming of \$83 million to various projects within the Safe and Seamless Mobility Quick-Strike program.
- Action:** Commission Approval
- Presenter:** Mallory Atkinson
- Attachments:** [4a - 21-0695 - Reso-4202 - Quick Strike.pdf](#)

4b. [21-0692](#) American Rescue Plan Act Transit Funding Policy Considerations

As the Commission considers the programming of \$1.68 billion in emergency formula funding for public transit from the American Rescue Plan (ARP) Act staff will present a range of policy considerations to help inform the discussions around how best to program the funds to ensure that public transit service is available for the Bay Area.

Action: Information

Presenter: Theresa Romell

Attachments: [4b - 21-0692 - ARP Funding Considerations.pdf](#)
 [4b - 21-0692 - ARP Funding Considerations Presentation.pdf](#)

5. Information

5a. [21-0581](#) California Transportation Commission (CTC) Update

An update on the May 12-13, 2021 CTC meeting and other state funding activities.

Action: Information

Presenter: Kenneth Kao

Attachments: [5a - 21-0581 PAC CTC Update.pdf](#)

6. Public Comment / Other Business

7. Adjournment / Next Meeting

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

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

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0717 **Version:** 1 **Name:**
Type: Minutes **Status:** Committee Approval
File created: 4/28/2021 **In control:** Programming and Allocations Committee
On agenda: 6/9/2021 **Final action:**
Title: Minutes of the May 12, 2021 meeting
Sponsors:
Indexes:
Code sections:
Attachments: [2a - 21-0717 - May 12 Prog&Allocations Draft Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of the May 12, 2021 meeting

Recommended Action:
Committee Approval



Metropolitan Transportation Commission Meeting Minutes

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

Programming and Allocations Committee

Committee Members:

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

Wednesday, May 12, 2021

10:00 AM

Board Room - 1st Floor (REMOTE)

Call Remote Meeting to Order

1. Roll Call / Confirm Quorum

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

Non-Voting Member Absent: Commissioner El-Tawansy

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

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

2. Consent Calendar

Roland Lebrun was called to speak.

Commissioner Glover was absent for the Consent Calendar.

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

Aye: 7 - Commissioner Abe-Koga, Commissioner Chavez, Commissioner Miley, Vice Chair
Papan, Chair Rabbitt, Commissioner Ronen and Commissioner Worth

Absent: 1 - Commissioner Glover

2a. [21-0560](#) Minutes of the April 14, 2021 meeting

Action: Committee Approval

- 2b.** [21-0577](#) MTC Resolution No. 3664, Revised. Regional Measure 2 (RM2) Project 32: Allocation of \$230,000 in RM2 funds to the Livermore Amador Valley Transit Authority (LAVTA) for the Rapid Bus Stop Improvement Project.
- Action:** Commission Approval
- Presenter:** Anne Spevack
-
- 2c.** [21-0562](#) MTC Resolution Nos. 3989, Revised and 4468. Agreement for the Exchange of MTC Regional Discretionary Funds with Transportation Authority of Marin Unrestricted funds for the US 101 High Occupancy Vehicle (HOV) Lane project.
- Action:** Commission Approval
- Presenter:** Ross McKeown
-
- 2d.** [21-0584](#) MTC Resolution No. 4462. Adoption of the FY2021-22 Regional State Transit Assistance (STA) Program to program \$8.6 million to MTC projects that support regional coordination including Clipper and the Regional Transit Card programs.
- Action:** Commission Approval
- Presenter:** Cheryl Chi
-
- 2e.** [21-0561](#) MTC Resolution No. 4475, Revised. 2021 Transportation Improvement Program (TIP) Amendment 2021-05.
- Action:** Commission Approval
- Presenter:** Adam Crenshaw
-
- 2f.** [21-0576](#) Regional Measure 2 (RM2) and Regional Measure 3 (RM3) Capital Programs: Semi-Annual Update.
- Action:** Information
- Presenter:** Anne Spevack

3. Regional

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

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

Action: Commission Approval

Presenter: Cheryl Chi

Commissioner Glover returned after the Consent Calendar vote.

Upon the motion by Commissioner Chavez and the second by Vice Chair Papan, the Committee unanimously approved the referral of MTC Resolution No. 4463 to the Commission for approval. The motion carried by the following vote:

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

4. Federal

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

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

Action: Commission Approval

Presenter: Theresa Romell

Written public comments were received from SPUR; and Silicon Valley Leadership Group, SPUR, and Bay Area Council.

Roland Lebrun was called to speak.

Commissioner Chavez left during agenda item 4a.

Upon the motion by Vice Chair Papan and the second by Commissioner Glover, the Committee unanimously approved the referral of MTC Resolution No. 4202, Revised. The motion carried by the following vote:

Aye: 7 - Commissioner Abe-Koga, Commissioner Glover, Commissioner Miley, Vice Chair Papan, Chair Rabbitt, Commissioner Ronen and Commissioner Worth

Absent: 1 - Commissioner Chavez

4b. [21-0563](#) Proposed Principles and Approach to the Distribution of Transit Funding from the American Rescue Plan Act of 2021

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

Action: Commission Approval

Presenter: Therese McMillan and William Bacon

Written public comments were received from Santa Rosa City Bus, Sonoma County Transit, and SMART; SFMTA and General Manager; and Silicon Valley Leadership Group, SPUR, and Bay Area Council.

The following members of the public were called to speak: Katy (Peoples Transit Alliance), Nathan (Peoples Transit Alliance), Seamus Murphy (San Mateo County Transit District), John Courtney (ATU Local 265), Richard Marcantonio, Adina Levin, Roland Lebrun, Hayley Currier (Transform), Bob Allen (Urban Habitat), Jonathan Kass (SPUR), Derek Sagehorn (East Bay Transit Riders Union), John Minot (East Bay Transit Riders Union), Andrea Lowe (Peoples Transit Alliance), Joty Dhaliwal (Peoples Transit Alliance), Chris Rogers (Mayor, City of Santa Rosa), Aleta Dupree, Shane Weinstein (ATU Local 1575), Marina Secchitano (Inlandboatmans Union), Chris Arvin, and Zack Deutsch-Gross (SF Transit Riders).

Commissioner Abe-Koga and Commissioner Ronen left during agenda item 4b.

Chair Pedroza was deputized to make quorum for agenda item 4b and voted Aye.

Upon the motion by Vice Chair Papan and the second by Commissioner Glover, the Committee unanimously approved the referral of the Proposed Principles and Approach to the Distribution of Transit Funding from the American Rescue Plan Act of 2021 to the Commission for approval. The motion carried by the following vote:

Aye: 4 - Commissioner Glover, Vice Chair Papan, Chair Rabbitt and Commissioner Worth

Absent: 3 - Commissioner Abe-Koga, Commissioner Chavez and Commissioner Ronen

Abstain: 1 - Commissioner Miley

5. Public Comment / Other Business

Roland Lebrun was called to speak.

Aleta Dupree was called to speak.

6. Adjournment / Next Meeting

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0590 **Version:** 1 **Name:**

Type: Report **Status:** Committee Approval

File created: 4/1/2021 **In control:** Programming and Allocations Committee

On agenda: 6/9/2021 **Final action:**

Title: Regional Measure 3 (RM3): Preserving RM3 Eligibility for Salesforce Center

Sponsors:

Indexes:

Code sections:

Attachments: [2b - 21-0590 - Preserving RM3 Eligibility for Salesforce.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Regional Measure 3 (RM3): Preserving RM3 Eligibility for Salesforce Center

Presenter:

Cheryl Chi

Recommended Action:

Committee Approval

Metropolitan Transportation Commission Programming and Allocations Committee

June 9, 2021

Agenda Item 2b - 21-0590

Regional Measure 3 (RM3): Preserving RM3 Eligibility for Salesforce Center

Subject: Request for the MTC Executive Director, or designee to send a letter to the Transbay Joint Powers Authority to preserve their ability to receive RM3 operating funds for FY 2019-20 through FY 2021-22. Approval to allocate future RM3 funds would still require further Commission action.

Background: Regional Measure 3 was approved by voters on June 5, 2018. On January 1, 2019, BATA implemented the first dollar of the associated toll increase allowed by the measure. Since RM3 remains in litigation, collected revenues are being held in escrow and RM3 funds are currently not being allocated to projects. As with Regional Measure 2, a maximum percentage of total RM3 revenue shall be made available annually for the purposes of providing operating assistance.

The Transbay Joint Powers Authority (TJPA) has been identified to receive a portion of RM3 operating funds to support operations of the Transbay Terminal, the Salesforce Transit Center. Last fiscal year, TJPA requested approval to be eligible for future reimbursement of operating expenses incurred in FY 2019-20. Due to Shelter-in-Place (SIP) orders and efforts related to the pandemic, staff was unable to address their request at that time. TJPA has made an additional request to be able to be reimbursed for eligible costs incurred in FY 2020-21 as well as the upcoming fiscal year, FY 2021-22.

MTC Policy Precedent

The Regional Measure 3 Policies and Procedures (MTC Resolution 4404) includes the following provision specific to capital projects:

“The Commission will consider approving a Letter of No Prejudice (LONP) to preserve RM3 eligibility for project expenses prior to the allocation of RM3 funds. . . .Following issuance of an LONP, if and when RM3 funds are available, the Commission would consider an allocation of funds for the work scope covered under the LONP. After allocation approval, eligible expenses incurred under the RM3 LONP, back to the date of the LONP approval, would then be eligible for reimbursement with RM3 funds.” (page 14)

While specific to capital projects, staff recommends that similar consideration be made for costs incurred for operating projects, where a single project sponsor has been identified

Transbay Terminal and Letter Request

The RM3 expenditure plan includes operating funds for the San Francisco Transbay Terminal, under the following project description:

“Eight percent of the amount available for operating assistance. . . , not to exceed five million dollars (\$5,000,000). These funds are available for transportation-related costs associated with operating the terminal. The Transbay Joint Powers Authority shall pursue other long-term, dedicated operating revenue to fund its operating costs. To the extent that a portion or all of the toll revenue provided pursuant to this subparagraph is not needed in a given fiscal year, the Metropolitan Transportation Commission shall reduce the allocation accordingly.” SHC 30914.7 (c)(2)(a)


The Salesforce Transit Center reopened on July 1, 2019. Budget information as well as the FY 2019-20 fiscal audit demonstrate a need for RM3 operating funding. Annual funding for the three fiscal years under consideration would likely be significantly less than the amount identified in statute because the current RM3 toll rate is less than the \$3 authorized and toll collection has been reduced due to the COVID-19 pandemic.

Since Regional Measure 3 remains in litigation, staff recommends that approval be granted to the request from TJPA to preserve the eligibility for RM3 operating funds. If RM3 litigation is successfully resolved, staff will assess the eligibility of operating costs incurred and the need for funding before recommending an allocation of funds for FY 2019-20 through FY 2021-22 expenses, up to the amount permissible for any given fiscal year.

Issues: MTC typically does not allow reimbursement for operating costs after the fiscal year that revenue is earned or that the costs have been incurred. Any costs incurred by TJPA that rely on eventual RM3 funds are performed at-risk to the project sponsor and there is no guarantee of reimbursement.

Recommendation: Direct the MTC Executive Director, or designee to send a letter to TJPA clarifying that past and future eligible operating costs incurred in the operation of the Transbay Terminal may be reimbursed by the Commission subject to available funding and other conditions as the Commission may determine.

Attachments: None.



Therese W. McMillan



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	21-0719	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	4/28/2021	In control:		Programming and Allocations Committee	
On agenda:	6/9/2021	Final action:			
Title:	Regional Cap and Trade Priorities: Affordable Housing and Sustainable Communities. Recommended priorities, based on the Commission's adopted criteria, for Round 6 of the statewide, Cap and Trade-funded Affordable Housing and Sustainable Communities (AHSC) program.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	2c - 21-0719 - AHSC Regional Priorities .pdf				

Date	Ver.	Action By	Action	Result
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Subject:

Regional Cap and Trade Priorities: Affordable Housing and Sustainable Communities.
Recommended priorities, based on the Commission's adopted criteria, for Round 6 of the statewide, Cap and Trade-funded Affordable Housing and Sustainable Communities (AHSC) program.

Presenter:

Anne Spevack

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

June 9, 2021

Agenda Item 2c - 21-0719

Regional Cap and Trade Priorities: Affordable Housing and Sustainable Communities

Subject: Recommended priorities, based on the Commission's adopted criteria, for Round 6 of the statewide Cap and Trade-funded Affordable Housing and Sustainable Communities (AHSC) program.

Background: The Affordable Housing and Sustainable Communities Program (AHSC) is a statewide competitive program to provide grants and loans for affordable housing and transportation infrastructure connecting the housing projects to transit, with an emphasis on infill and compact transit-oriented development. The State Strategic Growth Council (SGC) is responsible for the overall administration of the program, including project evaluation and the approval of funding awards. Round 6 of the program was announced with a funding availability of approximately \$405 million. Applications were due in early June, and the SGC will announce awards in October.

Applications from the Region

There were 16 applications submitted from the Bay Area for Round 6 of the AHSC program. Table 1 summarizes the region's applications. Application details were being finalized at the time of mailout prior to the June 8th application deadline. Further details of the applications are provided in Attachments A and B.

Table 1: Affordable Housing and Sustainable Communities Applications

	Bay Area Applications	Statewide Program Requirements
Number of applications	16	
Total \$ requested	\$378 million	
Total affordable units proposed	1,734	
% funds in Disadvantaged Communities	37%	50% min. required
% funds in Transit Oriented Development (TOD)	53%	35% min. set-aside
% funds in Integrated Connectivity Projects (ICP)	47%	45% min. set-aside
% funds in Rural Innovation Project Area (RIPA)	0	10% min. set-aside

Nearly all of the AHSC applications from the region restrict nearly 100% of units to incomes of 60% of the area median income (AMI) or lower. Together, the applications would result in 1,788 new units, 1,734 of them affordable.

In total, the transportation components of the proposed projects would fund 16 new BART cars and upgraded faregates at six BART stations; seven electric traincars for Caltrain, three electric SamTrans buses, construction on the SMART infill station in Petaluma North; many miles of sidewalks,

bike lanes, and multi-use paths; and amenities at bus stops and rail stations. Affordable housing developments would implement a variety of programs, including free and discounted transit passes for residents, job training programs and bicycle education classes.

Applications from the region for Round 6 show a greater geographic diversity than in previous rounds, which favored San Francisco and Alameda County. This year, half of the applications from the Bay Area, and more than half of the AHSC funding request, are in other counties (Contra Costa, Santa Clara, San Mateo, and Sonoma). Staff believes it would be beneficial to continue to increase the spread of applications from throughout the region and will continue to work with partners to encourage this.

Regional Endorsement

Following awards made from project category set-asides totaling 80% of the program, the remaining 20% of the program is discretionary. The state's AHSC Steering Committee and SGC's Council will take factors including geographic balance and MPO prioritization into account when awarding from the discretionary amount. The regional criteria adopted by the Commission in November 2017 (Attachment C) recommend prioritizing applications for roughly 60% of the overall program funding (which would be \$243 million of the \$405 million available), with an award target of at least 40% (\$162 million), based on the region's performance in previous funding rounds. The region's funding requests totaling up to \$378 million are well above the 60% target, however, all applications adhere strongly to the regional criteria.

Therefore, for the state's consideration of projects for the 10% discretionary funds, staff recommends that the Commission endorse all projects as worthy of funding to the AHSC Steering Committee and Strategic Growth Council. Attachment D presents evaluation issues and highlights relative to the regional criteria.

Issues:


Applications in Disadvantaged Communities: The program has a 50% set-aside for projects located in and benefitting Disadvantaged Communities (DACs). This year, six applications totaling 37% of the region's funding request are located in DACs, lower than the statewide minimum but similar to last year's AHSC request. Although many projects will serve DACs through the purchase of additional transit vehicles or connections to regional trails, starting this round DAC status is determined exclusively by the location of the affordable housing developments. Staff believe that while investment in DACs is important, concentrating affordable housing in lower-opportunity areas could reinforce or worsen economic disparities

and concentration of poverty. Staff will continue to advocate to SGC to adapt the program to encourage an equitable mix of housing throughout the region.

State scoring process: State scoring panels are currently reviewing applications against various threshold requirements, and it is possible that not all applications will pass the thresholds and move on to further scoring where MPO input is considered.

Recommendation: Refer regional endorsement to the Commission for approval, and direct MTC staff to submit list to SGC

Attachments: Attachment A: AHSC Project Detail Table
Attachment B: AHSC Project Descriptions
Attachment C: Regional Criteria for Prioritizing Final Applications under the Affordable Housing and Sustainable Communities Program
Attachment D: Evaluation Issues and Highlights



Therese W. McMillan

Attachment A

Affordable Housing and Sustainable Communities Program Round 6 -- MTC Endorsements

(sorted alphabetically by County, City, Project Title)

Project Title	City	County	Project Type	DAC	AHSC Funds Requested (\$ millions)	Total Project Cost (\$ millions)	Funding Leverage	Total Units	Total Restricted Affordable Units	Transit Station Emphasis
Nellie Hannon Gateway Affordable Housing and Sustainable Transportation Improvements	Emeryville	Alameda	ICP	Yes	20.0	89.6	348%	90	89	BART MacArthur
Lake Merritt BART Senior Affordable Housing	Oakland	Alameda	TOD	Yes	24.4	96.8	297%	97	97	BART Lake Merritt
Longfellow Corner	Oakland	Alameda	TOD	Yes	19.6	89.3	356%	77	76	N/A (benefits BART service)
Lazuli Landing	Union City	Alameda	ICP	No	21.1	91.3	332%	81	74	BART Union City
Mayfair El Cerrito	El Cerrito	Contra Costa	TOD	No	26.9	54.7	103%	69	68	BART El Cerrito Del Norte
Metrowalk Richmond	Richmond	Contra Costa	TOD	Yes	29.9	31.5	5%	150	149	BART Richmond
699 YVR Affordable Housing and Sustainable Transportation Improvements	Walnut Creek	Contra Costa	ICP	No	20.4	83.6	310%	97	96	BART Walnut Creek
Balboa Reservoir	San Francisco	San Francisco	TOD	No	30.0	118.8	296%	123	87	BART Balboa Park
Sunnydale HOPE SF Block 3A	San Francisco	San Francisco	ICP	No	21.7	78.4	261%	80	80	N/A (benefits to Caltrain service)
Sunnydale HOPE SF Block 3B	San Francisco	San Francisco	ICP	No	16.4	89.3	445%	90	90	Multiple stops on SFMTA 29-Sunset line
The Kelsey Civic Center	San Francisco	San Francisco	TOD	No	29.3	120.8	313%	112	111	Multiple SFMTA stops on Mission and Folson St
965 Weeks Street	East Palo Alto	San Mateo	ICP	Yes	19.8	120.3	508%	136	135	N/A (benefits Caltrain and SamTrans service)
Middlefield Junction	Redwood City	San Mateo	ICP	No	25.5	152.4	498%	179	179	N/A (benefits Caltrain service)
Dupont Apartments	San Jose	Santa Clara	TOD	No	12.8	110.6	763%	141	139	N/A (benefits Caltrain service)
Tamien Station ToD	San Jose	Santa Clara	TOD	Yes	29.9	124.9	318%	135	134	VTA Tamien Station
Meridian at Corona Station	Petaluma	Sonoma	ICP	No	30.0	84.0	180%	131	130	SMART Petaluma North

Note: Information is as provided by applicants prior to the application due date. Minor changes to the project details would not affect staff's recommendation of endorsement.

Attachment B

Affordable Housing and Sustainable Communities Program Round 6 – Application Details

(sorted alphabetically by County, City, Project Title)

Project Title	Applicant Organization(s)	City	County	Total AHSC Funds Requested
Nellie Hannon Gateway Affordable Housing and Sustainable Transportation Improvements	Resources for Community Development	Emeryville	Alameda County	\$20.0 million
Housing Development	90-unit development, 100% affordable			
Sustainable Transportation Infrastructure	Purchase of 2 BART train cars; Bi-directional cycle track on 40 th St; New/improved sidewalks on 40th St and adjacent local streets			
Transportation-Related Amenities	Green infrastructure and landscaping along 40th St; Pedestrian-scale lighting at MacArthur BART Station			
Programs	Free transit passes for residents; workforce development			
Lake Merritt BART Senior Affordable Housing	East Bay Asian Local Development Corporation and Oakland Department of Transportation	Oakland	Alameda County	\$24.4 million
Housing Development	97-unit development, 100% affordable			
Sustainable Transportation Infrastructure	Purchase of 2 BART train cars; Bicycle & Pedestrian improvements on 14th St.			
Transportation-Related Amenities	NextGen Faregates for the Lake Merritt BART Station; Urban Greening on 14th St. and at Lake Merritt BART Station parking lot			
Programs	Free transit passes for residents; bicycle and pedestrian education program; workforce development			
Longfellow Corner	Resources for Community Development	Oakland	Alameda County	\$19.6 million
Housing Development	77-unit development, 100% affordable			
Sustainable Transportation Infrastructure	Purchase of 2 BART train cars; 27th Complete Street improvements			
Transportation-Related Amenities	MacArthur 40th St. Underpass Safety Improvement project (installation of lighting)			
Programs	Bicycle education classes			
Lazuli Landing	MidPen Housing Corp	Union City	Alameda County	\$21.1 million
Housing Development	81-unit development; 90% affordable			
Sustainable Transportation Infrastructure	Purchase of 2 BART train cars; Class 4 bike way on Decoto Road; Pedestrian improvements on Decoto Road			
Transportation-Related Amenities	NextGen Faregates for Union City BART Station			
Programs	Transit passes for residents			
Mayfair El Cerrito	Bridge Housing Corporation and City of El Cerrito	El Cerrito	Contra Costa County	\$26.9 million
Housing Development	69-unit development, 100% affordable			

Sustainable Transportation Infrastructure	Purchase of 2 BART train cars; Buildout of bicycle and pedestrian network along San Pablo, and around the El Cerrito Norte BART Station.			
Transportation-Related Amenities	NextGen Faregates for the El Cerrito Norte BART station			
Programs	BART transit passes for residents			
Metrowalk Richmond	Pacific West Communities and City of Richmond	Richmond	Contra Costa County	\$29.9 million
Housing Development	150-unit development, 100% affordable			
Sustainable Transportation Infrastructure	Purchase of 2 BART train cars; Buildout of Phase II of the Richmond Wellness Trail (RWT) connecting Richmond BART to the new Richmond Ferry Terminal			
Transportation-Related Amenities	NextGen Faregates for the Richmond BART Station; Transit related amenity components of the Richmond Wellness Trail			
Programs	Transit passes for residents			
699 YVR Affordable Housing and Sustainable Transportation	Resources for Community Development	Walnut Creek	Contra Costa County	\$20.4 million
Housing Development	97-unit development, 100% affordable			
Sustainable Transportation Infrastructure	Purchase of 2 BART train cars; North Broadway Road diet project; Class IV buffered bicycle lanes; Enhanced pedestrian connections throughout the corridor			
Transportation-Related Amenities	NextGen Faregates for Walnut Creek BART station; Wayfinding improvements at the Walnut Creek BART station			
Programs	Workforce development			
Balboa Reservoir	Bridge Housing and the City of San Francisco	San Francisco	San Francisco County	\$30.0 million
Housing Development	123-unit development, 70% affordable			
Sustainable Transportation Infrastructure	Purchase of 2 BART train cars; Buildout of bicycle and pedestrian network on the Balboa Reservoir campus			
Transportation-Related Amenities	NextGen Faregates for the Balboa Park BART station; Buildout of lighting and urban greening within the Balboa Reservoir Campus			
Programs	Discounted BART passes			
Sunnydale HOPE SF Block 3A	The Related Companies of California and Mercy Housing	San Francisco	San Francisco County	\$21.7 million
Housing Development	80-unit development, 100% affordable			
Sustainable Transportation Infrastructure	Purchase of 2 new Caltrain vehicles; Class IV bike lane southbound between Mansell & Hahn Street; Class I bike path on Visitacion Ave.; new sidewalks, curb ramps, and a crosswalk on Visitacion Ave; curb ramp improvement at Hanh Street and Sunnydale Ave			
Transportation-Related Amenities	Lighting, seating, planting, and wayfinding in McLaren Park; Traffic control signs on Visitacion Ave			
Programs	Transit passes for residents; TDM coordinator; workforce development			

Sunnydale HOPE SF Block 3B	The Related Companies of California and Mercy Housing	San Francisco	San Francisco County	\$16.4 million
Housing Development	90-unit development, 100% affordable			
Sustainable Transportation Infrastructure	Class IV bike lane on Sunnydale Ave.; Class I repurposed multi-use path; Sidewalks on the north side of Sunnydale Ave; San Francisco MTA transit priority improvements to the 29 Sunset route			
Transportation-Related Amenities	San Francisco MTA transit stop improvements to the 29 Sunset route to reduce travel times including bus bulbs, bus pads, and sidewalk pads			
Programs	Transit passes for residents; TDM coordinator; workforce development			
The Kelsey Civic Center	Mercy Housing and City/County of San Francisco	San Francisco	San Francisco County	\$29.3 million
Housing Development	112-unit development, 100% affordable			
Sustainable Transportation Infrastructure	SFMTA's Folsom Streetscape Project (complete streets treatment); Mission SoMa transit project including red transit only lanes on Mission Street and a bus bulb.			
Transportation-Related Amenities	Folsom Streetscape Project (new transit boarding islands and bus pads)			
Programs	Transit passes			
965 Weeks Street	Mid-Peninsula The Farm, Inc. and East Palo Alto Community Alliance Neighborhood Development Organization	East Palo Alto	San Mateo County	\$19.8 million
Housing Development	136-unit development, 100% affordable			
Sustainable Transportation Infrastructure	Purchase 1 Caltrain electric rail cars; purchase 3 SamTrans electric buses; City of East Palo Alto bike route improvements; SamTrans bus route expansion of service between core of East Palo Alto to the Palo Alto Caltrain Station			
Transportation-Related Amenities	City of East Palo Alto Pedestrian Lighting and Urban Greening Improvements			
Programs	Workforce development; transit passes			
Middlefield Junction	Mercy Housing	Redwood City	San Mateo County	\$25.5 million
Housing Development	179-unit development, 100% affordable			
Sustainable Transportation Infrastructure	Partially fund 2 Caltrain electric rail cars; Class III bike routes within the project area providing; new crosswalks, raised crosswalks, rectangular rapid flash beacons and curb extensions at several intersections			
Transportation-Related Amenities	Increased pedestrian lighting, signage, urban greening, bike racks; new "smart tech" transit passenger amenities.			
Programs	Workforce development			
Dupont Apartments	First Community Housing	San Jose	Santa Clara County	\$12.8 million
Housing Development	141-unit development, 100% affordable			
Sustainable Transportation Infrastructure	Partially fund 1 Caltrain electric rail car; Two new bike boulevards and improvement of existing facilities to a Class II bikeway and a Class IV/protected intersection; Pedestrian facilities, safety improvements, and ADA accessibility throughout the area			

Transportation-Related Amenities	Wayfinding; secure bike parking; micro-mobility infrastructure; urban greening			
Programs	TBD			
Tamien Station TOD	The Core Companies	San Jose	Santa Clara County	\$29.9 million
Housing Development	135-unit development, 100% affordable			
Sustainable Transportation Infrastructure	Purchase of 2 Caltrain electric train cars; Buildout of bicycle and pedestrian network around Tamien Station			
Transportation-Related Amenities	Transit plaza amenities at Tamien Station; urban greening and lighting			
Programs	Transit passes for residents			
Meridian at Corona Station	Danco Communities and SMART	Petaluma	Sonoma County	\$30.0 million
Housing Development	131-unit development, 100% affordable			
Sustainable Transportation Infrastructure	New SMART Infill Rail Station (Petaluma North @ Corona Road); SMART Pathway McDowell Street Crossing Enhancement; Marin-Sonoma Bike Share expansion parking hubs (2); City of Petaluma Active Transportation Improvements			
Transportation-Related Amenities	Intersection and crosswalk pedestrian safety improvements; Improvements to nearby bus stops within 1 mile of station (six locations); SMART Petaluma North station amenities			
Programs	Petaluma/Sonoma County Transit enhancement of bus service frequencies to allow for departures every 15 minutes; Marin-Sonoma Bike Share operating support; Transit pass subsidy program for housing residents.			

Note: Information is as provided by applicants prior to the application due date. Minor changes to the project details would not affect staff's recommendation of endorsement.

Attachment C

Regional Criteria for Prioritizing Applications under the Affordable Housing and Sustainable Communities Program (Adopted November 15, 2017 by MTC Commission)

Overview

The Affordable Housing and Sustainable Communities (AHSC) final guidelines provide regional agencies an opportunity to advise on AHSC project selection. After an initial screening of applications for Plan Bay Area 2040 supportive elements, MTC staff will review applications and make project recommendations to the Commission for approval and transmittal to the Strategic Growth Council (SGC). The role for regional agencies in this process is advisory, meaning that SGC has the ultimate project selection authority.

Regional Bid Target

Based on program results thus far, MTC proposes a regional program target of 40%, and will prioritize applications for up to 60% of the available funding.

Project Prioritization Process

MTC staff proposes to conduct a **project prioritization process** to provide SGC with a set of regional priority projects, based on the following principles. Although these criteria are not “thresholds” that must be achieved, staff will look most favorably on applications achieving most to all of the following elements, which are listed here roughly in rank order of importance:

- 1. Significant Greenhouse Gas Reduction (GHG).** Prioritize projects that demonstrate significant GHG reduction. While the SGC will employ a statewide methodology in the final applications for quantifying GHG benefits, MTC staff also reserves the right to conduct additional GHG analysis as needed using a regional methodology.
- 2. Support Plan Bay Area 2040’s Focused Growth Investment Strategies.** Develop priorities for each of the three project area types: Transit Oriented Development (TOD), Integrated Connectivity Project (ICP), and Rural Innovation Project Area (RIPA). Prioritize projects including affordable housing developments. Where applicable, prioritize ready-to go projects within Priority Development Areas (PDAs) in high growth jurisdictions and corridors that provide access to jobs and services. Prioritize projects providing both a greater share and total number of affordable units, while also considering unit size, to address concerns about community stability and displacement. When applicable, also prioritize projects that provide funds for active Transit Oriented Affordable Housing (TOAH) projects, all of which have a strong nexus to transit and PDAs and have ownership of land for development. Projects that meet the criteria for TOAH and are at the same state of readiness will also be considered favorably.

3. **Level of Housing Affordability.** For proposals including an affordable housing development as a capital project, prioritize projects in a manner consistent with the Strategic Growth Council's AHSC scoring criteria, which places the highest priority on rental restricted units for households at lower percentages of Area Median Income.
4. **Communities of Concern/Disadvantaged Communities.** Prioritize projects located in or providing benefits to the region's Communities of Concern as well as CalEPA's defined Disadvantaged Communities. Prioritize projects that provide affordable housing in High Opportunity Areas.
5. **Support for the Region's Adopted Transit Priorities.** Prioritize projects that support the Commission's adopted transit priorities. These include the Regional Transit Expansion program of projects (Resolution 3434), Plan Bay Area 2040's regional transit funding priorities, projects under the Core Capacity Challenge Grant program, projects that support the implementation of the Transit Sustainability Project, and recommendations of the Coordinated Public Transit-Human Services Plan.
6. **Funding Leverage/Cost Effectiveness.** Prioritize projects leveraging other funding sources for local match, and projects providing greater amounts of housing at lower costs.
7. **OBAG Policy.** When applicable, OBAG's policy requirements should be applied to help determine a project's alignment with the SCS. These requirements include adherence with state and regional Complete Streets policies, General Plan Housing Element adoption and certification, and Surplus Land requirement. These policies should be applied based on the jurisdiction of where the project is located (rather than whether the local jurisdiction is listed as co-applicant).

Attachment D

**Affordable Housing and Sustainable Communities Program Round 6
Evaluation Issues and Highlights**

- *Significant Greenhouse Gas Reduction:* GHG reduction estimates for each application are calculated based on affordable housing development, provision of transit passes or bike share to residents, amount of new bicycle facilities or walkways, new or expanded transit service, and solar energy generation. GHG reductions were still being determined for most applications at the time of this writing, but combined the application are expected to result in significant GHG reductions for the region. Further, several proposed housing developments are located near existing, high-capacity rail stations and bus lines and have the opportunity to reduce vehicle miles traveled and increase opportunity in a way that is not fully captured in the program's greenhouse gas reduction analysis. These transit stations are noted in the right-most column of Attachment A, "Transit Station Emphasis".
- *Supporting Plan Bay Area's Focused Growth Investment Strategies:* Most applications are for projects in already-developed areas and are near high-capacity rail stations or bus lines. Together, the projects would add 1,788 new housing units in these areas.
- *Level of Housing Affordability:* In general, the region's applications would increase the accessibility and affordability of housing. In total, Bay Area projects would help construct 1,734 units of restricted affordable housing rental units.
- *Communities of Concern/Disadvantaged Communities:* The program has a 50% set-aside for projects located in and benefitting Disadvantaged Communities. Six Bay Area projects totaling 37% of the region's funding request are located in Disadvantaged Communities, while all applications benefit Communities of Concern through supporting improved transit amenities and/or service, including investment in regional transit.
- *Support for the Region's Adopted Transit Priorities:* In general, the region's applications support the region's priorities (Regional Transit Expansion program of projects, Plan Bay Area's Next Generation Transit program, etc.)
- *Funding Leverage/Cost Effectiveness:* Funding leverage for this program is calculated by dividing the total non-AHSC project costs (as submitted by the applicant) by the AHSC request amount. Applications in the region have a funding leverage range of 104%-1,033%. Cost effectiveness may be considered by assessing the amount of AHSC dollars requested compared to the amount of affordable housing and extent of transit improvements.
- *OBAG Policy:* All projects are located in jurisdictions that adhere with state and regional Complete Streets policies, General Plan Housing Element adoption and certification, and Surplus Land requirement.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	21-0722	Version:	1	Name:	
Type:	Resolution	Status:		Committee Approval	
File created:	4/28/2021	In control:		Programming and Allocations Committee	
On agenda:	6/9/2021	Final action:			
Title:	Concurrence Request for STIP Amendments. State Transportation Improvement Program (STIP) Amendment Request for Alameda, Marin, Napa, San Francisco, Solano, and Sonoma Counties. Concurrence with STIP Amendment Requests to program \$13.5 million in federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) as a part of the 2021 Mid-Cycle STIP.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	2d - 21-0722 - STIP Amendment.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

Concurrence Request for STIP Amendments. State Transportation Improvement Program (STIP) Amendment Request for Alameda, Marin, Napa, San Francisco, Solano, and Sonoma Counties. Concurrence with STIP Amendment Requests to program \$13.5 million in federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) as a part of the 2021 Mid-Cycle STIP.

Presenter:

Karl Anderson

Recommended Action:

Committee Approval

Metropolitan Transportation Commission Programming and Allocations Committee

June 9, 2021

Agenda Item 2d - 21-0722

Concurrence Request for STIP Amendments

Subject: State Transportation Improvement Program (STIP) Amendment Request for Alameda, Marin, Napa, San Francisco, Solano, and Sonoma Counties. Concurrence with STIP Amendment Requests to program \$13.5 million in federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) as a part of the 2021 Mid-Cycle STIP.

Background: Alameda, Marin, Napa, San Francisco, Solano, and Sonoma counties request MTC's concurrence for STIP amendments for fifteen projects. In March 2021, the California Transportation Commission (CTC) approved distributing \$31 million of federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds to the Bay Area via Regional Transportation Improvement Program (RTIP) programming capacity. The proposed amendments were developed by the Bay Area County Transportation Agencies in consultation with Caltrans and with MTC's guidance. All proposed changes are consistent with the policies and procedures adopted by the MTC Commission, set forth in MTC Resolution No. 4398, the 2020 STIP guidelines adopted by the CTC on August 14, 2019; and the 2021 Mid-Cycle STIP Guidelines adopted by the CTC on May 12, 2021.

The requested amendments include \$13.5 million in new programming for the Bay Area. Specifically, the requests consist of new programming for \$12.7 million in capital improvements and \$0.8 million to augment county Planning, Programming, and Monitoring (PPM) activities. Bay Area County Transportation Agencies will program the balance of CRRSAA-RTIP funding as a part of the upcoming 2022 STIP process, which starts this summer.

MTC's 2021 Mid-Cycle STIP programming request proposes to fund seven new projects, augment the funding plans for two existing capital RTIP projects, and augment the funding plans for six PPM projects in the Bay Area. The requested programming changes for capital projects focus investments on four highway system projects competitively selected in various Senate Bill 1 programs, one local road bicycle and pedestrian project selected for partial funding in the 2021 Regional Active Transportation Program, and four other highway system projects. The full summary of programming changes is detailed in the Attachment 1.


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

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

Issues: None.

Recommendation: Approve the requested STIP amendment concurrence from Alameda, Marin, Napa, San Francisco, Solano, and Sonoma counties and direct staff to send a letter of concurrence to Caltrans and CTC.

Attachments: Attachment 1: 2021 Mid-Cycle STIP Summary of Requested Programming
Attachment 2: CTA STIP Amendment Request Letters


Therese W. McMillan

Attachment 1

2021 Mid-Cycle STIP Summary of Requested Programming

Below is a summary of the proposed changes to program the Draft 2021 Mid-Cycle STIP CRRSAA funds by county.

Alameda County

- Program \$5,793,000 to the Alameda County Transportation Commission (ACTC)/Caltrans's Interstate 680 Southbound Express Lane from State Route 84 to Alcosta Blvd project (PPNO 2905F) Construction phase in FY 21-22¹;
- Program \$50,000 to the ACTC's Oakland/Alameda Access (I-880 Broadway-Jackson) project (PPNO 0044D) PS&E phase in FY 22-23;
- Program \$50,000 to the ACTC's I-80 Ashby Interchange Improvements project (PPNO 0069V) to the PS&E phase in FY 22-23;
- Program \$50,000 to the ACTC's I-880 Interchanges (Whipple Road/Industrial Parkway Southwest & Ind. Parkway West) Improvements project (PPNO 0023L) PS&E phase in FY 22-23;
- Program \$50,000 to the ACTC's I-880 Interchange Improvements Project (Winton Avenue and A Street) project (PPNO 0023M) PS&E phase in FY 22-23;
- Program \$315,000 to ACTC's Planning, Programming and Monitoring (PPNO 2179) in FY 22-23.

Contra Costa County

- No programming changes requested. County elects to delay programming of all funds until the 2022 STIP.

Marin County

- Program \$1,121,903 to Caltrans's US-101 Marin-Sonoma Narrows, Segment B7 project (PPNO 0361M) Construction phase in FY 21-22; and
- Program \$59,048 to TAM's Planning, Programming and Monitoring (PPNO 2127C) in FY 21-22.

Napa County

- Program \$738,769 to Caltrans's Socol Junction project (PPNO 0376) Construction Support phase in FY 21-22; and
- Program \$38,883 to NVRTA's Planning, Programming and Monitoring (PPNO 1003E) in FY 21-22.

¹ Note: ACTC has a concurrent STIP amendment for notice in May 2021 to program \$40 million to this project. The CRRSAA RTIP programming is part of the full \$40 million request and will reduce the requested amount by the same amount.

Attachment 1

San Francisco County

- Program \$3,043,238 to the San Francisco Municipal Transportation Agency's (SFMTA's) Folsom Streetscape project (PPNO 2352) Construction phase in FY 21-22; and
- Program \$160,170 to SFCTA's Planning, Programming and Monitoring (PPNO 2007) in FY 21-22.

San Mateo County

- No programming changes requested. County elects to delay programming of all funds until the 2022 STIP.

Santa Clara County

- No programming changes requested. County elects to delay programming of all funds until the 2022 STIP.

Solano County

- Program \$1,859,490 to Caltrans's Solano 80 Managed Lanes project (PPNO 0658L) Construction phase in FY 21-22; and
- Program \$97,868 to STA's Planning, Programming and Monitoring (PPNO 2263) in FY 23-24.

Sonoma County

- Program \$120,260 to SCTA's Planning, Programming and Monitoring (PPNO 0770E) in FY 21-22; and
- County elects to delay programming of the remaining \$2,284,948 as a part of the 2022 STIP.

Regional

- No programming changes requested



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City of Pleasanton
Mayor Karla Brown

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Tess Lengyel

May 10, 2021

Theresa Romell
Director of Programming and Allocations
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105

RE: Alameda CTC Request for 2021 Mid-cycle STIP Augmentation

Dear Ms. Romell:

In response to MTC's development of a regional 2021 Mid-Cycle Augmentation of the 2020 State Transportation Improvement (STIP) program of projects, Alameda County transportation Commission (Alameda CTC) is requesting the total Alameda County share of \$6.308 million for the following six projects:

1. I-680 Southbound Express Lanes from SR-84 to Alcosta Boulevard Project:

- \$5,793,000 for Construction phase in FY 2021-22.

2. Alameda CTC STIP Administration (Planning, Programming & Monitoring):

- \$315,000 for Construction phase in 2022-23.

3. Oakland/Alameda Access (I-880 Broadway-Jackson):

- \$50,000 for PSE phase in 2022-23.

4. I-80 Ashby Interchange Improvements:

- \$50,000 for PSE phase in 2022-23.

5. I-880 Interchanges (Whipple Road/Industrial Parkway Southwest & Industrial Parkway West) Improvements:

- \$50,000 for PSE phase in 2022-23.

6. I-880 Interchanges (Winton Avenue and A Street):

- \$50,000 for PSE phase in 2022-23.

The Alameda CTC will be considering this item for approval on May 27, 2021.

Please contact me at vbhat@alamedactc.org or 510-208-7430 if you have any questions regarding the proposed Alameda County 2021 Mid-Cycle Augmentation of the 2020 STIP.

Sincerely,



Vivek Bhat
Director of Programming and Project Controls

cc: Kenneth Kao, Assistant Director, MTC
Karl Anderson, Planner/Analyst, MTC
Jacki Taylor Senior Program Analyst, Alameda CTC



CONTRA COSTA
transportation
authority

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Holland White

Timothy Haile,
Executive Director

April 19, 2021

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

ATTN: Karl Anderson

Subject: 2021 Mid-Cycle State Transportation Improvement Program (STIP)
Augmentation

Dear Ms. McMillan:

Thank you for the opportunity to provide the Contra Costa Transportation Authority's (Authority) input on how to program Contra Costa's share of the 2021 Mid-Cycle STIP funds. Many projects throughout Contra Costa were put on hold due to anticipated revenue impacts of COVID-19. Approximately \$33 million is currently needed to carry out these planned local projects. In addition, transit operators in Contra Costa are still struggling with COVID-19 impacts on ridership.

The Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds will play a vital role in moving these projects forward and supporting transit operators. In June, the California Transportation Commission (CTC) will release the 2022 STIP draft fund estimate. In addition, about the same time, MTC will announce the results of the Safe and Seamless Mobility Quick-Strike program which was significantly oversubscribed. Therefore, we believe the Authority will be in a better position a few months from now to decide how to strategically program these funds in order to achieve maximum benefit in Contra Costa County.

Additionally, the Authority needs to take into consideration MTC's future decision on how to program the remaining portion of CRRSAA funds flowing through the Surface Transportation Block Grant Program formula. The Authority strongly urges MTC to delegate the programming of these funds per the formula to County Transportation Agencies without placing additional restrictions on eligibility. The Authority would also likely support programming Contra Costa's share of these funds to unfunded Contra Costa projects nominated for MTC's Quick-Strike program since the program was oversubscribed.

2999 Oak Road
Suite 100
Walnut Creek
CA 94597
PHONE: 925.256.4700
FAX: 925.256.4701
www.ccta.net

The amount of funding the Authority will receive from these sources, along with potential eligibility restrictions, will help determine which project(s) are best suited to be funded by the Authority's share of the 2021 Mid-Cycle STIP funds.

For the above reasons, the Authority plans to consolidate the programming of its share of STIP funds of \$4.1 million with the 2022 STIP. In addition, the Authority is expected to fully utilize its share of Planning, Programming and Monitoring (PPM) funds by programming in Fiscal Year 2022-23. The Authority Board is expected to take action on this item on April 21, 2021.

Please contact Hisham Noeimi, Director, Programming, at (925) 256-4731 or hnoeimi@ccta.net if you have any questions.

Sincerely,



Timothy Haile, P.E.
Executive Director



900 Fifth Avenue
Suite 100
San Rafael
California 94901

Phone: 415/226-0815
Fax: 415/226-0816

www.tam.ca.gov

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Alice Fredericks

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Stephanie Moulton-Peters
Dennis Rodoni
Judy Arnold

April 19, 2021

Kenneth Kao, Assistant Director
Funding Policy and Programs
Metropolitan Transportation Commission
375 Beale Street, Ste. 800
San Francisco, CA 94105

Subject: Request to Program RTIP-CRRSSA Funds to the Marin-Sonoma Narrows (MSN) B7 Project and Planning, Programming, and Monitoring (PPM)

Dear Mr. Kao:

The Transportation Authority of Marin (TAM) is pleased to submit requests to program Regional Transportation Improvement Program (RTIP) funds made available from the Federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) as authorized by the California Transportation Commission (CTC) on March 24, 2021.

TAM's requests include \$1,180,951 for the MSN B7 Project and \$59,048 for PPM purposes as allowed by MTC's 2021 Mid-Cycle RTIP Augmentation Policies, Procedures, and Schedule Guidelines. These RTIP programming requests are consistent with our arrangement on the RM3 LONP Request for the construction phase of the MSN B7 Project.

The TAM Board is scheduled to authorize the programming of these funds on April 22, 2021. We will follow up with a confirmation on the approval after the April 22nd TAM Board meeting.


The following attachments are enclosed with this letter:

- April 22nd TAM Board memo requesting approval to program RTIP-CRRSSA funds to the MSN Project and PPM,
- Project Programming Request (PPR) for the MSN B7 Project, and
- PPR for PPM.

Please contact David Chan, Programming Manager, at (415) 226-0821 or dchan@tam.ca.gov if you have any questions.

Thank you for facilitating our requests.

Sincerely,


Anne Richman
Executive Director

cc: Karl Anderson - MTC



April 19, 2021

Therese McMillian
Metropolitan Transportation Commission (MTC)
Bay Area Metro Center
375 Beale Street
San Francisco, California 94105

RE: Intent to Augment Soscot Junction Project Funding with CRRSAA Funds

Dear Ms. McMillian:

The Napa Valley Transportation Authority (NVTA) understands that the federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) of 2021 funds (COVID-19 Relief funds) apportioned \$912 million to the State and that California Transportation Commission (CTC) authorized \$243 million to be distributed through the STIP. From that, \$82 million in the STIP will flow to regions by formula through their RTIPs and that NVTA's allocation based on the formula amounts to \$777,652.

NVTA intends to program its funds to the Soscot Junction Project and 5% of the funds to Planning Programming and Monitoring (PPM). The project is fully funded, but some of the local developer fees that are anticipated to be available are not likely to be paid until after the project breaks ground in 2022. Programming the CRRSAA STIP funds to this project will provide certain assurances that NVTA will have the resources to fully fund this project.

Table 1 shows the amended funding plan for this project.

Table 1. Current Soscot Junction Funding Plan

Phase	Total Dollars (\$1,000s)	Funding Source
Project Approval and Environmental Document	\$6,100	STIP
Plans, Specifications and Estimates	5,045	STIP
Right of Way	300	STIP
Construction Support	3,714	Local
	422	LPP Formula
	864	STIP
Construction	22,555	STIP
	25,000	SCCP
Total	\$64,000	

The NVTA Board will act to program the funds at its April 21, 2021 meeting. NVTA will easily be able to allocate the funds by August 2024. We appreciate MTC staff's support. Please do not hesitate to contact me should you have any questions or require additional information.

Sincerely,

Kate Miller
Executive Director

cc: Kenneth Kao, MTC



**San Francisco
County Transportation
Authority**

1455 Market Street, 22ND Floor, San Francisco, California 94103

415-522-4800

info@sfcta.org

www.sfcta.org

May 12, 2021

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

SUBJECT: San Francisco Program of Projects for 2021 Mid-Cycle Regional Transportation Improvement Program (RTIP)

Dear Director McMillan:

The San Francisco County Transportation Authority (Transportation Authority) is pleased to submit requests to program the 2021 Mid-Cycle RTIP funds made available through the federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) of 2021 (COVID-19 relief funds). San Francisco has a total of \$3,203,408 that can be programmed to RTIP-eligible projects.

The Transportation Authority intends to program \$3,043,238 to the construction phase of the San Francisco Municipal Transportation Agency's (SFMTA's) Folsom Streetscape project and \$160,170 to the Transportation Authority's Planning, Programming, and Monitoring. The Folsom Streetscape project will improve bicycle and pedestrian safety and transit reliability on Folsom Street between 2nd and 11th streets. The scope includes construction of a two-way protected bikeway, upgraded bicycle and vehicle signals, bulb-outs and raised crosswalks, new midblock crosswalks, a transit-only lane, transit boarding islands, and improved curb management. The scope also includes public realm improvements such as landscaped medians, decorative pavement, cultural district signs and plaques, and additional streetlights. Design will be 99% complete in May 2021 and the SFMTA plans to award the construction contract by February 2022. The Folsom Streetscape total project cost is \$36,340,000 with a construction phase cost of \$28,240,000. The project has been successful at securing discretionary grants for construction and the recommended 2021 Mid-Cycle RTIP funds would close the remaining funding gap.

The Transportation Authority Board will consider approving San Francisco's program of projects on May 11 for the item's first approval and May 25 for final approval. Please contact Anna LaForte, Deputy Director for Policy and Programming, at anna.laforte@sfcta.org if you have any questions or need additional information. We appreciate MTC's support throughout this programming process.

Sincerely,

Tilly Chang
Executive Director



**CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY**

*Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park •
Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

April 19, 2021

Karl Anderson
Planner/Analyst, Funding Policy and Programs
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105

Subject: **Mid-Cycle 2021 STIP**

Dear Mr. Anderson:

The City/County Association of Governments of San Mateo County (C/CAG) appreciates the April 8, 2021 draft guidance on the 2021 Mid-Cycle STIP offering options for CTA's to either submit a Draft Project List by April 19, 2021 (comprised of either new projects or amending existing STIP projects) or keep the county target shares to be accounted for in the 2022 STIP Fund Estimate. We understand the process to develop the 2022 STIP will begin this Summer. We believe that this will provide us with more time to conduct a process to develop a program of projects. Based on that, C/CAG chooses to delay programming our target shares and would like the unprogrammed shares to be accounted for in the 2022 STIP Fund Estimate distribution.

We look forward to working with MTC in the upcoming months with the development of the 2022 STIP.

If you have any questions, please contact my staff, Jeff Lacap at jlacap@smcgov.org.

Sincerely,

A handwritten signature in purple ink that reads "Sandy Wong".

Sandy Wong
Executive Director C/CAG



April 15, 2021

Karl Anderson
Planner/Analyst
Funding Policy and Programs
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

Re: 2021 Mid-Cycle RTIP Augmentation

Dear Mr. Anderson:

This letter is to inform you that VTA intends to delay programming of the 2021 Mid-Cycle RTIP Augmentation until the 2022 STIP cycle this fall. VTA understands that the unprogrammed \$7,473,199 will be accounted for in the 2022 STIP Fund Estimate distribution.

Thank you for your assistance in this matter.

Best regards,

A handwritten signature in blue ink that reads 'Deborah Dagang'.

Deborah Dagang
Chief Planning & Programming Officer



Solano Transportation Authority
... working for you!

SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

One Harbor Center, Ste. 130, Suisun City, CA 94585-2473 ♦ Phone (707) 424-6075 / Fax (707) 424-6074
Email: info@sta.ca.gov ♦ Website: sta.ca.gov

May 10, 2021

Sent Via Electronic Mail

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

RE: State Transportation Improvement Program (STIP) 2021 Mid-Cycle Programming Request

Dear Mr. McMillan:

The Solano Transportation Authority (STA) is requesting MTC's concurrence on our request to the California Transportation Commission (CTC) to approve the programming of 2021 STIP Mid-Cycle funds at the June 2021 Meeting. The request is to add Mid-Cycle 2021 STIP funds in the amount of \$1,859,490 to the Solano I-80 Managed Lanes Project and \$97,868 in Planning, Programming, and Monitoring (PPM). Attached are the Project Programming Requests (PPR) for the projects.

MTC has previously committed over \$85M in funds to the Solano I-80 Managed Lanes. This new programming will reduce MTC's commit to the project by an equal amount of the additional STIP funding, \$1,859,490.

STA is also requesting concurrence to add \$97,868 in PPM shares for Solano in FY 2023/24.

The project sponsor, STA, has requested the STIP amendment to be noticed at the June 23-24, 2021 CTC Meeting. STA is taking Board action approving moving this STIP funds transfer at their May 12, 2021 meeting, please see attached.

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

Sincerely,

A handwritten signature in blue ink that reads "Janet Adams".

Janet Adams
STA Director of Projects

Attachments: Project Programming Request

Cc: Daryl Halls, STA Executive Director
Eric Schen – Caltrans District 4 Program Management - Solano County



Sonoma County Transportation Authority
Regional Climate Protection Authority

April 19, 2021

Therese McMillan, Executive Director
Bay Area Metro
375 Beale Street
San Francisco, CA 94105
Attn: Karl Anderson

Re: 2021 Mid-Cycle RTIP

Dear Ms. McMillan:

SCTA would like to defer programming of the mid-cycle STIP/RTIP programming until the 2022 STIP in order to ensure enough time to complete a full call for projects. In the meantime, SCTA requests that MTC program the Sonoma County share of Planning, Programming and Monitoring funds identified in the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA; \$120,260), per the attached Project Programming Request form.

We welcome this opportunity for new programming and look forward to working together to develop and deliver Sonoma County transportation projects in partnership with Bay Area Metro. Should you have any questions regarding this letter or the requested programming, please contact Seana L. S. Gause of my staff (seana.gause@scta.ca.gov 707-565-5372).

Sincerely,

A handwritten signature in blue ink that reads "Suzanne Smith".

Suzanne Smith, Executive Director
Sonoma County Transportation Authority



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	21-0721	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	4/28/2021	In control:		Programming and Allocations Committee	
On agenda:	6/9/2021	Final action:			
Title:	MTC Resolution Nos. 4169, Revised, and 4457, Revised. Re-allocate and extend approximately \$10.0 million in expired BATA Project Savings funds and \$16.5 million in BATA Project Savings funds set to expire in 2021. Revise FY2020-21 AB 664 Bridge Toll funds program of projects to program approximately \$0.6 million in residual funds from expired prior-year allocations.				

Sponsors:

Indexes:

Code sections:

Attachments: [2e - 21-0721 - Reso-4169 BATA PS Extension.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4169, Revised, and 4457, Revised. Re-allocate and extend approximately \$10.0 million in expired BATA Project Savings funds and \$16.5 million in BATA Project Savings funds set to expire in 2021. Revise FY2020-21 AB 664 Bridge Toll funds program of projects to program approximately \$0.6 million in residual funds from expired prior-year allocations.

Presenter:

Margaret Doyle

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

June 9, 2021

Agenda Item 2e - 21-0721

MTC Resolution No. 4169, Revised

Subject: Extend approximately \$5.3 million in BATA Project Savings funds.

Background: BATA Project Savings have been programmed to certain projects as part of the Core Capacity Challenge Grant Program (CCCGP).

The program is subject to the policy in MTC Resolution No. 4015, adopted by the Commission in June 2011 and revised in December 2017, which updated the Timely Use of Funds policy by extending the spend-down period from three years to four. Per the Timely Use of Funds policy, at the end of four years, undisbursed funds lapse and are returned to the applicable account. Operators must request extension or reallocation by providing compelling justification which must be beyond the control of the operator. MTC staff review these requests on a case-by-case basis and seek Commission action for those recommended.

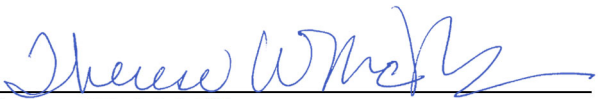
MTC has received a request from AC Transit to extend BATA Project Savings allocation of \$5.3 million in BATA Project Savings toward the purchase of 36 coach buses (MCIs).

MTC staff recommends the extension of AC Transit's BATA Project Savings allocation both to honor CCCGP commitments, and as the agency has requested extension due to delays in project development and the TIP re-assignment process associated with their updated fleet plan, which prioritizes the purchase of zero emission and coach buses.

Issues: None.

Recommendation: Refer MTC Resolution No.4169, Revised to the Commission for approval.

Attachments: MTC Resolution No. 4169, Revised


Therese W. McMillan

Date: January 28, 2015
W.I.: 1511
Referred by: PAC
Revised: 09/23/15-C 01/27/16-C
12/21/16-C 03/22/17-C
12/20/17-C 06/27/18-C
01/23/19-C 05/22/19-C
09/25/19-C 07/22/20-C
04/28/21-C 06/23/21-C

ABSTRACT

Resolution No. 4169, Revised

This resolution establishes the program of projects for BATA Project Savings and allocates these funds to eligible projects.

The following attachment is provided with this resolution:

Attachment A – Program of Projects

Attachment B – Allocations

This resolution was revised on September 23, 2015 to update the conditions associated with the programming of \$84 million of BATA project savings to SFMTA's Light Rail Vehicle purchase (LRV) project, in order to reflect the updated amount of AB 664 funds programmed to the project.

This resolution was revised on January 27, 2016 to program and allocate \$24,922,916 in BATA Project Savings towards AC Transit's Fleet Replacement consistent with the Core Capacity Challenge Grant Program funding plan.

This resolution was revised on December 21, 2016 to de-program \$23,014,657 in BATA Project Savings funds from SFMTA's LRV project due to receipt of TIRCP funding of the same amount in FY2015-16 and update the conditions associated with the programming to reflect the updated amount of AB 664 and BATA Project Savings funds programmed to the project.

This resolution was revised on March 22, 2017 to program and allocate \$5,248,522 in BATA Project Savings funds to AC Transit and program \$23,040,236 and allocate \$4,649,495 in BATA Project Savings funds to SFMTA towards their Fleet Replacement projects.

ABSTRACT

MTC Resolution No. 4169, Revised

Page 2

This resolution was revised on December 20, 2017 program and allocate \$20,167,986 in BATA Project Savings funds to AC Transit and program \$83,921,695 and allocate \$8,091,805 in BATA Project Savings funds to SFMTA toward their Fleet Replacement projects.

This resolution was revised on June 27, 2018 to allocate \$37,270,041 in BATA Project Savings funds to SFMTA toward their Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program, and de-program \$26,867,000 in BATA Project Savings funds from SFMTA's LRV project due to receipt of TIRCP funding of the same amount in FY2017-18 and update the conditions associated with the programming to reflect the updated amount of BATA Project Savings funds programmed to the project.

This resolution was revised on January 23, 2019 to update the programming conditions on SFMTA's LRV Expansion programming from FY2014-15, program an additional \$24,999,671 and allocate \$59,118,014 to SFMTA's LRV Expansion, and program \$5 million for SFMTA projects to execute a funding exchange for their Central Subway project.

This resolution was revised on May 22, 2019 to deprogram \$5 million and remove a project from SFMTA's programming to reflect changes made in the Transit Capital Priorities Program.

This resolution was revised on September 25, 2019 to allocate \$45,729,959 in BATA Project Savings funds to SFMTA toward their Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program, and remove a funding condition related to financing.

This resolution was revised on July 22, 2020 to revise AC Transit's FY2016-17 through FY2019-20 BATA Project Savings programming to match their updated fleet plan, and allocate a total of \$7,890,353 in BATA Project Savings funds to AC Transit (\$3,607,227) and SFMTA (\$4,283,126) toward their Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program, and remove funding conditions on SFMTA programming related to financing.

This resolution was revised on April 28, 2021 to program and allocate a total of \$10,904,715 in BATA Project Savings funds to AC Transit (\$4,912,063) and SFMTA (\$5,992,652) toward their

ABSTRACT

MTC Resolution No. 4169, Revised

Page 3

Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program.

This resolution was revised on June 23, 2021 to extend \$5,248,522 in BATA Project Savings funds to AC Transit for Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program and the Timely Use of Funds policy outlined in MTC Resolution No. 4015.

Further discussion of this action is contained in the MTC Programming and Allocations Committee summary sheet dated January 14, 2015, September 9, 2015, January 13, 2016, December 14, 2016, March 8, 2017, December 13, 2017, June 13, 2018, January 9, 2019, May 8, 2019, September 4, 2019, July 8, 2020, April 14, 2021, and June 9, 2021.

Date: January 28, 2015
W.I.: 1511
Referred by: PAC

RE: Programming and allocation of BATA Project Savings

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4169

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

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

WHEREAS, pursuant to Streets and Highways Code (SHC) Section 31010(b), funds generated in excess of those needed to meet the toll commitments as specified by paragraph (4) of subdivision (b) of Section 188.5 of the SHC shall be available to BATA for funding projects consistent with SHC Sections 30913 and 30914; and

WHEREAS, the BATA Project Savings are bridge toll funds made available from project and financing savings on BATA’s Regional Measure 1 and Toll Bridge Seismic Retrofit programs; and

WHEREAS, MTC adopted Resolution No. 4123, Revised, which established an investment plan for MTC’s Transit Core Capacity Challenge Grant Program that targets federal, state, and regional funds to high-priority transit capital projects between FY2014-15 and FY2029-30, and as part of this investment plan, BATA Project Savings were assigned to certain projects; and

WHEREAS, BATA staff has determined that the Transit Core Capacity Challenge Grant Program is a bridge improvement project that improves the operations of the state-owned toll bridges; and

WHEREAS, BATA has adopted BATA Resolution No. 111, Revised, to amend the BATA budget to include the Transit Core Capacity Challenge Grant Program; and

WHEREAS, BATA has adopted BATA Resolution No. 72, Revised, to amend the BATA Long Range Plan to include the Transit Core Capacity Challenge Grant Program; now, therefore, be it

RESOLVED, that MTC approves the program of projects for BATA Project Savings, for the purposes, and subject to the conditions listed on Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that MTC approves the allocation and reimbursement of BATA Project Savings in accordance with the amount, conditions and reimbursement schedule for the phase, and activities as set forth in Attachment B; and, be it further

RESOLVED, that should the allocation of BATA Project Savings be conditioned on the execution of a funding agreement, that the Executive Director or his designee is authorized to negotiate and enter into a funding agreement with claimant that includes the provisions contained in Attachment A and B.

METROPOLITAN TRANSPORTATION COMMISSION

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

Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on January 28, 2015.

Date: January 28, 2015
W.I.: 1511
Referred by: PAC
Revised: 09/23/15-C 01/27/16-C
12/21/16-C 03/22/17-C
12/20/17-C 06/27/18-C
01/23/19-C 05/22/19-C
09/25/19-C 07/22/20-C
04/28/21-C

Attachment A
Resolution No. 4169
Page 1 of 2

PROGRAM OF BATA PROJECT SAVINGS FUND PROJECTS

FY2014-15 Program of Projects

Operator	Project	Amount	Conditions
SFMTA	Fleet Expansion - LRV Purchase	34,118,343	This programming counts toward MTC share of replacement LRVs.
Total FY2014-15 Programming:		34,118,343	

FY2015-16 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Replace 29 40-ft Artic Urban buses		
	Purchase 10 40-ft urban buses - Zero-Emission Fuel Cell		
	Purchase 10 double-decker diesel buses		
	<i>Total AC Transit Programming</i>	<i>24,922,916</i>	
Total FY2015-16 Programming:		24,922,916	

FY2016-17 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Purchase 36 Coach Buses (MCIs)		
	<i>Total AC Transit Programming</i>	<i>5,248,522</i>	
SFMTA Projects			
	Replacement of 60' Trolley Coaches		
	<i>Total SFMTA Programming</i>	<i>12,967,639</i>	
Total FY2016-17 Programming:		18,216,161	

FY2017-18 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Purchase 40-ft Urban Buses		
	<i>Total AC Transit Programming</i>	<i>16,560,759</i>	
SFMTA Projects			
	Replacement of 40-ft Trolley Coaches		
	Replacement of 60-ft Motor Coaches		
	Replacement of 30-ft Motor Coaches		
	<i>Total SFMTA Programming</i>	<i>79,638,569</i>	
Total FY2017-18 Programming:		96,199,328	

Date: January 28, 2015
W.I.: 1511
Referred by: PAC
Revised: 09/23/15-C 01/27/16-C
12/21/16-C 03/22/17-C
12/20/17-C 06/27/18-C
01/23/19-C 05/22/19-C
09/25/19-C 07/22/20-C
04/28/21-C

Attachment A
Resolution No. 4169
Page 2 of 2

PROGRAM OF BATA PROJECT SAVINGS FUND PROJECTS

FY2018-19 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Replace 50 40-ft buses		
	<i>Total AC Transit Programming</i>	2,321,181	
SFMTA Projects			
	Fleet Expansion - LRV Purchase		Note: \$24,999,671 programmed in January 2019. Programming counts toward MTC share of replacement LRVs.
	40-ft Motor Coach Midlife Overhaul		
	Replace 35 Paratransit Cutaway Vans		
	<i>Total SFMTA Programming</i>	27,452,111	
Total FY2018-19 Programming:		29,773,292	

FY2019-20 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Preventive Maintenance		
	<i>Total AC Transit Programming</i>	1,286,046	
SFMTA Projects			
	Muni Rail Replacment		
	40-ft Motor Coach Midlife Overhaul		
	<i>Total SFMTA Programming</i>	1,830,686	
Total FY2019-20 Programming:		3,116,732	

FY2020-21 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Replace (50) 40ft Urban Buses - Diesel		
	<i>Total AC Transit Programming</i>	4,912,063	
SFMTA Projects			
	Light Rail Vehicle Replacement Procurements		
	<i>Total SFMTA Programming</i>	5,992,652	
Total FY2020-21 Programming:		10,904,715	

Date: January 28, 2015

W.I.: 1511

Referred by: PAC

Revised: 01/27/16-C 03/22/17-C

12/20/17-C 06/27/18-C

01/23/19-C 09/25/19-C

07/22/20-C 04/28/21-C

06/23/21-C

Attachment B

Resolution No. 4169

Page 1 of 1

ALLOCATIONS TO BATA PROJECT SAVINGS FUNDED PROJECTS

Operator	Project	Date	Amount	Allocation No.	Notes
AC Transit	Projects Listed on Attachment A	1/27/2016	24,922,916	16-4169-01	See Notes below
AC Transit	Projects Listed on Attachment A	3/22/2017	5,248,522	17-4169-01	See Notes below
SFMTA	Projects Listed on Attachment A	3/22/2017	4,649,495	17-4169-02	See Notes below
AC Transit	Projects Listed on Attachment A	12/20/2017	16,560,759	18-4169-01	See Notes below
SFMTA	Projects Listed on Attachment A	12/20/2017	4,956,713	18-4169-02	See Notes below
SFMTA	Projects Listed on Attachment A	6/27/2018	37,270,041	18-4169-03	See Notes below
SFMTA	Projects Listed on Attachment A	1/23/2019	59,118,014	19-4169-01	See Notes below
SFMTA	Projects Listed on Attachment A	9/25/2019	45,729,959	20-4169-01	See Notes below
AC Transit	Projects Listed on Attachment A	7/22/2020	3,607,227	21-4169-01	See Notes below
SFMTA	Projects Listed on Attachment A	7/22/2020	4,283,126	21-4169-02	See Notes below
SFMTA	Light Rail Vehicle Replacement	4/28/2021	4,912,063	21-4169-03	See Notes below
AC Transit	Replace (50) 40ft Urban Buses -Diesel	4/28/2021	5,992,652	21-4169-04	See Notes below
Total Allocations:			217,251,487		

Notes:

- ¹ Acceptance of allocations requires operator agreement to comply with the provisions of the AB 664 Net Bridge Toll Revenues section of MTC Resolution No. 4015 and that any BATA Project Savings funds received shall be subject to MTC Resolution No. 4015, unless otherwise agreed to herein.
- ² Allocation 17-4169-01 shall be extended to 6/30/2022 in accordance with the Timely Use of Funds policy in MTC Resolution No. 4015. See PAC memo dated June 9, 2021 for detail.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0720 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 4/28/2021 **In control:** Programming and Allocations Committee
On agenda: 6/9/2021 **Final action:**
Title: MTC Resolution No. 4428, Revised and 4429, Revised. Proposal to increase the FY 2020-21 Regional Measure 2 (RM2) Operating Program to add approximately \$478,000 for Clipper and allocate these funds to Clipper.

Sponsors:

Indexes:

Code sections:

Attachments: [2f - 21-0720 - Resos-4428-4429 Clipper.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4428, Revised and 4429, Revised. Proposal to increase the FY 2020-21 Regional Measure 2 (RM2) Operating Program to add approximately \$478,000 for Clipper and allocate these funds to Clipper.

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval

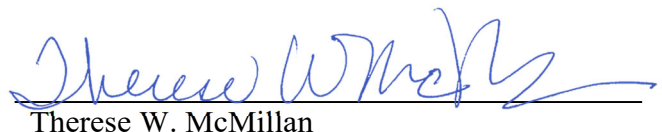
Metropolitan Transportation Commission Programming and Allocations Committee

June 9, 2021

Agenda Item 2f - 21-0720

MTC Resolution No. 4428, Revised and 4429, Revised

- Subject:** Proposal to increase the FY 2020-21 Regional Measure 2 (RM2) Operating Program to add approximately \$478,000 for Clipper and allocate these funds to Clipper.
- Background:** 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)]. For FY 2020-21, BATA budgeted RM2 revenue to be about 70% of FY 2018-19 receipts and the estimated RM2 operating share was \$34.8 million. To reduce the likelihood that a rescission of funding would be necessary, only \$34.3 million was programmed, leaving a cushion of about \$480,000, or 1% unprogrammed.
- With the lifting of shelter in place orders implemented due to the COVID-19 pandemic, traffic volumes and bridge crossings continue to increase. BATA has confirmed that RM2 revenue to date is in line with the budgeted amount. With the fiscal year ending soon, a relatively small amount of funding available, and awareness of the administrative effort required to spread the funds across multiple projects, staff proposes to program and allocate the \$480,000 to a single project to assist with funding needs and pandemic-related revenue losses
- The Clipper program benefits all regional transit agencies through the facilitation of regional transit coordination and improved customer experience. Moreover, the distribution of federal COVID relief funding to date has backfilled all transit operator revenue losses through FY 2020-21 whereas MTC received no funding from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) to backfill forecasted revenue losses for the Clipper program beyond calendar year 2020.
- Issues:** Should actual FY 2020-21 RM2 operating revenue be less than budgeted, this additional allocation to Clipper would be the first to be reduced. However, should further reductions be necessary, all projects would be reduced proportionately as has been done in the past.
- Recommendation:** Refer MTC Resolution Nos. 4428, Revised and 4429, Revised to the Commission for approval.
- Attachments:** MTC Resolution No. 4428, Revised
- Attachment A, RM2 Operating and Marketing Program of Projects
MTC Resolution No, 4429, Revised
- Attachment A, RM2 Operating and Planning Allocations



Therese W. McMillan

Date: June 24, 2020
W.I.: 1255
Referred by: PAC
Revised: 10/28/20-C
01/27/21-ED
06/23/21-C

ABSTRACT

Resolution No. 4428, Revised

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

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

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

On June 23, 2021, the programming for Clipper was increased by \$477,824.

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheet dated June 10, 2020, October 14, 2020, and June 9, 2021.

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

RE: Adoption of FY2020-21 RM2 Operating Assistance Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4428

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

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

Attachment A
MTC Resolution No. 4428

Page 1 of 2

FY 2020-21 RM-2 Operating Assistance Program -- Streets and Highways Code 30914(d)
Programmed
(notes 1,2)

Project Name	Sponsor	Route		
Richmond Bridge Express	Golden Gate Transit	Route 40	\$	1,743,976
		Total		1,743,976
Napa VINE Service	NVTA	Route 29	\$	300,612
		Total		300,612
Express Bus North	SolTrans	Yellow Line	\$	537,610
	SolTrans	Red Line	\$	720,867
	ECCTA	Route 300	\$	374,944
	FAST	Blue Line	\$	327,097
	FAST	Green Express	\$	298,803
	Golden Gate Transit	Route 72x	\$	71,391
	Golden Gate Transit	Route 101	\$	137,714
	WestCat	Route JPX	\$	175,752
		Total		2,644,178
Express Bus South	AC Transit	Route F	\$	628,060
	AC Transit	Route LA	\$	103,467
	AC Transit	Route NL/BA	\$	1,888,257
	AC Transit	Route NX1	\$	64,704
	AC Transit	Route NX2	\$	62,175
	AC Transit	Route O	\$	549,249
	AC Transit	Route P	\$	271,449
	AC Transit	Route U - Dumbarton	\$	219,423
	AC Transit	Route W	\$	39,889
	CCCTA	Route 96X	\$	102,464
	WestCat	Hercules LYNX/JX	\$	648,283
	LAVTA	Rapid	\$	409,489
		Total		4,986,908
Dumbarton Bus	AC Transit	Routes DB	\$	1,045,393
	AC Transit	Route DB1	\$	1,081,575
		Total		2,126,968
Ferry Service	WETA	Alameda Harbor Bay	\$	1,021,404
	WETA	Alameda/Oakland	\$	3,198,092
	WETA	Vallejo	\$	5,010,999
	WETA	South San Francisco	\$	1,556,006
	WETA	Bay Bridge Forward Service	\$	846,000
		Total		11,632,500
Owl Service	AC Transit	Route 800	\$	594,154
	AC Transit	Route 801	\$	470,836
	MUNI	Route 14	\$	132,188
	SamTrans	Route 397	\$	215,643
		Total		1,412,820
MUNI Metro 3rd Street	SF MUNI	Metro 3rd Street extensor	\$	1,762,500
AC Transit Rapid Bus	AC Transit	Route 1/Rapid	\$	2,115,000
WETA planning	WETA	Planning and operations	\$	2,115,000
Clipper	MTC	Operations	\$	1,410,000
			\$	1,887,824
Transbay Transit Center	TJPA	Terminal Operations	\$	2,115,000
		Grand Total	\$	34,843,287

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

Project Name	Operator		Programmed
Clipper®	MTC	\$	2,600,000
Regional Map and Wayfinding	MTC	\$	500,000
511 Real Time Transit	MTC	\$	340,000
Return-to-Transit Plan	MTC	\$	251,000
Fare Integration Project	MTC	\$	300,000
AC Transit Services	AC Transit	\$	500,000
		Grand Total	\$ 4,491,000

Notes:

1. The amounts listed reflect the RM2 base subsidy, with certain projects subject to a 1.5% annual escalation rate through FY2015-16. Escalation was suspended starting in FY2008-09 until BATA RM2 receipts surpassed the amounts budgeted to fund the legislative operating projects. Escalation was restored in FY2010-16 for eligible projects. In FY2020-21, the FY2019-20 original programming amounts were reduced proportionally based on reduced revenue estimate due to COVID-19. The RM2 operating program is limited to 38% of annual receipts by statute. Programming amounts will be adjusted, as necessary, to stay within available revenue.
2. Amounts shown are subject to approval of the FY2020-21 BATA Budget and funding availability.
3. Marketing assistance program are funded with RM2 toll revenue receipts pursuant to Streets and

Date: June 24, 2020
W.I.: 1255
Referred by: PAC
Revised: 09/23/20-C
06/23/21-C

ABSTRACT

Resolution No. 4429, Revised

This resolution approves the allocation of the Regional Measure 2 operating and planning funds for FY 2020-21.

This resolution allocates funds to AC Transit, MTC, Transbay Joint Powers Authority, and Water Emergency Transportation Authority (WETA).

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

On June 23, 2021, Attachment A was revised to allocate funds to MTC.

Discussion of the allocations made under this resolution are contained in the MTC Programming and Allocations Committee Summary Sheets dated June 10, 2020, September 9, 2020, and June 9, 2021.

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

Re: Allocation of Regional Measure 2 funds for transit operations and planning for FY 2020-21

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4429

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 programs eligible for RM2 funding for transit operating and planning assistance as identified in Streets and Highways Code Section 30914(d).

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, Revised); and

WHEREAS, MTC has reviewed the allocation requests submitted for RM2 transit operations and planning funds from the project sponsor(s) listed in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length funds; and

WHEREAS, project sponsors seeking RM2 funds are required to submit an Operating Assistance Proposal (OAP), pursuant to Streets and Highway Code Section 30914(e) to MTC for review and approval, which demonstrates a fully funded operating plan and consistency with the performance measures, as applicable; and

WHEREAS, Attachment A lists the projects requested by project sponsors for RM2 funding, project specific conditions, and amounts recommended for RM2 allocation by MTC staff; and

RESOLVED, that MTC approves staff's review of the OAP for the projects listed in Attachment A; and be it further

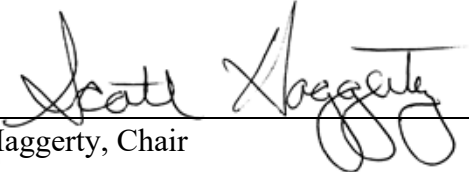
RESOLVED, that MTC approves the allocation of RM2 funds in accordance with Attachment A; and be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

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

FY 2020-21 ALLOCATION OF REGIONAL MEASURE 2 FUNDS
FOR TRANSIT OPERATIONS AND PLANNING

1. Funding for each route is limited to the amount identified in the FY2020-21 RM2 Operating Program (MTC Resolution 4428).
2. Allocation amounts may be reduced in order to stay within the statutorily mandated RM2 operating program limit of 38% of annual revenue [SHC Section 30915(d)].
3. Payment of RM2 operating funds may be limited to no more than 1/12 of the allocated amount monthly.
4. For FY 2020-21, operating advances are suspended, but will be considered on a case-by-case basis.
5. RM2 performance requirements will be suspended through FY 2020-21 due to shelter in place orders and travel changes resulting from COVID-19.

6. Should FY 2020-21 RM2 operating revenue be less than budgeted, the allocation to Clipper in June 2021 would be reduced first.

Claimant	Project Description	Allocation Amount	Allocation Code	Approval Date	Project Number
WETA	Planning and Administration	\$ 2,115,000	01	06/24/20	11
WETA	Ferry Operations	\$ 11,632,500	02	06/24/20	6
TJPA	Transbay Transit Center	\$ 2,115,000	03	06/24/20	13
MTC	Clipper	\$ 1,410,000	04	06/24/20	12
AC Transit	Express Bus Service	\$ 3,826,672	05	06/24/20	4
AC Transit	Dumbarton Bus	\$ 2,126,968	06	06/24/20	5
AC Transit	Owl Bus Service	\$ 1,064,989	07	06/24/20	7
AC Transit	Enhanced/Rapid Bus Service	\$ 2,115,000	08	06/24/20	9
SFMTA	Metro 3rd Street Extension	\$ 1,762,500	9	09/23/20	8
GGBHTD	Route 40	\$ 1,743,976	10	09/23/20	1
MTC	Clipper	\$ 477,824	04	06/23/21	12
Total		\$ 30,390,429			



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0632 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 4/6/2021 **In control:** Programming and Allocations Committee

On agenda: 6/9/2021 **Final action:**

Title: MTC Resolution Nos. 3989, Revised and 4469. Funding exchange agreement with the Solano Transportation Authority (STA) for the I-80 managed lanes project.

Sponsors:

Indexes:

Code sections:

Attachments: [2g - 21-0632 - Resos-3989-4469 STA Funding Exchange.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution Nos. 3989, Revised and 4469. Funding exchange agreement with the Solano Transportation Authority (STA) for the I-80 managed lanes project.

Presenter:
Ross McKeown

Recommended Action:
Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

June 9, 2021

Agenda Item 2g - 21-0632

MTC Resolutions Nos. 3989 Revised, and 4469

Subject: Funding exchange agreement with the Solano Transportation Authority (STA) for the I-80 managed lanes project.

Background: In Fall 2020, the California Transportation Commission (CTC) programmed over \$123 million in Senate Bill 1 (SB1) Trade Corridor Enhancement Program (TCEP) funds for the Solano I-80 Managed Lanes project. This project also has funding from Regional Measure 3 (RM3) which has been challenged and is currently under review in the California Supreme Court.

The Solano Transportation Authority (STA) has requested the assistance of MTC to move forward with the project in order to maintain the delivery commitment to the CTC for the Solano I-80 Managed Lanes project, and to avoid escalation costs for a project ready to proceed to construction but on hold due to lack of funding. The STA 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 STA 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 STA 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 STA unrestricted funds. Highlights of the agreement include:

- Total amount not to exceed roughly \$64 million.
- STA to repay MTC with unrestricted funds that may be used by MTC anywhere within the region.
- STA 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.
- The STA is not required to repay these funds if the pending litigation is not resolved in favor of allowing disbursement of RM3 funds.

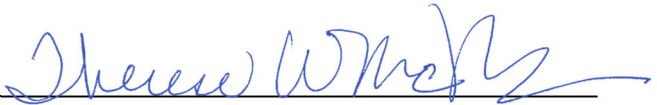
The STA unrestricted funds will be placed into the MTC Exchange Account for programming to projects at the discretion of the Commission.

Issues: The exchange assumes RM3 is resolved in favor of allowing disbursement of RM3 funds, and for the STA to provide a one-time payment of one percent of any remaining unpaid balance if a favorable outcome occurs after the end of federal fiscal year 2023. This is in recognition of the lost opportunity for the use of these funds in the first year of the OBAG 3 program.

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 STA. 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 4469 to the Commission for approval.

Attachments: MTC Resolution No. 3989 Revised, Attachment A
MTC Resolution No. 4469


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 06/23/21-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.

Attachment A was revised on June 23, 2021 to add the Solano Transportation Authority's (STA's) Solano I-80 Managed Lanes project for \$63,464,510.

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, May 12, 2021, and June 9, 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

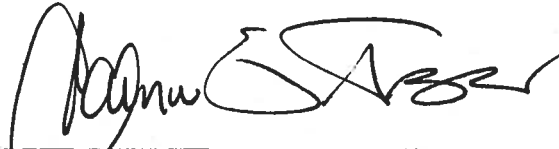
RESOLVED that Attachments A and B reflect the Exchange program balance and agreements approved by the Commission subject to this resolution; and be it further

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

A handwritten signature in black ink, appearing to read "Scott Haggerty", is written over a horizontal line.

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
June 23, 2021**

	Agency	Project	Res No.	Res Date	Funding Provided by MTC		Funding Provided by Others	To-Date
					To-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	
9	STA	SOL I-80 Managed Lanes	4469	6/23/2021	STP/CMAQ/FHIP	\$63,464,510	Unrestricted Funds	
Total:						\$193,415,607		\$46,652,851

Date: June 23, 2021
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 4469

Establishes conditions for the exchange of Solano Transportation Authority (STA) 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 STA 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 June 9, 2021.

Date: June 23, 2021
W.I.: 1515
Referred by: PAC

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4469

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 Solano Transportation Authority (STA) is a local transportation authority created under California Public Utilities Code 180000 et seq.; and

WHEREAS, the Solano Transportation Authority (STA) is the sponsoring agency for the Solano I-80 Managed Lanes project, which received Trade Corridor Enhancement Program (TCEP) funds from the California Transportation Commission (CTC) and has Regional Measure 3 (RM3) fund in the funding plan; 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, STA has requested the assistance of MTC to maintain the delivery commitment for the Solano I-80 Managed Lanes 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 STA non-federal unrestricted funds hereinafter referred to as “STA Unrestricted Funds” in the longer term; and

WHEREAS, STA agrees to repay MTC for the MTC Regional Discretionary Funds with STA 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 STA 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 STA 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 STA Unrestricted Funds.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote Locations, on June 23, 2021.

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

This AGREEMENT is entered into on the first day of July 1, 2021, by and between the SOLANO TRANSPORTATION AUTHORITY (“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 Solano I-80 Managed Lanes Project within Solano County (“PROJECT”).
- (2) PROJECT will be implemented over several years to relieve traffic congestion on I-80 for travelers within Solano County and between the San Francisco Bay Area and Sacramento regions and beyond.
- (3) PROJECT received Senate Bill 1 (SB1) Trade Corridor Enhancement Program (TCEP) funds from the California Transportation Commission (CTC) and has Regional Measure 3 (RM3) funds in the funding plan.
- (4) Project delivery is a deciding factor in the CTC granting TCEP competitive funding, with PROJECT scheduled to go to construction 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 sixty-three million, four-hundred sixty-four thousand, five-hundred ten dollars (\$63,464,510) 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 exchange for non-federal funds with no spending or eligibility limitations hereinafter referred to as “STA 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 STA 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 August 1, 2021, a maximum total of sixty-three million, four-hundred sixty-four thousand, five-hundred ten dollars (\$63,464,510) 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 PROJECT to seek authorization from the Federal Highway Administration (FHWA) of entire amount of the REGIONAL DISCRETIONARY FUNDS by December 31, 2021.
- (2) To meet all federal, state, and regional project funding delivery requirements associated with REGIONAL DISCRETIONARY FUNDS.
- (3) To request allocation and payment/reimbursement of sixty-three million, four-hundred sixty-four thousand, five-hundred ten dollars (\$63,464,510) in Regional Measure 3 funds from MTC and/or 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 STA UNRESTRICTED FUNDS in the amount of sixty-three million, four-hundred sixty-four thousand, five-hundred ten dollars (\$63,464,510) 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 this one-time payment.
- (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 July 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 STA 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 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:

Daryl Halls
Executive Director
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585
dkhalls@sta.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.

SOLANO TRANSPORTATION
AUTHORITY

METROPOLITAN TRANSPORTATION
COMMISSION

Daryl K. Halls, Executive Director

Therese W. McMillan, Executive Director



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0587 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 4/1/2021 **In control:** Programming and Allocations Committee
On agenda: 6/9/2021 **Final action:**
Title: MTC Resolution No. 4470. Allocation of FY 2021-22 Transportation Development Act (TDA) funds to County Controllers for TDA administration and to MTC for TDA administration and planning.
Sponsors:
Indexes:
Code sections:
Attachments: [2h - 21-0587 - Reso-4470 TDA Admin and Planning.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4470. Allocation of FY 2021-22 Transportation Development Act (TDA) funds to County Controllers for TDA administration and to MTC for TDA administration and planning.

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

June 9, 2021

Agenda Item 2h - 21-0587

MTC Resolution No. 4470

Subject: Allocation of FY 2021-22 Transportation Development Act (TDA) funds to County Controllers for TDA administration and to MTC for TDA administration and planning.

Background: TDA funds are derived from a ¼ cent sales tax. These funds are an important source of funding for the MTC operating budget.


Public Utilities Code (PUC) Section 99233.1 provides that funds may be allocated to MTC and all nine Bay Area counties for the administration of the Transportation Development Act. PUC Section 99233.2 provides that up to three percent of total annual TDA revenues may be allocated to MTC for planning purposes. As allowed by statute, it is MTC policy that one-half of one percent of the TDA funds generated be allocated to both the Counties and to MTC for administration of the Act, and that three percent of the funds generated be allocated to MTC for planning purposes.

Based on the current adopted FY 2021-22 Fund Estimate (MTC Resolution 4450), the estimated allocation to the county auditors is approximately \$2.1 million and the amount to MTC is approximately \$14.7 million.

Issues: None

Recommendation: Refer MTC Resolution No. 4470 to the Commission for approval.

Attachments: MTC Resolution No. 4470


Therese W. McMillan

Date: June 23, 2021
W.I.: 1514
Referred by: PAC

ABSTRACT

Resolution No. 4470

This resolution approves an allocation of FY 2021-22 Transportation Development Act (TDA) funds to the Metropolitan Transportation Commission (MTC) for: (a) the cost to MTC of administering TDA funds and (b) the conduct of the transportation planning process. It also approves an allocation of TDA funds to the counties to administer TDA.

Further discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 9, 2021.

Date: June 23, 2021
W.I.: 1514
Referred by: PAC

RE: Allocation to the Metropolitan Transportation Commission (MTC) for Transportation Planning in the Region and to the Counties and MTC for Administering the Transportation Development Act in FY2021-22.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4470

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

WHEREAS, the Transportation Development Act (TDA) (PUC Sections 99200 et seq.) provides, pursuant to PUC Section 99233.1, that there shall be allocated to the respective transportation planning agency, (MTC), such sums as are necessary to administer TDA; and

WHEREAS, the present estimate of the cost to MTC to administer TDA is one-half of one percent of the total funds estimated to be deposited in the Local Transportation Funds (LTFs) of the nine San Francisco Bay Area counties in FY2021-22; and

WHEREAS, PUC Section 99233.2 provides that there shall be allocated to the transportation planning agency, if it is statutorily created, such sums as the transportation planning agency may approve up to three percent (3%) of annual revenues for the conduct of the transportation planning process, unless a greater amount is approved by the Director of Transportation; and

WHEREAS, the present estimate of the cost for the counties to administer TDA in the nine San Francisco Bay Area Counties does not exceed one-half of one percent of the total funds estimated to be deposited in the Local Transportation Funds (LTFs) of the respective counties in FY2021-22; now, therefore, be it

RESOLVED, that MTC approves an allocation of TDA monies from the Local Transportation Funds of the respective counties to each county in an amount actually necessary to administer TDA but that such amount shall not exceed one-half of one percent of the total monies deposited in the LTF of each county in FY2021-22, and, be it further

RESOLVED, that MTC approves an allocation of TDA monies from the Local Transportation Funds of the nine San Francisco Bay Area counties, for MTC's costs of administering TDA, in the amount of one-half of one percent of the total monies deposited in the LTF of each county in FY2021-22, and, be it further

RESOLVED, that the MTC approves an allocation of TDA monies to MTC for the conduct of the transportation planning process in the nine San Francisco Bay Area counties in the amount of three percent (3%) of the total monies deposited in the LTFs in each of these counties in FY2021-22.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations, on June 23, 2021.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0804 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 5/10/2021 **In control:** Programming and Allocations Committee
On agenda: 6/9/2021 **Final action:**
Title: MTC Resolution No. 4475, Revised. 2021 Transportation Improvement Program (TIP) Amendment 2021-06.

Sponsors:

Indexes:

Code sections:

Attachments: [2i - 21-0804 - Reso-4475 TIP Amendment 2021-06.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4475, Revised. 2021 Transportation Improvement Program (TIP) Amendment 2021-06.

Presenter:

Adam Crenshaw

Recommended Action:

Commission Approval

Metropolitan Transportation Commission

Programming and Allocations Committee

June 9, 2021

Agenda Item 2i - 21-0804

MTC Resolution No. 4475, Revised

Subject: 2021 Transportation Improvement Program (TIP) Amendment 2021-06.

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 2021-06 makes revisions to 57 projects with a net funding increase of approximately \$314 million. Among other changes, this revision will:

- Add 23 new projects and update the funding plans of two existing projects to reflect the adoption of the Safe and Seamless Mobility Quick Strike Program;
- Add five new projects and update the funding plans of 20 existing projects to reflect the recent adoption of the latest round of the Transit Capital Priorities Program;
- Update the Caltrain Electrification and San Francisco Central Subway projects to reflect the recent awards of Federal Transit Administration New Starts funding from the American Rescue Plan Act of 2021; and
- Archive two projects as they have been completed.

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

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

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

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


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

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

Issues: This Amendment contains changes that are contingent upon Commission approval of programming changes included in June 2021 Programming and Allocations Committee Item 4a: MTC Resolution No. 4202, Revised: Revisions to the One Bay Area Grant (OBAG2) program, including programming of \$83 million to various projects within the Safe and Seamless Mobility Quick-Strike program. Only items approved by the Committee will be forwarded to the Commission.

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

Attachments: Attachment 1, Summary Report of Amended Projects for TIP Amendment 2021-06
MTC Resolution No. 4475, Revised


Therese W. McMillan

**TIP Revision Summary
2021-06**

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Local Road					
ALA170043	Oakland	Oakland - 14th Street Safe Routes in the City	Update the funding plan to reprogram \$9.3M in CON ATP and \$2.4M in CON Local funds from FY20 to FY23 and add \$1M in FY23 CON STP-CRRSAA	\$1,000,000	7.1%
ALA210013	Bay Area Rapid Transit District (BART)	East Bay Greenway Segment II	Amend a new exempt project into the TIP with \$3.1M AHSC and \$1.9M in Local funds	\$4,989,331	~%
ALA210014	Fremont	Fremont Blvd/Walnut Ave Protected Intersection	Amend a new exempt project into the TIP with \$1.3M in STP-SSM and \$594K Other Local funds	\$1,865,000	~%
ALA210015	Fremont	Fremont Blvd-Grimmer Blvd Protected Intersection	Amend a new exempt project into the TIP with \$1.4M in STP-SSM and \$709K in Local funds	\$2,124,000	~%
CC-170043	Hercules	Hercules -Sycamore Pavement Rehabilitation	Update the scope of the project to remove preservation on Willow Ave	\$0	0.0%
CC-210003	Concord	East Downtown Concord PDA Access and SR2T	Amend a new exempt project into the TIP with \$2.16M STP-SSM, \$486K Other Local, and \$485K Local Sales Tax	\$3,135,000	~%
SCL210012	Mountain View	Mountain View - Stierlin Rd Bike-Ped Improvements	Amend a new exempt project into the TIP with \$400K in Local funds, \$2.5M in STP-SSM and \$1.5M in STP-CRRSAA funds	\$4,407,000	~%
SCL210013	San Jose	McKee-Julian Quick Strike Improvements	Amend a new exempt project into the TIP with \$705K in STP-CRRSAA and \$70K in Local funds	\$775,000	~%
SCL210014	San Jose	Bascom Avenue - Quick Strike Improvements	Amend a new exempt project into the TIP with \$690K in STP-CRRSAA and \$69K in Local funds	\$759,000	~%
SCL210015	San Jose	En Movimiento - Quick Strike Improvements	Amend a new exempt project into the TIP with \$1.3M in STP-CRRSAA and \$130K in Local funds	\$1,455,000	~%
SCL210016	San Jose	San Jose Downtown Bikeways - Quick Strike	Amend a new exempt project into the TIP with \$4.0M in STP-CRRSAA and \$400K in Local funds	\$4,425,000	~%
SF-210003	San Francisco Municipal Transport Agency (SFMTA)	San Francisco - Folsom Streetscape	Amend a new exempt project into the TIP with \$7M in ATP, \$5M in STP-CRRSAA, \$3M in RIP, \$5.7M in AHSC and \$15M in Local funds	\$36,340,238	~%
SM-070006	East Palo Alto	US 101 University Ave Interchange Improvements	Update the funding plan to reprogram \$206K in HPP funds from FY20 CON to FY21 PE, add \$26K in FY21 PE Local and reprogram \$771K in CON HPP funds and \$4.9M in CON Sales Tax funds from FY20 to FY21	\$26,000	0.4%
SM-170017	San Bruno	Huntington Transit Corridor Bike/Ped Improvements	Update the project scope to change the northern project limit from the Centennial Way Trail to Herman St	\$0	0.0%
SM-210002	Redwood City	Roosevelt Ave Quick-build Traffic Calming	Amend a new exempt project into the TIP with \$755K in STP-SSM and \$75K in Local funds	\$830,000	~%
SM-210003	San Bruno	San Bruno Transit Corridor Ped Connection Ph4	Amend a new exempt project into the TIP with \$385K in STP-SSM funds	\$385,000	~%
SOL110035	Vallejo	Vallejo Downtown Streetscape	Archive this project as it has been completed	\$0	0.0%
SON210002	Cotati	Cotati Downtown-Civic Center Connectivity Safety	Amend a new exempt project into the TIP with \$1M in STP-CRRSAA, \$242K in STP-SSM and \$1.5M in Local	\$2,750,000	~%
SON210003	Healdsburg	Healdsburg Electric Bike Share	Amend a new exempt project into the TIP with \$250K in STP-SSM and \$40K in Other Local funds	\$290,000	~%

**TIP Revision Summary
2021-06**

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SON210004	Rohnert Park	Rohnert Park Pedestrian Safety Improvements	Amend a new exempt project into the TIP with \$522K in STP-SSM and \$500K in Other Local funds	\$1,022,000	~%
System: State Highway					
SM-170016	South San Francisco	SSF Grand Boulevard Complete Streets (Phase III)	Update the funding plan to add \$2.12M in STP-SSM funds and \$139K in Local funds and update the project limits to between Chestnut Ave and McLellan Dr	\$2,259,000	177.2%
SOL110037	Vallejo	Sonoma Boulevard Improvements HSIP5-04-031	Archive this project as it has been completed	\$0	0.0%
System: Transit					
ALA170048	Altamont Commuter Express (ACE)	ACE Fixed Guideway (Capitalized Maintenance)	Update the scope of the project to reflect the use of funds for capitalized maintenance and update the funding plan to add \$1.6M in 5337 and \$319K in Local funds	\$1,912,800	23.5%
ALA210008	Altamont Commuter Express (ACE)	ACE Capital Access Fee	Amend a new exempt project into the TIP with \$1.4M in 5307 and \$357K in local funds	\$1,783,384	~%
ALA210009	Altamont Commuter Express (ACE)	ACE Revenue Vehicle Communication Equipment	Amend a new exempt project into the TIP with \$500K in 5337 and \$125K in Local funds	\$625,000	~%
ALA210010	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Replace 30-ft Diesel Buses	Amend a new exempt project into the TIP with \$3.9M in 5307 and \$1.3M in Local funds	\$5,230,000	~%
ALA210011	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Replace Articulated Buses	Amend a new exempt project into the TIP with \$10.4M in 5307 and \$3.5M in Local funds	\$13,887,000	~%
ALA210012	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Replace 40-ft Diesel Buses	Amend a new exempt project into the TIP with \$5M in 5307-TCP, \$8M in 5339-TCP, \$1M in 5307-CRRSAA, \$4.9M in BATA savings, \$1.8M in Bridge Tolls and \$6.9M in Local funds	\$27,700,000	~%
ALA210016	Livermore Amador Valley Transit (LAVTA)	LAVTA Passenger Facilities Enhancements	Amend a new exempt project into the TIP with \$2M in STP-CRRSAA and \$863K in TDA4 funds	\$2,863,000	~%
ALA210017	Alameda Contra Costa Transit District (AC Transit)	Tempo Quick Build Transit Lane Delineation	Amend new exempt project into the TIP with \$300K in STP-SSM and \$100K in Other Local funds	\$440,000	~%
ALA210018	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Quick Builds Transit Lanes	Amend a new project into the TIP with \$954K in STP-SSM, and \$697K in LCTOP, and \$88K in Other Local funds	\$1,739,187	~%
ALA990052	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Paratransit Van Replacement	Update the funding plan to add \$1.6M in 5307 and \$408K in Local funds	\$2,042,968	7.5%
CC-070092	Eastern Contra Costa Transit Authority (Tri Delta)	ECCTA: Transit Bus Replacements	Update the funding plan to add \$3.6M in FY21 5307, \$1M in FY21 5339, and \$1.2M in FY21 Local funds	\$5,760,000	13.6%

**TIP Revision Summary
2021-06**

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
CC-210004	Bay Area Rapid Transit District (BART)	Lafayette Town Center Pathway and Bike Station	Amend a new exempt project into the TIP with \$2M in Local funds	\$2,005,000	~%
CC-210005	Bay Area Rapid Transit District (BART)	Pittsburg/Bay Point BART Station Bike-Ped Imps	Amend a new exempt project into the TIP with \$1.66M in Local funds	\$1,660,000	~%
MRN030010	Golden Gate Bridge, Highway and Transit District	GGBHTD: Fixed Guideway Connectors	Update the funding plan to add \$40K in FY21 5337 and \$10K in FY21 Local funds	\$50,000	0.1%
MRN130015	Golden Gate Bridge, Highway and Transit District	GGBHTD - Transit Systems Enhancements	Update the funding plan to add \$544K in 5307 and \$136K in Local funds	\$680,000	23.3%
MRN150014	Golden Gate Bridge, Highway and Transit District	GGBHTD Ferry Major Components Rehab	Update the funding plan to add \$1.75M in FY21 FBP, \$277K in FY21 5307, \$4.7M in FY21 5337 and \$1.67M in FY21 Local funds	\$8,371,299	39.5%
MRN210002	Marin County Transit District	MCTD - Bus Stop Improvements	Update the project scope to include passenger amenities and update the funding plan to add \$80K in PE STP, \$20K in PE Local, \$1.1M in CON STP-SSM and \$280K in CON Local	\$1,500,000	495.0%
MRN990017	Golden Gate Bridge, Highway and Transit District	GGBHTD: Ferry Channel & Berth Dredging	Update the funding plan to add \$640K in FY21 CON 5337 and \$160K in FY21 CON Local funds	\$800,000	3.1%
SCL050001	Santa Clara Valley Transportation Authority (VTA)	VTA: Standard & Small Bus Replacement	Update the funding plan to add \$19.2M in 5307, \$3.4M in 5339 and \$5.6M in Local funds	\$28,230,322	9.5%
SCL050002	Santa Clara Valley Transportation Authority (VTA)	VTA: Rail Replacement Program	Update the funding plan to add \$13.5M in 5337 and \$3.4M in Local funds	\$16,890,487	27.3%
SCL110099	Santa Clara Valley Transportation Authority (VTA)	VTA: Light Rail Bridge and Structure - SG Repair	Update the funding plan to add \$1.3M in 5337 and \$328K in Local funds	\$1,640,000	33.8%
SCL170005	Santa Clara Valley Transportation Authority (VTA)	VTA: Paratransit Vehicle Procurement	Update the funding plan to add \$5.4M in 5307 and \$1.3M in Local funds	\$6,771,400	66.3%
SCL190026	Santa Clara Valley Transportation Authority (VTA)	VTA: HVAC Replacement	Update the funding plan to add \$1.6M in 5307 and \$406K Local funds	\$2,028,250	112.0%
SCL190047	Santa Clara Valley Transportation Authority (VTA)	VTA: Downtown San Jose Speed Improvements	Update the funding plan to change the source of \$4.92M from 5337 to 5307 and add \$3.56M in 5307 and \$890K in Local funds	\$4,450,000	72.4%
SCL210006	Santa Clara Valley Transportation Authority (VTA)	VTA Rail Substation Rehab/Replacement	Amend a new exempt project into the TIP with \$7.6M in 5337 and \$1.9M in Local funds	\$9,550,000	~%

TIP Revision Summary 2021-06

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SCL210007	Santa Clara Valley Transportation Authority (VTA)	VTA: Bus Charging at Cerone	Amend a new exempt project into the TIP with \$280K in 5307 and \$70K in Local funds	\$350,000	~%
SCL210008	Santa Clara Valley Transportation Authority (VTA)	VTA: Security Enhancement at Chaboya Parking Lot	Amend a new exempt project into the TIP with \$480K in 5307 and \$120K in Local funds	\$600,000	~%
SCL210009	Santa Clara Valley Transportation Authority (VTA)	VTA: Guadalupe Signal Assessment/SCADA System Repl	Amend a new exempt project into the TIP with \$4.14M in 5337 and \$1M in Local funds	\$5,175,000	~%
SCL210010	Santa Clara Valley Transportation Authority (VTA)	VTA: Ohlone/Chynoweth Interlocking	Amend a new exempt project into the TIP with \$2.72M in 5337 and \$680K in Local funds	\$3,400,000	~%
SCL210011	Santa Clara Valley Transportation Authority (VTA)	VTA: LRV Electronic Equipment Modernization	Amend a new exempt project into the TIP with \$6.2M in 5337 and \$1.6M in Local funds	\$7,761,360	~%
SCL210017	Santa Clara Valley Transportation Authority (VTA)	VTA Electronic Locker Upgrade and Replacement	Amend a new exempt project into the TIP with \$1.9M in STP-SSM and \$200K in Local funds	\$2,187,000	~%
SF-010028	Caltrain	Caltrain Electrification	Update the funding plan to add \$52M in 5309 New Starts (American Rescue Plan Act)	\$52,415,186	2.6%
SF-010037	San Francisco Municipal Transport Agency (SFMTA)	SF Muni Third St LRT Phase 2 - New Central Subway	Update the funding plan to add \$23M in FY21 CON 5309 New Starts (American Rescue Plan Act) funds	\$23,121,562	1.5%
SOL110041	Fairfield	Fairfield-Suisun Intercity/Local Bus Replacement	Update the funding plan to add \$323K in 5339 and \$81K in Local funds	\$403,531	5.4%
SON210001	Santa Rosa City Bus	Santa Rosa Transit Mall Roadbed Rehabilitation	Amend a new exempt project into the TIP with \$868K in STP-CRRSAA and \$122K in TDA4 funds	\$990,000	~%

Total Funding Change: \$313,850,305

TIP Revision Summary

	Federal	State	Regional	Local	Total	2021 TIP Only
Current:	\$2,330,598,695	\$1,176,670,312	\$39,924,915	\$624,397,892	\$4,171,591,814	\$228,986,759
Proposed:	\$2,559,235,767	\$1,193,223,377	\$46,657,978	\$686,324,997	\$4,485,442,119	\$555,590,564
Delta:	\$228,637,072	\$16,553,065	\$6,733,063	\$61,927,105	\$313,850,305	\$326,603,805

Date: February 24, 2021
W.I.: 1512
Referred by: PAC
Revised: 04/28/21-C 05/26/21-C
06/23/21-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 summaries to the Programming & Allocations Committee dated November 4, 2020, February 10, 2021, April 14, 2021, May 12, 2021, and June 9, 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.	25	\$33,457,609	5/17/2021	5/17/2021
2021-02	Admin. Mod.	Pending	Pending	Pending	Pending
2021-03	Amendment	57	\$366,721,065	4/28/2021	5/21/2021
2021-04	Admin. Mod.	Pending	Pending	Pending	Pending
2021-05	Amendment	22	\$733,155,111	5/26/2021	Pending
2021-06	Amendment	57	\$313,850,305	6/23/2021	Pending
Net Funding Change		161	\$1,447,184,090		
Absolute Funding Change		161	\$1,447,184,090		

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

Re: 2021 Federal Transportation Improvement Program (TIP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4475

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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

Alfredo Pedroza, Chair

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

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

Attachment A
Resolution No. 4475
Page 1 of 1

2021 Transportation Improvement Program

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

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

Date: February 24, 2021
W.I.: 1512
Referred by: PAC
Revised: 04/28/21-C 05/26/21-C
06/23/21-C

Attachment B
Resolution No. 4475
Page 1 of 3

Revisions to the 2021 TIP

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

Revision 2021-01 is an administrative modification that revises 25 projects with a net funding increase of approximately \$33.5 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on May 17, 2021. Among other changes, this revision:

- Updates the funding plan of the Golden Gate Bridge, Highway and Transportation District's Suicide Deterrent System project to reflect the programming of \$7.9 million in Surface Transportation Block Grant Program (STP) funds and to change the source for \$7.7 million in funding from federal Highway Infrastructure Program (FHIP) to STP;
- Updates the funding plan of the Solano I-80 Managed Lanes project to reflect additional programming of federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds through the State Transportation Improvement Program (STIP);
- Updates the Santa Clara Valley Transportation Authority's (VTA) US 101/De L Cruz Blvd - Trimble Road I/C project to reflect the programming of \$25 million in SB1 Local Partnership Program Competitive funds;
- Updates the Bay Area Rapid Transit District's (BART) Railcar Procurement and Transbay Core Capacity Programs to reflect changes in the funding plans including the addition of \$562 million in FTA Capital Investment Grant (CIG) funds and \$6.8 million in CRRSAA funds; and
- Updates the funding plans and back-up listings of the Highway Safety Improvement Program (HSIP) and Highway Bridge Program (HBP) funded grouped listing to reflect the latest programming information from Caltrans.
- Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$25 million in SB1 Local Partnership Program funding, \$562 million in FTA CIG funding, \$1.8 million in HBP funding, \$7.1 million in STIP funds, \$350,000 in FTA Pilot Program for Transit-Oriented Development Planning grant funding, and \$7.9 million in federal CRRSSAA funding to reflect the net change in funding over the four years of the TIP. MTC's 2021 TIP, as revised with Revision No. 2021-01, remains in conformity

with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

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 was received on May 12, 2021, and final federal approval was received on May 21, 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 mid-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.

Revision 2021-06 is an amendment that revises 57 projects with a net funding increase of approximately \$314 million. The revision was referred by the Programming and Allocations Committee on June 9, 2021, and approved by the MTC Commission on June 23, 2021. Caltrans approval is expected in mid-July 2021, and final federal approval is expected in mid-August 2021. Among other changes, this revision:

- Adds 23 new projects and updates the funding plans of two existing projects to reflect the adoption of the Safe and Seamless Mobility Quick Strike Program;
- Adds five new projects and updates the funding plans of 20 existing projects to reflect the recent adoption of the latest round of the Transit Capital Priorities Program;
- Updates the Caltrain Electrification and San Francisco Central Subway projects to reflect recent awards of Federal Transit Administration New Starts funding from the American Rescue Plan Act of 2021; and
- Archives two projects as they have been completed.

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0750 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 4/30/2021 **In control:** Programming and Allocations Committee
On agenda: 6/9/2021 **Final action:**
Title: MTC Resolution No. 4320, Revised. Clipper® START Pilot Extension
Request to extend the Clipper® START Pilot by 18 months until June 2023.

Sponsors:

Indexes:

Code sections:

Attachments: [3a - 21-0750 - Reso-4320 - Clipper START Extension.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4320, Revised. Clipper® START Pilot Extension

Request to extend the Clipper® START Pilot by 18 months until June 2023.

Presenter:

Drennen Shelton

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

June 9, 2021

Agenda Item 3a - 21-0750

MTC Resolution No. 4320, Revised. Clipper® STARTSM Pilot Extension

Subject: Request to extend the Clipper® STARTSM Pilot by 18 months until June 2023.

Background: In May 2018, the Commission adopted Resolution No. 4320, establishing the framework for the Regional Means-Based Transit Fare Pilot Program, branded as Clipper® STARTSM. This 18-month long pilot program seeks to increase access to opportunity and improve transportation affordability for adult transit passengers who have a lower income. The pilot program offers a 20 or 50 percent discount on single ride fares for eligible adults whose income is under 200 percent of the federal poverty level. The pilot began in mid-July 2020 with four operators, and between November 2020 - January 2021, 17 additional operators joined the program. The 18-month long pilot program is set to expire in mid-January 2022.

Launch of the Pilot

The COVID-19 pandemic and subsequent shelter-in-place led to a major ridership decline for the Bay Area's transit agencies. As a result, rider participation in the Clipper® STARTSM pilot has been low. To date, approximately 4,500 Bay Area residents have qualified to participate in the pilot, receiving their Clipper® STARTSM cards. However, only about 2,600 people have used their cards since the pilot launched. The pilot aimed to have 15,000 enrollees, but given overall low transit ridership levels, enrollment has fallen short of this goal.

The pilot originally included just four transit agencies – BART, Caltrain, Golden Gate Transit and Ferry, and SFMTA. With low ridership during the pandemic, other transit agencies looked for ways to address equity issues and increase ridership. Between November 2020 – January 2021, with the addition of \$5 million in Coronavirus Aid Relief and Economic Securities (CARES) Act to help subsidize the program, 17 additional transit agencies joined the pilot: AC Transit, County Connection, Fairfield and Suisun Transit, LAVTA, Marin Transit, Napa VINE, Petaluma Transit, SamTrans, Santa Rosa CityBus, SMART, SolTrans, Sonoma County Transit, Tri Delta Transit, Union City Transit, Vacaville City Coach, WestCAT, and WETA.

Agencies choose to offer discounts of 20 percent or 50 percent, with MTC covering 10 percent of the cost of a single ride. MTC originally budgeted \$8 million per year in subsidy funds for the four original agencies and then added a one-time \$5 million in subsidy funds to cover the remaining transit agencies. Through April 2021, the total subsidy amount to be covered by MTC for all 21 agencies combined was approximately \$40,000.

Request to Extend the Pilot

The pilot's original framework calls for a 12-month evaluation of the program to assess the project's design, implementation, and impact on improving affordability, mobility, and access to opportunity. In September 2021, staff was scheduled to bring forward recommendations to the Programming & Allocations Committee. These

recommendations would inform the next stage of Clipper® STARTSM the program's future, policy, and program design.

However, given the low ridership, the addition of the 17 agencies mid-year, and limited data available to make a recommendation on program changes, staff recommends extending the pilot period for an additional 18 months under the current framework. This would:

- Allow time for new enrollees to join the program under a "back to transit" scenario;
- Closely align with the timeline of the FasTrak® STARTSM pilot for the purposes of decision-making around eligibility requirements and proof of eligibility documentation;
- Coincide with the timing and rollout of the next-generation Clipper® system, scheduled in 2023, which increases the policy and design options for implementing program changes;
- Align with the state fiscal year, which is preferred by the transit agencies for budgeting purposes, and;
- Allow for the additional agencies to be fully considered under the evaluation.


Funding for subsidies remains available and staff estimates there are sufficient funds for an 18-month extension for subsidies and program administration costs. Staff from all participating transit agencies support this extension.

Next Steps

Staff recommends extending the Clipper® STARTSM pilot for an additional 18 months, under the current framework, to June 30, 2023. If approved, staff will need to extend the contracts of the eligibility verifier and evaluation consultants, as well as procure a new marketing and outreach contractor. Staff will continue to work on providing recommendations informed by the pilot evaluation. Staff will also work with participating transit agencies to secure board approvals to extend their participation in the pilot, as well as comply with Title VI requirements, if applicable.

Issues: While there is conceptual agreement between MTC and agency staff to extend the pilot by an additional 18 months, each agency's program participation is subject to their respective governing board approval and other formal actions, such as any required federal Title VI evaluation.

Recommendation: Refer MTC Resolution No. 4320, Revised to the Commission for approval.


Therese W. McMillan

Date: May 23, 2018
W.I.: 1311
Referred by: PAC
Revised: 08/26/2020-C
06/23/2021-C

ABSTRACT

MTC Resolution No. 4320, Revised

This resolution approves the Regional Means-Based Fare Program Framework, a regional low-income discount fare program for eligible transit riders.

On August 26, 2020, Attachment A was revised to expand the Regional Means-Based Transit Fare Pilot to additional eligible transit operators.

On June 23, 2021, Attachment A was revised to extend the pilot period of Clipper START until June 30, 2023.

Further discussion of this action is contained in the MTC Programming and Allocations Summary Sheet dated May 9, 2018 and Executive Director Memorandum dated May 16, 2018, August 12, 2020, and June 9, 2021.

Date: May 23, 2018
W.I.: 1311
Referred by: PAC

RE: Regional Means-Based Program Framework

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4320

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, transit affordability has been highlighted as a regional issue in MTC's Coordinated Plan, Plan Bay Area and other plans;

WHEREAS, MTC has conducted the Regional Means-Based Fare Pricing Study;

WHEREAS, the MTC recommends adopting a regional framework for the program, with participating operators, funding guidelines, and program conditions, as shown in Attachment A;

RESOLVED, that MTC approves Regional Means Based Fare Program Framework, subject to the conditions noted therein; and, be it further

RESOLVED, that MTC may annually allocate regional funds to support the Regional Means Based Fare Program per the respective funding program guidelines.

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

The above resolution was approved by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in San Francisco, California, on May 23, 2018.

Date: May 23, 2018
W.I.: 1311
Referred by: PAC
Revised: 08/26/20-C
06/23/2021-C

Attachment A
Resolution No. 4320
Page 1 of 2

Regional Means Based Transit Fare Pilot Program Framework

Participating Agencies

Initial Group (Cohort 1):

1. Bay Area Rapid Transit (BART)
2. Caltrain
3. Golden Gate Bridge, Highway and Transportation District (GGBHTD)
4. San Francisco Municipal Transportation Agency (SFMTA)

Expanded Group (Cohort 2):

As of August 26, 2020, additional transit agencies serving within the nine-Bay Area region may participate in the Pilot.

Means-based Discount

A minimum 20% per trip discount off the adult fare (in addition to any existing Clipper® discounts) will be offered to eligible persons.

Eligibility

Adults earning less than 200% Federal Poverty Level (FPL)

Funding

Overall Funding Estimates and Program Administration Funding:

Cohort 1: MTC to make available an estimated \$11 million in funding per year (subject to annual allocation action by MTC and fluctuations in annual revenues), which would be used for subsidy, with administrative costs funded first. The MTC contribution comes from State Transit Assistance population-based funds (approximately \$8 million per year) and Low Carbon Transit Operations Program (LCTOP) population-based funds (approximately \$3 million per year). Funding from these programs is approved through MTC Resolution Nos. 4321, 4130, and 4420.

Cohort 2: A one-time commitment of funding through the Coronavirus Aid, Relief, and Economic Security (CARES) Act is being provided specifically for Cohort 2 (approximately \$5 million). Funding from these programs is approved through MTC Resolution No. 4420.

Initial Group (Cohort 1) Subsidy:

Of the estimated \$11 million being made available in funding per year (12 months) referenced above for the pilot period, a total of \$12 million over 36 months is being made available to subsidize fares up to 10% during the pilot period. Participating operators are to cover the remainder of the discount or any additional revenue losses from other sources.

Expanded Group (Cohort 2) Subsidy:

A total of \$5 million over the pilot period (actual start date may vary but pilot end date will be the same as Cohort 1) is being made available to subsidize fares up to 10% for operators in Cohort 2. Participating operators are to cover the remainder of the discount or any additional revenue losses from other sources.

Implementation

- Program will be a 36-month pilot. *(The initial pilot period was established at 18 months. On June 23, 2021, the pilot was extended by an additional 18 months to June 30, 2023).*
- Program to be implemented on Clipper through a discount coupon approach.
- Program will be centrally administered on behalf of all participating agencies.
- Program will be evaluated for continual improvements and is subject to revision based on financial sustainability, efficiency, and effectiveness.

Timing of transit operator launch is contingent on Clipper system capabilities and appropriate transit operator Board approvals.

Conditions

- Operators to conduct Title VI analysis per Federal Transit Administration (FTA) as required.
- The formula for distributing regional funds to transit operators will be based on actual trips taken and is subject to refinement based on the rider participation rates and amount of regional funding available.
- SFMTA can continue, expand, or eliminate its current Lifeline monthly program; however, the regional funding will only be used to compensate for participation in the new regional program. Other operators with existing low-income rider discount programs, who are not participating in the regional program, would not be eligible for regional Means-Based Fare Program funding.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0718 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 4/28/2021 **In control:** Programming and Allocations Committee
On agenda: 6/9/2021 **Final action:**
Title: MTC Resolution Nos. 4411, Revised, and 4412, Revised.

Regional Measure 3 (RM3): North Bay Transit Access Improvements Programming and RM3 Letter of No Prejudice (LONP) to the Napa Valley Transportation Authority (NVTa) for the Vine Transit Maintenance Facility.

Sponsors:

Indexes:

Code sections:

Attachments: [3b - 21-0718 - Reso-4411-4412 - RM3 NorthBayTransit VineMaintenance.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4411, Revised, and 4412, Revised.

Regional Measure 3 (RM3): North Bay Transit Access Improvements Programming and RM3 Letter of No Prejudice (LONP) to the Napa Valley Transportation Authority (NVTa) for the Vine Transit Maintenance Facility.

Presenter:

Anne Spevack

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

June 9, 2021

Agenda Item 3b - 21-0718

MTC Resolution Nos. 4411, Revised, and 4412, Revised.

Subject: Regional Measure 3 (RM3): North Bay Transit Access Improvements Programming and RM3 Letter of No Prejudice (LONP) to the Napa Valley Transportation Authority (NVTa) for the Vine Transit Maintenance Facility.

Background: Bay Area voters approved Regional Measure 3 (RM3) on June 5, 2018. RM3, as authorized by Senate Bill 595 (Beall, 2017), includes a comprehensive traffic relief program of projects funded by toll increases on the seven state-owned toll bridges in the Bay Area. RM3 is under litigation and collected RM3 revenue is being held in an escrow account. No allocations of RM3 funds are anticipated at this stage of the pending litigation.

North Bay Transit Access Improvements Initial Programming

RM3 Project 26, North Bay Transit Access Improvements, is one of six RM3 programmatic categories subject to further programming by MTC. RM3 provides a total of \$100 million in toll funds for transit improvements, including but not limited to vehicles, facilities, and access to transit facilities, benefiting the Counties of Marin, Sonoma, Napa, Solano, and Contra Costa. MTC is the listed project sponsor, and eligible applicants are any transit operator providing service in the five counties.

Staff recommends initial programming of the North Bay Transit Access Improvements Program to adopt a proposal by the five County Transportation Agencies (CTAs) to split the funding equally. Under this division, each county will be programmed \$20 million for transit improvements within the county.

In programming these funds, MTC delegates project selection to each CTA for their county's share of the funds, including responsibility for soliciting public input. MTC will continue to review selected projects for consistency with the legislation and the RM3 policies and procedures before issuing future LONPs or allocating funds, if and when funds become available.

Vine Transit Maintenance Facility LONP

In December 2019, MTC approved a Letter of No Prejudice (LONP) process to allow sponsors to move projects forward with alternate funds, at-risk, while maintaining RM3 eligibility if and when RM3 funds are available.

NVTA submitted an RM3 LONP request for \$20 million from the North Bay Transit Access Improvements programmatic category for construction of the Vine Transit Maintenance Facility project. The limited size of NVTA's existing transit yard inhibits its ability to expand and enhance service. The new facility will provide sufficient space for existing operations and projected growth for the next 50 years. The project is preparing to start construction and expected to be completed in December 2022.

The RM3 Policies and Procedures require that the project sponsor provide a non-RM3 source of funding to cover the portion that would be covered by RM3 funds, and that a plan be provided in case the RM3 funds never become available. In lieu of RM3 funds at this time, NVTA will use a combination of funds from a Transportation Infrastructure Finance and Innovation Act loan, a private bank loan, and Transportation Development Act funds, which are also backing the loans.


Staff has reviewed the Initial Project Report and LONP request and recommends issuing the LONP. Issuing the LONP will preserve eligibility of construction activities on the Vine Maintenance Facility occurring after the issuance of the LONP for future RM3 allocation and reimbursement if RM3 legislation is resolved favorably.

Issues:

1. Issuance of the NVTA LONP is dependent on approval of the North Bay Transit Access Improvements Programming in Resolution No. 4411, Revised.
2. If the RM3 litigation is not resolved favorably, funds may never become available to reimburse NVTA. NVTA has acknowledged this risk in their agency resolution.

Recommendation: Refer MTC Resolution Nos. 4411, Revised and 4412, Revised to the Commission for approval.

Attachments: MTC Resolution No. 4411, Revised
MTC Resolution No. 4412, Revised


Therese W. McMillan

Date: March 25, 2020
W.I.: 1258
Referred by: PAC
Revised: 05/27/20-C 06/23/21-C

ABSTRACT

MTC Resolution No. 4411, Revised

This resolution establishes programming for Regional Measure 3 (RM3) capital projects sponsored or co-sponsored by MTC or BATA.

This resolution includes the following attachments:

Attachment A – Goods Movement and Mitigation Program of Projects

Attachment B – Bay Area Corridor Express Lanes Program of Projects

Attachment C – North Bay Transit Access Improvements Program of Projects

This resolution was revised on May 27, 2020 by Commission Action to add Attachment B – Bay Area Corridor Express Lanes Program of Projects.

This resolution was revised on June 23, 2021 by Commission Action to add Attachment C – North Bay Transit Access Improvements Program of Projects.

Additional discussion of this allocation is contained in the Executive Director’s memorandum and MTC Programming and Allocations Committee Summary sheet dated March 11, 2020, May 13, 2020, and June 9, 2021.

Date: March 25, 2020
W.I.: 1258
Referred by: PAC

Re: Programming of Regional Measure 3 Capital Projects Sponsored or Co-Sponsored by MTC or BATA

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4411

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

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

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

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

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

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

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

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

WHEREAS, the RM3 Expenditure Plan gives certain responsibilities to MTC or BATA for specific projects, including project sponsorship or co-sponsorship, making funds available for projects, providing funding for competitive grant programs, allocating funding to an agency designated to build a project, or consulting with entities to determine a project sponsor, as identified in Sections 30914.7(a) and (c) of the California Streets and Highways Code; and

WHEREAS, pursuant to Section 30914.7(a) of the California Streets and Highways Code, other entities are joint project sponsors of certain RM3 capital projects or otherwise listed in determining the project sponsor;

WHEREAS, the Attachments to this resolution, attached hereto and incorporated herein as though set forth at length, list project programming determinations for specific projects pursuant as Section 30914.7(a) of the California Streets and Highways Code; now, therefore, be it

RESOLVED, that MTC approves the programs of projects as set forth in the Attachments; and be it further


RESOLVED, that MTC may take further action to issue RM3 Letters of No Prejudice based on the programs of projects as set forth in the Attachments; and, be it further

RESOLVED, that further MTC action in the form of approved allocations are required to expend RM3 funds; and, be it further

RESOLVED, that MTC will meet all obligations for these projects regarding joint sponsors and other entities pursuant to Section 30914.7(a) of the California Streets and Highways Code; and be it further

RESOLVED, that a certified copy of this resolution and applicable attachments shall be forwarded to any applicable project sponsor, co-sponsor, or implementing agency.

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

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

North Bay Transit Access Improvements

RM3 Project No.	26
Project Title	North Bay Transit Access Improvements
Funding Amount	\$100,000,000
Statute Project Description	
Provide funding for transit improvements, including, but not limited to, bus capital projects, including vehicles, transit facilities, and access to transit facilities, benefiting the Counties of Marin, Sonoma, Napa, Solano, and Contra Costa. Priority shall be given to projects that are fully funded, ready for construction, and serving rail transit or transit service that operates primarily on existing or fully funded high-occupancy vehicle lanes.	
Statute Project Sponsor Description	
The project sponsor is the Metropolitan Transportation Commission. Eligible applicants are any transit operator providing service in the Counties of Contra Costa, Marin, Napa, Solano, or Sonoma.	
Other Project Sponsor Action Required for Programming	
MTC is delegating project selection for each county to the applicable County Transportation Agency, subject to review of consistency with RM3 legislation and RM3 policies and procedures. Prior to MTC programming projects in this category, a Board resolution from relevant County Transportation Agency will be required.	

Program of Projects

County	Implementing Agency	Project Title(s)	RM3 Amount (\$ millions)
Napa	Napa Valley Transportation Authority	Vine Transit Maintenance Facility	\$20
Contra Costa	TBD	TBD	\$20
Marin	TBD	TBD	\$20
Solano	TBD	TBD	\$20
Sonoma	TBD	TBD	\$20
Total			\$100

Date: March 25, 2020
Referred by: PAC
Revised: 05/27/20-C 07/22/20-C
10/28/20-C 12/16/20-C
02/24/21-C 04/28/21-C
06/23/21-C

ABSTRACT

MTC Resolution No. 4412, Revised

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

This resolution includes the following attachments:

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

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

Attachment N – Vine Transit Maintenance Facility (Napa Valley Transportation
Authority) LONP Summary

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

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

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

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

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

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

This resolution was revised by Commission Action on June 23, 2021 to add Attachment N, LONP Summary for a project sponsored by the Napa Valley Transportation Authority (NVTa).

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4412

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

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



Regional Measure 3

Letter of No Prejudice Project Summary

Project Information

RM3 Project Number	26.1	
Project Title	Vine Transit Maintenance Facility (under North Bay Transit Access Improvements)	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Napa Valley Transportation Authority (NVTA)		NVTA
Legislated Project Description		RM3 Legislated Funding (in \$1,000s)
(26) Provide funding for transit improvements, including, but not limited to, bus capital projects, including vehicles, transit facilities, and access to transit facilities, benefiting the Counties of Marin, Sonoma, Napa, Solano, and Contra Costa. Priority shall be given to projects that are fully funded, ready for construction, and serving rail transit or transit service that operates primarily on existing or fully funded high-occupancy vehicle lanes.		\$20,000
Sponsor Programming and LONP Request Action		
The NVTA Board of Directors approved NVTA Resolution No. 21-02 on January 20, 2021, programming their \$20,000,000 share of the North Bay Transit Access Improvement RM3 project to the Vine Transit Maintenance Facility and approving a \$20,000,000 LONP request.		
Detailed Project Description		
NVTA will build a new bus maintenance, operations and administration facility on land purchased in 2016. The construction of facility includes six operating bays, a dispatch and command center equipped as an emergency response center, stand-alone administrative office building with training rooms, modern bus wash, bus storage for up to 100 transit vehicles of various sizes, photo-voltaic solar panels capable of producing enough to power the facility, electric bus charging stations, regional meeting/ job training center, and parking for employees and visitors.		
LONP Phase	LONP Amount (in \$1,000s)	LONP Approval Date
CON	\$20,000	23-Jun-21
Scope - Activities eligible for future allocation and reimbursement if RM3 funds become available		
The LONP preserves future RM3 eligibility for costs related to construction of the Vine Transit Maintenance Facility incurred after the LONP approval date.		
Conditions - In addition to the successful outcome of RM3 litigation, eligibility for future allocation and reimbursement is conditioned upon the following:		
1	None	



Regional Measure 3

Letter of No Prejudice Project Summary

Project Funding Plan and Schedule

RM3 Project Number	26.1
Project Title	Vine Transit Maintenance Facility (under North Bay Transit Access Improvements)
RM3 Replacement Funding Source	TIFIA loan, private loan, and TDA funds

Project Funding Plan				Project Schedule	
Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV	TDA	Yes	\$ 250	Mar-16	Jan-18
	ENV Subtotal		\$ 250		
PSE	TDA	Yes	\$ 2,029	Aug-17	Sep-19
	PSE Subtotal		\$ 2,029		
ROW	TDA	Yes	\$ 2,624	Sep-18	Sep-18
	ROW Subtotal		\$ 2,624		
CON	TDA (RM3 replacement)	Yes	\$ 4,414	Jun-21	Dec-22
	TIFIA (RM3 replacement)	Yes	\$ 19,917		
	FTA	Yes	\$ 5,253		
	STA SGR	Yes	\$ 63		
	Private Bank Loan (RM3 replacement)	Yes	\$ 5,000		
	SB1 Local Partnership	Yes	\$ 1,100		
	CON Subtotal		\$ 35,747		
Capital Funding Total			\$ 40,650		



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	21-0586	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	4/1/2021	In control:		Programming and Allocations Committee	
On agenda:	6/9/2021	Final action:			
Title:	MTC Resolution Nos. 4464, 4465, 4466, 4467, and 4471				

Allocation of \$344 million in FY2021-22 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), and AB1107 funds to four transit operators, MTC, and the Transbay Joint Powers Authority (TJPA) to support transit operations and capital projects in the region.

Sponsors:

Indexes:

Code sections:

Attachments: [3c - 21-0586 - Resos-4464-4465-4466-4467-4471 Transit Ops Allocations.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4464, 4465, 4466, 4467, and 4471

Allocation of \$344 million in FY2021-22 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), and AB1107 funds to four transit operators, MTC, and the Transbay Joint Powers Authority (TJPA) to support transit operations and capital projects in the region.

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

June 9, 2021

Agenda Item 3c - 21-0586

MTC Resolution Nos. 4464, 4465, 4466, 4467, and 4471

Subject: Allocation of \$344 million in FY2021-22 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), and AB1107 funds to four transit operators, MTC, and the Transbay Joint Powers Authority (TJPA) to support transit operations and capital projects in the region.

Background: This month's proposed actions begin the annual allocation process of these funds for FY2021-22. Six entities are requesting TDA, STA, RM2, and/or AB1107 allocations this month that exceed the \$1 million delegated authority limit. Allocation requests that are less than \$1 million are approved separately through the Executive Director's Delegated Authority process. These funds comprise a significant share of the revenue for agencies' operating budgets.

The proposed allocation amounts are based on the programming levels identified in the FY 2021-22 Fund Estimate (MTC Resolution 4450) and the RM2 Operating Program (MTC Resolution 4463). The RM2 statute also identifies a separate set-aside for operation of the Salesforce Transit Center which is statutorily exempt from any expected bridge toll revenue reductions. The proposed allocations are summarized in the following table:

Allocation Amounts by Claimant and Fund Source						\$ in millions
Transit Operator/ Claimant	TDA Resolution No. 4465	STA Resolution No. 4466	RM2 Operating Resolution No. 4464	AB1107 Resolution No. 4467	Terminal RM2 Resolution No. 4471	Total
AC Transit	\$73.0	\$18.7	\$11.4	\$41.5	-	\$144.6
CCCTA	\$24.8	-	-	-	-	\$24.8
SolTrans	\$7.3	\$1.1	-	-	-	\$8.5
VTA	\$123.1	\$26.5	-	-	-	\$149.6
MTC	-	\$6.3	\$1.7	-	-	\$8.0
TJPA	-	-	\$2.6	-	\$5.6	\$8.1
Total	\$228.2	\$52.6	\$15.7	\$41.5	\$5.6	\$343.6

Information regarding the FY 2021-22 operating budgets and current and future operations for the above claimants is provided in Attachment A. Commissioners will hear more from the transit operators about their budget and service planning for FY 2021-22 at the special Programming and Allocations workshop scheduled for the afternoon of June 9th. Some highlights regarding the operators receiving an allocation this month include:

- None of the agencies above seeking allocation have assumed any American Rescue Plan Act (ARP) funding – the third federal COVID relief package – in their budgets.
- Except for VTA, the other three operators are budgeting for lower service levels compared to pre-pandemic service levels.

- Prior to the pandemic, revenue shortfalls existed; costs were exceeding revenue and depleting reserves. These standing mid-term and long-term revenue challenges impact the ability to restore service.
- Driver shortages are an impediment to increasing service for AC Transit and VTA.

To receive an allocation of funds, operators agree to comply with transit coordination requirements in MTC Resolution 3866, the Transit Coordination Implementation Plan. The Commission could consider further coordination requirements as a condition of receiving these funds.

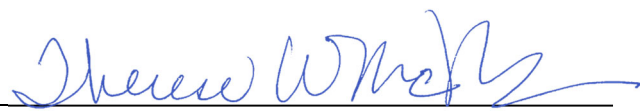
Allocations to MTC support the Clipper program. Clipper transactions are about 20% of pre-pandemic levels. Allocations to TJPA support the operation of the Salesforce Transit Center. TJPA has included some funding to make wayfinding improvements at the terminal and is working on a funding plan for major wayfinding upgrades.

Issues: Allocation of RM2 funds is contingent upon Commission approval of the FY 2021-22 Bay Area Toll Authority Budget.

The Clipper operating budget and Clipper START budget are also included in the MTC Agency Budget that is being presented this month to the Administration Committee.

Recommendation: Refer MTC Resolution Nos. 4464, 4465, 4466, 4467, and 4471 to the Commission for approval.

Attachments: Attachment A – Claimant Budget Summary
MTC Resolution Nos. 4464, 4465, 4466, 4467, and 4471


Therese W. McMillan

Attachment A: Claimant Budget Summary

AC Transit

\$ Amounts are in millions

Expected Carryover of Federal COVID Relief Funding	Proposed Operating Budget	Change in Budget compared to FY 20	Current Average Ridership % Decrease (Mar 2021 over Mar 2019)	Total Proposed TDA/ STA/ RM2/ AB 1107 FY21-22 Allocation ¹	% of Operating Budget Funded with Allocations
\$56.5	\$476.7	4.3%	-63%	\$150.8	32%

Budget Summary: The draft budget provides for an 85% service level assuming that the bus operator count can be increased for August 2021 and March 2022 service changes. The draft budget does not include any assumption of American Rescue Plan funds. A local fare increase that was to go into effect on July 1, 2021 will be delayed a year. Service levels and additional funding will be reassessed as part of a mid-year budget revision. AC Transit is claiming 100% of estimated revenue included in the Fund Estimate.

Operations Summary: The current number of operators means that 75% of pre-pandemic service plus supplemental school service (equivalent to 83% of pre-pandemic service) can be reliably provided with the August 2021 service changes if social distancing requirements are relaxed and shadow/standby bus service resources can be redirected. Overcrowding and pass-ups are being managed as effectively as possible until social-distance requirements are reduced. The current rate of hiring and training drivers is sufficient to address attrition and possibly achieve an 85% service level later in FY 2021-22. An additional 33 operators are needed to achieve an 85% service level and approximately 220 additional drivers would be needed to provide 100% of pre-COVID service. Efforts are also underway to assess all aspects of service delivery and to implement an updated service plan in Summer 2022.

Central Contra Costa Transit Authority (CCCTA) aka County Connection

\$ Amounts are in millions

Expected Carryover of Federal COVID Relief Funding	Proposed Operating Budget	Change is Budget compared to FY 20	Current Average Ridership % Decrease (Mar 2021 over Mar 2019)	Total Proposed TDA/ STA/ RM2/ AB 1107 FY21-22 Allocation ¹	% of Operating Budget Funded with Allocations
\$7.6	\$45.2	14.6%	-64%	\$30.2	62%

Budget Summary: The operating budget maintains existing service levels and includes \$3.9 M in federal relief funding. The budget was developed to provide near- and mid-term sustainability as costs were outpacing revenue prior to the pandemic. Over half of the budget increase is due to paratransit pilots described in the operations summary. Lower fare revenue, rising pension costs and electrification of the fleet create additional near-term budget challenges. CRRSAA and ARP funds have not been included in the current budget. CCCTA is requesting 100% of FY22 estimated funds. They will still have a carryover balance of approximately \$7 million which serves as a capital and operating reserve.

Operations Summary: In March 2021, the CCCTA Board approved a 13% service reduction (about \$3 million savings). The approved frequency reduction on nine routes had been in place on a temporary basis since October 2020. CCCTA staff will continue to monitor ridership trends and financial projection to determine if additional service is needed. CCCTA will continue the one-seat ride paratransit pilot with three other adjacent operators through October 2021. CCCTA began providing paratransit service on behalf of LAVTA in April 2021 as part of a one-year pilot. Both agencies expect to see cost-savings and this service model could be incorporated into a future procurement if the pilot is successful.

¹ The allocation request includes funds that will be allocated through Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Allocations made by Delegated Authority are reported to the Commission quarterly. In addition, allocations of STA County Block Grant funds will be late Fall 2021.

Attachment A: Claimant Budget Summary

Solano County Transit (SolTrans)

\$ Amounts are in millions

Expected Carryover of Federal COVID Relief Funding	Proposed Operating Budget	Change in Budget compared to FY 20	Current Average Ridership % Decrease (Mar 2021 to Mar 2019)	Total Proposed TDA/ STA/ RM2/ AB 1107 FY21-22 Allocation ¹	% of Operating Budget Funded with Allocations
\$1.7	\$14.7	7.3%	-70%	\$10.7	49%

Budget Highlights: SolTrans signed a new vendor for contracted transit service beginning July 1, 2021. Contract variable costs will increase 5% over the prior contract, primarily to adjust staffing levels to the appropriate level while fixed costs will be flat, however, facilities and bus stop maintenance have been removed from the new contract. SolTrans will need additional revenue to increase service beyond the planned August 2021 service increase. SolTrans has a significant program of capital projects including constructing infrastructure at two facilities to support fleet electrification. The electrification project requires an additional \$2 million for full funding. TDA funds comprise about one-quarter of the \$15.3 M capital budget. SolTrans rescinded fare increases that were to be implemented for July 1, 2021 and July 1, 2023. They are working with operators in Solano County to standardize fares and also participate in the regional fare integration study. Changes to the fare structure may be recommended based on these efforts or economic conditions. Additional TDA funds will be requested and allocated once Solano County operators agree on funding support for Solano Express service. Soltrans is requesting 100% of FY22 estimated funds. They will still have a carryover balance of approximately \$11 million which serves as a capital and operating reserve.

Operations Summary: Fixed route service is currently around 60% of pre-pandemic levels. In August, additional service is planned to be restored to about 70% of pre-pandemic. Proposed changes include more weekend service, increased service to Walnut Creek BART, restored school service, and service adjustments to better align transfers to and from BART. Paratransit service is budgeted to be around 75% of pre-pandemic levels.

Santa Clara Valley Transportation Authority (VTA)

\$ Amounts are in millions

Expected Carryover of Federal COVID Relief Funding	Proposed Operating Budget	Change in Budget compared to FY 20	Current Average Ridership % Decrease (Mar 2021 over Mar 2019)	Total Proposed TDA/ STA/ RM2/ AB 1107 FY21-22 Allocation ¹	% of Operating Budget Funded with Allocations
\$140.3	\$464.7	0%	-62%	\$149.7	32%

Budget Summary: VTA is budgeting to return to 100% service levels after plummeting to 59% in March 2020. VTA plans to use its federal relief funding to address the structural deficit in the operating budget in the near- to mid-term. The proposed biennial VTA budget for FY 2021-22 and FY 2022-23, to be adopted in June 2021, is formulated without American Rescue Plan funds but relies on state operating revenues like TDA & STA to provide essential services. Based on current projections, the first two federal relief funds (CARES and CRRSSA) are projected to last through FY 2027-28 and are aimed to sustain future service level increases necessary to build back transit ridership and increase opportunities for those most vulnerable to systemic service level deficits. VTA is claiming 100% of estimated revenue included in the Fund Estimate.

Operations Summary: VTA is currently operating approximately 80% of service levels but can only accommodate 10-20% of maximum capacity due to physical distancing requirements on board transit vehicles resulting in customer pass-ups. Service increases in February 2021, and the use of real-time crowding information reduced pass-up from 1000 to 600-800 per day. Additionally, due to a shortage of operators, full-service restoration is not immediately possible, with operator overtime already being maximized. VTA is currently working to hire and train operators; around 90 additional bus operators and 18 additional rail operators are needed to provide 100% service levels. VTA expects to gradually increase service by early 2022 to return to pre-pandemic service levels, or the same level of service that was in place in December 2019 after a comprehensive transit service overhaul.

¹ The allocation request includes funds that will be allocated through Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Allocations made by Delegated Authority are reported to the Commission quarterly. In addition, allocations of STA County Block Grant funds will be late Fall 2021.

Attachment A: Claimant Budget Summary

MTC (Clipper)

\$ Amounts are in millions

Expected Carryover of Federal COVID Relief Funding	Proposed Operating Budget	Change in Budget compared to FY 20	Current Average Transaction % Decrease (Mar 2021 over Mar 2019)	Total Proposed TDA/ STA/ RM2/ AB 1107 FY21-22 Allocation ¹	% of Operating Budget Funded with Allocations
\$3.0	\$34.4	-6%	-80%	\$8	49%

Budget Summary: The total Clipper operating budget is estimated to be \$34.4 M. MTC's share of costs is approximately \$17.9 M and STA and RM2 funds comprise 60% of the funding. MTC's share of operating costs is increasing around 20% compared to the current fiscal year because of new costs as some features of the Next Gen Clipper system become operational. Total operating costs compared to FY 19-20 are lower due to expected continued reduction in total Clipper transaction volume. However, these costs savings mainly benefit operators who cover the variable costs while MTC covers the fixed costs. Some of the RM2 funding available for the Clipper budget is paid directly by BATA and not allocated by MTC. The costs of the Clipper START program are not part of the Clipper budget. The Clipper program has expended the \$4.2 M in CARES funds it received. However, the large balance of COVID relief is due to an additional \$7.8 M in federal relief funding the program received in exchange for its STA funds to support Clipper START and the Regional Transit Connection (RTC) Card transition to MTC.

Operations Summary: As of May, only one out of 22 operators that use Clipper payment is operating fare free. The Clipper mobile app for iPhone and fare payment in Apple Wallet launched in April and was available to Android users in May.

Transbay Joint Powers Authority (TJPA)

\$ Amounts are in millions

Expected Carryover of Federal COVID Relief Funding	Proposed Operating Budget	Change in Budget compared to FY 21	Current Average Ridership % Decrease (Mar 2021 to Mar 2019)	Total Proposed TDA/ STA/ RM2/ AB 1107 FY21-22 Allocation ¹	% of Operating Budget Funded with Allocations
\$3.3	\$29.2	30%	N/A	\$8.2	28%

Budget Highlights: TJPA's proposed budget of \$29.2 M for FY 2021-22 is \$6.8 M (or 30%) more compared to the current year's budget of \$30.8 M, excluding debt service. \$2 M (or 30%) of the cost increase is due to increased security costs although this could decrease pending contract negotiations. 25% of the budget increase is due to the contingency. The budget includes \$1.3 M to enhance wayfinding, but \$1 M in funding still needs to be identified. The \$3.3 M in federal COVID relief funding will help support terminal operations.

Operations Summary: The Salesforce Transit Center has remained open throughout the pandemic. Activities and programming at the park are expected to resume in the upcoming fiscal year.

¹ The allocation request includes funds that will be allocated through Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Allocations made by Delegated Authority are reported to the Commission quarterly. In addition, allocations of STA County Block Grant funds will be late Fall 2021.

Date: June 23, 2021
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4464, Revised

This resolution approves the allocation of the Regional Measure 2 operating and planning funds for FY 2020-21.

This resolution allocates funds to AC Transit, MTC, Transbay Joint Powers Authority, and Water Emergency Transportation Authority (WETA).

Discussion of the allocations made under this resolution are contained in the MTC Programming and Allocations Committee Summary Sheets dated June 9, 2021.

Date: June 23, 2021
W.I.: 1255
Referred by: PAC

Re: Allocation of Regional Measure 2 funds for transit operations and planning for FY 2021-22

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4464

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 programs eligible for RM2 funding for transit operating and planning assistance as identified in Streets and Highways Code Section 30914(d).

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, Revised); and

WHEREAS, MTC has reviewed the allocation requests submitted for RM2 transit operations and planning funds from the project sponsor(s) listed in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length funds; and

WHEREAS, project sponsors seeking RM2 funds are required to submit an Operating Assistance Proposal (OAP), pursuant to Streets and Highway Code Section 30914(e) to MTC for review and approval, which demonstrates a fully funded operating plan and consistency with the performance measures, as applicable; and

WHEREAS, Attachment A lists the projects requested by project sponsors for RM2 funding, project specific conditions, and amounts recommended for RM2 allocation by MTC staff; and

RESOLVED, that MTC approves staff's review of the OAP for the projects listed in Attachment A; and be it further

RESOLVED, that MTC approves the allocation of RM2 funds in accordance with Attachment A; and be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into
by the Metropolitan Transportation
Commission at the regular meeting
of the Commission held in San Francisco,
California and at other remote locations,
on June 23, 2021.

FY 2021-22 ALLOCATION OF REGIONAL MEASURE 2 FUNDS
FOR TRANSIT OPERATIONS AND PLANNING

1. Funding for each route is limited to the amount identified in the FY2021-22 RM2 Operating Program (MTC Resolution 4464).
2. Allocation amounts may be reduced in order to stay within the statutorily mandated RM2 operating program limit of 38% of annual revenue [SHC Section 30915(d)].
3. Payment of RM2 operating funds may be limited to no more than 1/12 of the allocated amount monthly.
4. For FY 2021-22, operating advances are suspended, but will be considered on a case-by-case basis.
5. RM2 performance requirements will be suspended due to the continuing transit impacts resulting from the COVID-19 pandemic.

Claimant	Project Description	Allocation Amount	Allocation Code	Approval Date	Project Number
TJPA ¹	Transbay Transit Center	\$ 2,550,000	1	06/23/21	13
MTC	Clipper	\$ 1,700,000	2	06/23/21	12
AC Transit	Express Bus Service	\$ 4,613,718	3	06/23/21	4
AC Transit	Dumbarton Bus	\$ 2,989,430	4	06/23/21	5
AC Transit	Owl Bus Service	\$ 1,284,030	5	06/23/21	7
AC Transit	Enhanced/Rapid Bus Service	\$ 2,550,000	6	06/23/21	9
Total		\$ 15,687,178			

Notes

1. The allocation of funds to TJPA shall be subject to the same conditions included in MTC Resolution 4471.

Date: June 23, 2021
W.I.: 1514
Referred by: PAC

ABSTRACT

Resolution No. 4465

This resolution approves the allocation of fiscal year 2021-2022 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

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

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 9, 2021.

Date: June 23, 2021
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2021-22 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4465

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

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

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

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

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2021-22 allocations requested by claimants, and is from time-to-time revised; and

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

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

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

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

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

RESOLVED, that MTC approves the allocation of fiscal year 2021-22 TDA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution; and, be it further

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

RESOLVED, that all TDA allocations are subject to continued compliance with MTC Resolution No. 3866, Revised, the Transit Coordination Implementation Plan.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations, on June 23, 2021.

Date: June 23, 2021
Referred by: PAC

Attachment A
MTC Resolution No. 4465
Page 1 of 1

ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS
DURING FISCAL YEAR 2021-22

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area
5801 - 99233.7, 99275 Community Transit Service - Operations					
VTA	Paratransit Operations	6,155,184	01	06/23/21	Santa Clara County
CCCTA	Paratransit Operations	1,211,358	02	06/23/21	Contra Costa County
AC Transit	Paratransit Operations	4,338,169	03	06/23/21	Alameda County
	Subtotal	11,704,711			
5802 - 99260A Transit - Operations					
AC Transit	Transit Operations	48,597,106	04	06/23/21	AC Transit - D1 Ala
AC Transit	Transit Operations	12,980,480	05	06/23/21	AC Transit - D2 Ala
AC Transit	Transit Operations	7,072,554	06	06/23/21	AC Transit - D1 CC
VTA	Transit Operations	116,948,496	07	06/23/21	VTA
SolTrans	Transit Operations	3,327,437	08	06/23/21	Vallejo/Benicia
CCCTA	Transit Operations	20,905,683	09	06/23/21	CCCTA
	Subtotal	209,831,756			
5803 - 99260A Transit - Capital					
SolTrans	Transit Capital	4,012,000	10	06/23/21	Vallejo/Benicia
CCCTA	Transit Capital	2,694,520	11	06/23/21	CCCTA
	Subtotal	6,706,520			
TOTAL		228,242,987			

Date: June 23, 2021
Referred by: PAC

Attachment B
Resolution No. 4465
Page 1 of 3

ALLOCATION OF FISCAL YEAR 2021-22
TRANSPORTATION DEVELOPMENT ACT
ARTICLE 4, ARTICLE 4.5 AND ARTICLE 8
FUNDS TO CLAIMANTS IN THE MTC REGION

FINDINGS

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

Transportation Development Act Article 4 Funds

Public Utilities Code § 99268 et seq.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That the claimant is in compliance with the 50% expenditure limitation of Public Utilities Code § 99268, or exempt from compliance with the applicable fare or fares-plus-local-support recovery ratio requirement (Public Utilities Code §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5) as provided by PUC § 99268.9; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6633.1, or § 6634; and

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

Transportation Development Act Article 4.5 Funds

Public Utilities Code § 99275

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

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

3. That in accordance with Public Utilities Code § 99275.5(c), MTC finds that the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC, responds to a transportation need not otherwise met in the community of the claimant; that the services of the claimant are integrated with existing transit services, as warranted; that the claimant has prepared and submitted to MTC an estimate of revenues, operating costs and patronage for the fiscal year in which TDA Article 4.5 funds are allocated; and that the claimant is exempt from applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code § 99268.5 or MTC Resolution No. 1209, Revised) as provided by PUC § 99268.9; and

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

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

Transportation Development Act Article 8 Transit Funds

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

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and
3. That the claimant is exempt from applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised) as provided by PUC § 99268.9; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634.

Date: June 23, 2021
W.I.: 1514
Referred by: PAC

ABSTRACT
Resolution No. 4466

This resolution approves the allocation of State Transit Assistance (STA) funds for fiscal year 2021-22.

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

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 9, 2021.

Date: June 23, 2021
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2021-22 State Transit Assistance to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4466

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

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

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

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

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

WHEREAS, eligible claimants have submitted applications to MTC for the allocation of fiscal year 2021-22 STA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2021-22 allocations requested by claimants, and is from time-to-time revised; and

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

WHEREAS, pursuant to 21 California Code of Regulations Section 6754, MTC Resolution Nos. 4321 and 4433, and Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

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

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

RESOLVED, that MTC approves the allocation of fiscal year 2021-22 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution;

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations, on June 23, 2021.

Date: June 23, 2021
Referred by: PAC

Attachment A
MTC Resolution No. 4466
Page 1 of 1

ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS
DURING FISCAL YEAR 2021-22

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area
5820 - 6730A Operating Costs - Revenue-based					
AC Transit	Transit Operations	18,707,978	01	06/23/21	AC Transit
VTA	Transit Operations	21,232,325	02	06/23/21	VTA
	Subtotal	39,940,303			
5820 - 6730A Operating Costs - County Block Grant					
SolTrans	Transit Operations	1,134,745	03	06/23/21	Solano County
	Subtotal	1,134,745			
5820 - 6730A Operating Costs - Population-based MTC Regional Coordination					
MTC	Clipper Operations	6,300,000	04	06/23/21	MTC
	Subtotal	6,300,000			
5822 - 6731C Paratransit - Operating - County Block Grant					
VTA	Transit Operations	5,285,640	05	06/23/21	Santa Clara County
	TOTAL	52,660,688			

Date: June 23, 2021
Referred by: PAC

Attachment B
Resolution No. 4466
Page 1 of 2

ALLOCATION OF FISCAL YEAR 2021-22 STATE TRANSIT ASSISTANCE FUNDS
TO CLAIMANTS IN THE MTC REGION

FINDINGS

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

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with PUC §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 Cal. Code of Regs. § 6651), and with the applicable state regulations (21 Cal. Code of Regs. § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That the claimant is in compliance with the 50% expenditure limitation of PUC § 99268, or is exempt from compliance with the applicable fare or fares-plus-local-support recovery ratio requirement (PUC §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), or with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in PUC §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised) as provided by PUC § 99268.9; and
4. That each claimant is making full use of federal funds available under the Fixing America's Surface Transportation (FAST) Act, as amended; and
5. That the sum of each claimant's allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount the claimant is eligible to receive, in accordance with the calculations prescribed by 21 Cal. Code of Regs. § 6633.1 or § 6634; and
6. That MTC has given priority consideration to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public

transportation services, and to meet high priority regional, countywide, or area wide public transportation needs; and

7. That each claimant has made a reasonable effort to implement the productivity improvements recommended pursuant to PUC § 99244; and

8. That each claimant has submitted to MTC a copy of a certification from the California Highway Patrol verifying that the claimant is in compliance with Section 1808.1 of the Vehicle Code (“Pull Notice Program”), as required by PUC § 99251; and

9. That each claimant is in compliance with the eligibility requirements of PUC §§ 99314.6 or 99314.7; and

10. That each claimant is in compliance with MTC’s Transit Coordination Implementation Plan, pursuant to Government Code §§ 66516 and 66516.5, PUC §§ 99314.5(c) and §99314.7, and MTC Resolution No. 3866, Revised.

Date: June 23, 2021
WI: 1514
Referred by: PAC

ABSTRACT

Resolution No. 4467

This resolution approves the allocation of fiscal year 2021-22 AB 1107 half-cent sales tax funds to AC Transit.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 9, 2021.

Date: June 23, 2021
Referred by: PAC

Re: Allocation of Fiscal Year 2021-22 “AB 1107” Half-Cent Sales Tax Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4467

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, Public Utilities Code Section 29142.2(b) provides that, after deductions for certain administrative expenses, twenty-five percent (25%) of the proceeds from the one-half cent transactions and use tax collected within the San Francisco Bay Area Rapid Transit District (hereinafter referred as “AB 1107” funds), shall, on the basis of regional priorities established by MTC, be allocated by MTC to the City and County of San Francisco for the San Francisco Municipal Transportation Agency (“SFMTA”) and to the Alameda-Contra Costa Transit District (“AC Transit”), for transit services; and

WHEREAS, SFMTA and/or AC Transit has submitted a request for the allocation of fiscal year 2021-22 AB 1107 funds for transit service projects and purposes in accordance with the regional priorities established by MTC; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2021-22 allocations requested by SFMTA and/or AC Transit, and is from time-to-time revised; and

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

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists findings pertaining to the allocations made under this resolution to SFMTA and/or AC Transit, as the case may be; and

WHEREAS, SFMTA and/or AC Transit has certified that its projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC finds that the projects and purposes as listed and recorded in Attachment A are in conformance with MTC's Regional Transportation Plan; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2021-22 funds under this resolution to SFMTA and/or AC Transit, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A.

RESOLVED, that all AB1107 allocations are subject to continued compliance with MTC Resolution 3866, the Transit Coordination Implementation Plan.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations, on June 23, 2021.

Date: June 23, 2021
Referred by: PAC

Attachment A
MTC Resolution No. 4467
Page 1 of 1

ALLOCATION OF AB 1107 FUNDS
DURING FISCAL YEAR 2021-22

All AB 1107 allocations are subject to continued compliance with MTC Resolution 3866,
the Transit Coordination Implementation Plan.

Claimant	Project Description	Fare Ratio Plus Local Support Percentage		Allocation Amount	Alloc. Code	Approval Date
		FY 19-20	FY 21-22			
AC Transit	Transit Operations	64.6%	38.2%	50% of deposits to MTC's AB 1107 account.	1	06/23/21

Date: June 23, 2021
Referred by: PAC

Attachment B
Resolution No. 4467
Page 1 of 1

ALLOCATION OF FISCAL YEAR 2021-22
AB 1107 FUNDS

FINDINGS

The following findings pertain to the allocation of funds under this resolution to AC Transit and/or SFMTA, as the case may be.

<i>Statutory Requirement</i>	<i>AC Transit</i>
1. In accordance with Public Utilities Code §29142.4(a), the operator is a participating member of the Clipper Executive Board and the Bay Area Partnership Board, established by MTC and which serve the function of a regional transit coordinating council.	<i>YES</i>
2. In accordance with Public Utilities Code §29142(c), the operator has complied with the transit system standards established by MTC pursuant to Government Code §66517.5.	<i>YES</i>
3. In accordance with Public Utilities Code § 29142.5, MTC may consider local support revenues in excess of the operator's base amount as fare revenues, as long as by doing so it will enable the operator to maintain or improve vital transit service within a coordinated fare structure. The audited financials submitted by the claimant for FY 2019-20 and included with the proposed FY 2021-22 budget demonstrate a fare ratio of greater than 33 percent when considering other local excess revenue.	<i>YES</i>

Date: June 23, 2021
W.I.: 1254
Referred By: PAC

ABSTRACT

Resolution No. 4471

This resolution approves the FY2021-22 allocation of bridge tolls to the Transbay Joint Powers Authority (TJPA) for operation and maintenance assistance of the Temporary Transbay Terminal as well as the permanent Transbay Transit Center, pursuant to California Streets and Highways Code 30914(b).

Additional discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 9, 2021.

Date: June 23, 2021
W.I.: 1254
Referred By: PAC

RE: Approval of allocation of bridge toll funds to Transbay Joint Powers Authority for the operation and maintenance of the Temporary Transbay Terminal and Salesforce Transit Center

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4471

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

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

WHEREAS, pursuant to Streets and Highways Code 30914(b), MTC shall allocate toll bridge revenues in an annual amount not to exceed three million dollars (\$3,000,000) plus a 3.5-percent annual increase beginning July 1, 2004, to the department or to the Transbay Joint Powers Authority after the department transfers the title of the Transbay Terminal Building to that entity, for operation and maintenance expenditures. This allocation shall be payable from funds transferred by the Bay Area Toll Authority; and

WHEREAS, the transfer of ownership of the Transbay Terminal Building from the state to the Transbay Joint Powers Authority occurred on August 6th, 2010, now be it

RESOLVED, that MTC approves the allocation and reimbursement of bridge toll funds in accordance with the amount, reimbursement schedule, and conditions set forth in Attachment A; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on June 23, 2021.

Date: June 23, 2021
W.I.: 1254
Referred By: PAC

Attachment A
MTC Resolution No. 4471
Page 1 of 1

**ALLOCATION OF BRIDGE TOLLS
PURSUANT TO STREETS AND HIGHWAY CODE 30914(b)**

Project Title: **Transbay Terminal Facilities Operations and Maintenance**
Sponsor: **Transbay Joint Powers Authority**

Allocation No.	Approval Date	Amount	Reimbursement Period
22447101	6/23/21	\$5,572,468	FY 2021-22

Conditions of Allocation:

1. Reimbursement shall be provided for eligible operating and maintenance expenditures at the Salesforce Transit Center.
2. If requested by MTC, details regarding any operating expenditures for the Transbay Terminal Facilities shall be provided by TJPA.
3. Periodic updates regarding the wayfinding planning and implementation shall be provided.
4. Payment for operating expenses shall not be requested more than once monthly.
5. TJPA and MTC shall jointly develop a near-term strategy by October 1, 2021 to improve the functionality of the existing interactive kiosks (KC1s) within a reasonable timeframe. This strategy shall identify the improvements to be completed in FY 2021-22 including, but not limited to, improved static maps and labeling of kiosks, and a timeline to complete them.
6. TJPA shall provide a map showing the location of all KC1s, noting which are interactive informational kiosks. Interactive informational kiosks shall be located throughout the terminal, but especially at key locations (decision points, such as at egress points to the terminal like the elevators on Beale Street). TJPA and MTC shall agree on the locations of the interactive kiosks.
7. Progress reports on implementing the near-term strategy developed in Condition 5 and overall wayfinding program shall be provided with invoices.
8. MTC will consider progress on implementing the improvements identified in Condition 5 above when approving invoices.
9. Maximum monthly reimbursement for operating expenses may be limited to no more than 1/12 of the amount allocated.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	21-0695	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	4/27/2021	In control:		Programming and Allocations Committee	
On agenda:	6/9/2021	Final action:			
Title:	MTC Resolution No. 4202, Revised.				

Revisions to the One Bay Area Grant (OBAG 2) program, including programming of \$83 million to various projects within the Safe and Seamless Mobility Quick-Strike program.

Sponsors:

Indexes:

Code sections:

Attachments: [4a - 21-0695 - Reso-4202 - Quick Strike.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4202, Revised.

Revisions to the One Bay Area Grant (OBAG 2) program, including programming of \$83 million to various projects within the Safe and Seamless Mobility Quick-Strike program.

Presenter:

Mallory Atkinson

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

June 9, 2021

Agenda Item 4a - 21-0695

MTC Resolution No. 4202, Revised

Subject: Revisions to the One Bay Area Grant (OBAG 2) program, including programming of \$83 million to various projects within the Safe and Seamless Mobility Quick-Strike program.

Background: In January 2021, the Commission adopted the policy and programming framework for the \$54.4 million Safe and Seamless Mobility Quick-Strike program. Last month, the Commission augmented the program with \$34.6 million in federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) highway infrastructure funds, for a program total of \$89 million.¹

As approved, the Safe and Seamless Mobility Quick-Strike program is separated into two components: 1) a county program for local projects nominated by the nine Bay Area County Transportation Agencies (CTAs), including funding for CTA planning and programming; and 2) a regional program for regional and corridor projects, including funding for regional planning activities, and funding set aside for early implementation of the Blue-Ribbon Transit Recovery Taskforce.

Safe and Seamless Mobility Quick-Strike Programming Framework

County Program	
CTA Planning	\$1.9
Local Projects	\$64.8
Subtotal:	\$66.8
Regional Program	
Regional Planning	\$1.9
Regional and Corridor Projects	\$14.5
Blue Ribbon Task Force	\$5.9
Subtotal:	\$22.3
Total:	\$89.1

Project Prioritization Process

MTC staff released a call for project nominations in February 2021. CTAs were invited to nominate projects for their county area to encourage community-based project investments and address local needs throughout the region. Initial funding targets were provided to CTAs to guide the development of project nominations by county; however, the final funding levels for each county were not guaranteed to correspond exactly to these initial targets. The final program of projects is based on the evaluation of individual projects with consideration given to geographic balance and reflect regional priorities.

MTC received 71 project nominations from CTAs by the March 2021 deadline, for a total grant request of more than \$108 million. MTC staff evaluated all projects

¹ The amount of federal CRRSAA highway infrastructure funds has been updated since the May Committee meeting to reflect the final allocation numbers provided by the California Transportation Commission.

against the evaluation criteria established in the program guidelines, as summarized below.

- Alignment with the Connected Mobility Framework Values and Goals.
- Relationship to priority planning areas including, but not limited to, Priority Development Areas (PDAs) and Communities of Concern (CoCs).
- Inclusion of community engagement.
- Addressing a gap in transit connectivity.
- Demonstration of partnership among multiple partners.
- Ability to deliver the project quickly while meeting all federal funding requirements.

In April, staff presented its initial project recommendations to the Bay Area Partnership Board. Staff also shared its proposal to recommend using available CRRSAA highway infrastructure funds to the augment the program and fund additional projects. Based on feedback received from CTAs at the meeting, MTC invited CTAs that had limited their initial nominations to their county targets to submit a limited number of additional project nominations or revised funding requests.

Recommendation

Staff recommends programming \$83 million to 64 projects as summarized in Tables 1 and 2 below and detailed in **Attachment 1**.

Staff recommends distributing the nearly \$67 million available for county and local projects to 58 projects throughout the Bay Area. Of this amount, more than \$42 million (65%) is directed to bicycle and pedestrian investments.

Table 1. Summary Recommendation - County and Local Component

County	# Projects	Grant Total
Alameda	11	\$12.0
Contra Costa	5	\$8.6
Marin	3	\$3.2
Napa	3	\$1.3
San Francisco	5	\$10.6
San Mateo	7	\$5.0
Santa Clara	10	\$17.1
Solano	6	\$4.6
Sonoma	8	\$4.5
Total:	58	\$66.8

From the roughly \$22 million available for regional and corridor projects, staff recommends funding four projects co-nominated by CTAs and MTC, two regional planning projects, and reserving nearly \$6 million for projects of interest to the Blue-Ribbon Transit Recovery Task Force (see Table 2, below). These reserved funds would be programmed through a future Commission action later this summer to strengthen alignment between investments and Task Force priorities.

Table 2. Summary Recommendation - Regional and Corridor Component

County	Project	Focus Area	Grant Total
Regional and Corridor Projects (Co-Nominations)			
Alameda	MTC/ACTC: Bay Bridge Forward: I-580 WB HOV Lane Extension	Bay Area Forward; Transit Priority	\$7.0
Contra Costa	San Pablo: Giant Road Cycletrack Quick-Build	Quick-Build	\$0.7
Napa	MTC: Napa Valley Forward: SR 29/Rutherford and Oakville Roundabouts	Bay Area Forward	\$6.0
San Mateo	Redwood City: Roosevelt Avenue Quick-Build	Quick-Build	\$0.8
Regional Planning and Programming			
Regional	MTC: FasTrak START Pilot Evaluation Study	Equitable Mobility	\$0.9
Santa Clara	VTA: Diridon Station Planning and Studies	PDA Planning and Implementation	\$1.0
Blue-Ribbon Implementation			
Regional	TBD*	TBD	\$5.9
Total:			\$22.3

*Recommendation includes approximately \$5.9 million for projects of interest to the Blue-Ribbon Transit Recovery Task Force to be programmed through a future Commission action.

As part of this programming action, staff also proposes to direct \$1 million in project savings from prior federal funding cycles to VTA for Diridon Station Planning and Studies, within the Regional Strategic Initiatives program (Table 3, below). This funding continues MTC's support for the development of this major rail infrastructure project. This programming action is in addition to proposed programming for the Safe and Seamless Mobility Quick-Strike program.

Table 3. Supplemental Funding (Prior Cycle Cost Savings)

Santa Clara	VTA: Diridon Station Planning and Studies	PDA Planning and Implementation	\$1.0
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Coordination with State Active Transportation Program (ATP):

The Governor's May Budget Revises proposes a one-time \$500 million infusion for Active Transportation projects. The CTC is proposing to use these funds to select additional high-scoring Cycle 5 ATP projects. One project recommended for a Safe and Seamless Mobility Quick-Strike award could potentially receive funding through the augmented ATP. SFMTA's Folsom Streetscape project is recommended for \$5 million in Quick-Strike funding. If the project is awarded additional ATP funding, an equivalent amount of Safe and Seamless Mobility Quick-Strike funds would be redirected to San Francisco County Transportation Authority's (SFCTA) Yerba Buena Island Westside Bridges Seismic Retrofit project.

Table 4. State ATP Contingency List

San Francisco	Yerba Buena Island (YBI) Westside Bridges Seismic Retrofit	County Program	\$5.0

Further, MTC staff are continuing to work with the SFCTA and SFMTA to confirm project prioritization between the Folsom Streetscape project and YBI Westside Bridges Seismic Retrofit project, ahead of approval of the Safe and Seamless Mobility Quick-Strike program of projects by the Commission.

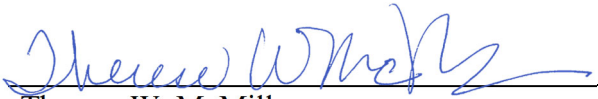
Issues:

TIP Programming Conditioned Upon Program Compliance:

Project sponsors must meet several requirements outlined in the Safe and Seamless Mobility Quick-Strike guidelines. These requirements include the adoption of a resolution of local support for the project and a resolution affirming compliance with the Surplus Land Act. Staff will work with CTAs and project sponsor staff to ensure all requirements are met as part of MTC's management of the Transportation Improvement Program (TIP).

Recommendation: Refer MTC Resolution No. 4202, Revised to the Commission for approval.

Attachments: MTC Resolution No. 4202, Revised, Attachment B-1
Attachment 1 – Funding Recommendation


Therese W. McMillan

Color Key:

Funding Recommendation

County and Local Projects (Sorted by County, Project Score)

County	Sponsor	Project Title	Project Score	Funds Requested	Funds Recommended
Alameda County					
Alameda	ACTC	CTA planning & programming	N/A	N/A	\$354,000
Alameda	BART/Oakland	BART Fare Collection Equipment (for East Bay Greenway Segment II)	88%	\$1,000,000	\$1,000,000
Alameda	AC Transit	Quick Builds Transit Lanes	85%	\$954,000	\$954,000
Alameda	Oakland	Oakland 14th Street Complete Streets	85%	\$1,000,000	\$1,000,000
Alameda	LAVTA	LAVTA Passenger Facilities Enhancements	84%	\$2,000,000	\$2,000,000
Alameda	ACTC	Alameda County Safe Routes to Schools	82%	\$1,500,000	\$1,500,000
Alameda	AC Transit	AC Transit Tempo Quick Build Transit Lane Delineation	81%	\$300,000	\$300,000
Alameda	Fremont	Fremont Boulevard/Walnut Avenue Protected Intersection	80%	\$1,271,000	\$1,271,000
Alameda	Fremont	Fremont Boulevard/Grimmer Boulevard Protected Intersection	80%	\$1,415,000	\$1,415,000
Alameda	ACTC	CTA planning & programming (for Various Youth and Adult Bicycle Promotion & Education	77%	\$160,000	\$160,000
Alameda	Alameda County	Anita Avenue Safe and Accessible Route to School and Transit	75%	\$2,000,000	\$2,000,000
Alameda	ACTC	Alameda County Safe Routes to Schools [Augmented Request]*	71%	\$2,500,000	
Alameda	Dublin	Dublin Safe Routes to School - Safety and Access Improvements	69%	\$2,000,000	
Alameda Initial Target:			\$9,830,600	Total:	\$11,954,000
Contra Costa County					
Contra Costa	CCTA	CTA planning & programming	N/A	N/A	\$242,000
Contra Costa	BART / Lafayette	BART Fare Collection Equipment (for Lafayette Town Center Pathway and BART Bike	82%	\$1,825,000	\$1,825,000
Contra Costa	BART	BART Fare Collection Equipment (for Bicycle, Pedestrian, and ADA Imps. at Pittsburg/Bay	80%	\$1,510,000	\$1,510,000
Contra Costa	Concord	East Downtown Concord PDA Access & Safe Routes to Transit	75%	\$2,164,000	\$2,164,000
Contra Costa	Richmond	Richmond 13th Street Complete Streets	75%	\$2,821,000	\$2,821,000
Contra Costa	Richmond	San Pablo Ave Complete Streets Phase 2	70%	\$6,000,000	
Contra Costa	Pleasant Hill	Contra Costa Blvd Complete Streets (Harriet Drive to Viking Drive)	67%	\$4,792,000	
Contra Costa	Pinole	Pedestrian and Bicycle Safety Imps. at Appian Way and Marlesta Rd	65%	\$350,000	
Contra Costa	Danville	Diablo Road Trail	53%	\$2,000,000	
Contra Costa Initial Target:			\$7,212,400	Total:	\$8,562,000
Marin County					
Marin	TAM	CTA planning & programming	N/A	N/A	\$141,000
Marin	Marin Transit	Marin County Bus Stop Improvements	82%	\$1,200,000	\$1,200,000
Marin	SMART	SMART Pathway - San Rafael McInnis Pkwy to Smith Ranch Road	78%	\$1,858,026	\$1,858,000
Marin	TAM	Marin County Street Smarts Bicycle and Pedestrian Safety Program	71%	\$250,000	
Marin	Mill Valley	East Blithedale Pathway to Transit	70%	\$1,000,000	
Marin	Corte Madera	Corte Madera Casa Buena Drive Complete Streets	66%	\$600,000	
Marin	Larkspur	Doherty Drive Multi-Use Pathway at Redwood High School - Phase 2	26%	\$500,000	
Marin Initial Target:			\$1,383,200	Total:	\$3,199,000
Napa County					
Napa	NVTA	CTA planning & programming	N/A	N/A	\$162,000
Napa	NVTA	Napa Valley Safe Routes to School	77%	\$100,000	\$100,000
Napa	MTC	Napa Forward SR 29 Safety and Operational Improvements	70%	\$11,000,000	\$1,000,000
Napa Initial Target:			\$1,037,400	Total:	\$1,262,000
San Francisco County					
San Francisco	SFCTA	CTA planning & programming	N/A	N/A	\$180,000
San Francisco	SFCTA	Downtown San Francisco Congestion Pricing Study	N/A	\$200,000	\$200,000
San Francisco	SFMTA	San Francisco Folsom Streetscape	89%	\$5,000,000	\$5,000,000
San Francisco	SFMTA	Safe Routes to School Non-Infrastructure Program	85%	\$2,100,000	\$2,100,000
San Francisco	BART	Embarcadero Station Platform Elevator Capacity & Redundancy	80%	\$3,144,302	\$3,144,000
San Francisco	SFCTA	Yerba Buena Island (YBI) Westside Bridges Seismic Retrofit	71%	\$8,000,000	
San Francisco Initial Target:			\$6,175,000	Total:	\$10,624,000

County	Sponsor	Project Title	Project Score	Funds Requested	Funds Recommended
San Mateo County					
San Mateo	C/CAG	CTA planning & programming	N/A	N/A	\$183,000
San Mateo	C/CAG	Planning and Programming of safe and seamless mobility	N/A	\$200,000	\$200,000
San Mateo	South San Francisco	El Camino Real Grand Boulevard Initiative Phase III	73%	\$2,120,000	\$2,120,000
San Mateo	San Bruno	San Bruno Transit Corridor Pedestrian Connection Phase 4	72%	\$385,000	\$385,000
San Mateo	South San Francisco	East of 101 Transit Expansion	72%	\$480,000	\$480,000
San Mateo	San Mateo County	Broadmoor SRTS Pedestrian Safety & Mobility Imps	71%	\$1,418,412	\$1,419,000
San Mateo	Burlingame	Burlingame City-Wide Pedestrian Safe Routes and Mobility Imps	71%	\$200,000	\$200,000
San Mateo	Brisbane	Bayshore Blvd/Van Waters and Rodgers Rd Bus Stop Improvements	70%	\$360,000	
San Mateo	Millbrae	Park Blvd, Santa Teresa Way, San Anselmo Ave Traffic Calming Quick Build	68%	\$347,250	
San Mateo	Burlingame	Carmelita Ave and Paloma Ave Traffic Calming and Bicycle Safe Routes	68%	\$850,000	
San Mateo	San Mateo County	Coleman-Ringwood Pedestrian and Bicycle SRTS Improvements	67%	\$808,562	
San Mateo	Daly City	Southgate Avenue and School Street Safety Improvements	65%	\$350,000	
San Mateo	Millbrae	Millbrae - Citywide Virtual Mobility Detection	63%	\$223,591	
San Mateo	San Bruno	San Bruno Citywide Bicycle Route Network	63%	\$615,000	
San Mateo Initial Target:			\$4,149,600	Total:	\$4,987,000
Santa Clara County					
Santa Clara	VTA	CTA planning & programming	N/A	N/A	\$419,000
Santa Clara	VTA	Evaluating on-demand shuttle strategies for improved transit access	N/A	\$200,000	\$200,000
Santa Clara	VTA	VTA Electronic Locker Upgrade and Replacement	91%	\$1,940,060	\$1,987,000
Santa Clara	San Jose	En Movimiento Quick Build Network for East San Jose	89%	\$1,325,000	\$1,325,000
Santa Clara	San Jose	San Jose Bascom Avenue Protected Bike Lanes & Complete Street	88%	\$690,000	\$690,000
Santa Clara	San Jose	San Jose - Downtown Bikeways	86%	\$4,025,000	\$4,025,000
Santa Clara	San Jose	San Jose Julian Street & McKee Road Vision Zero Complete Streets	82%	\$705,000	\$705,000
Santa Clara	Mountain View	Mountain View Stierlin Road Bicycle and Pedestrian Improvements	76%	\$4,007,000	\$4,007,000
Santa Clara	Sunnyvale	Sunnyvale Bicycle, Pedestrian and SRTS Safety Improvements	70%	\$1,900,000	\$1,900,000
Santa Clara	Saratoga	Saratoga Blue Hills Elementary Pedestrian Crossing at UPRR	70%	\$1,800,000	\$1,800,000
Santa Clara	Los Gatos	Los Gatos Creek Trail to Highway 9 Trailhead Connector	64%	\$5,097,400	
Santa Clara	Sunnyvale	Sunnyvale Saratoga Class IIB Buffered Bicycle Lanes	62%	\$2,200,000	
Santa Clara	Los Altos	Los Altos St. Joseph Avenue Mobility Connector	41%	\$950,000	
Santa Clara Initial Target:			\$13,338,000	Total:	\$17,058,000
Solano County					
Solano	STA	CTA planning & programming	N/A	N/A	\$110,000
Solano	STA	STA Mobility Planning	N/A	\$200,000	\$200,000
Solano	Vallejo	Bay Trail/Vine Trail Gap Closure Segment	86%	\$1,800,000	\$1,800,000
Solano	Fairfield	Fairfield/Vacaville Hannigan Station Capacity Improvements	83%	\$1,000,000	\$1,000,000
Solano	Fairfield	Fairfield/Vacaville Hannigan Station Capacity Imps [Augmented Request]*	83%	\$900,000	\$900,000
Solano	STA	Solano Safe Routes to School Non-Infrastructure Program	74%	\$600,000	\$600,000
Solano Initial Target:			\$2,717,000	Total:	\$4,610,000
Sonoma County					
Sonoma	SCTA	CTA planning & programming	N/A	N/A	\$135,000
Sonoma	SCTA	Countywide Active Transportation Plan	N/A	\$200,000	\$200,000
Sonoma	SMART	SMART Pathway - Petaluma Payran to Lakeville	83%	\$806,000	\$806,000
Sonoma	Santa Rosa	Santa Rosa Transit Mall Roadbed Rehabilitation	72%	\$868,230	\$868,000
Sonoma	Healdsburg	Healdsburg Bike Share	70%	\$250,000	\$250,000
Sonoma	Rohnert Park	Rohnert Park Pedestrian and Bicycle Safety Improvements	69%	\$522,000	\$522,000
Sonoma	Cotati	Downtown Cotati and Civic Center Connectivity and Safety Improvements	68%	\$1,250,000	\$1,250,000
Sonoma	Sebastopol	SR 116 and Bodega Ave Pedestrian Access and Mobility Enhancements	68%	\$476,310	\$476,000
Sonoma	Sonoma County	Mark West Springs Back to School Neighborhood Ped. Safety	53%	\$1,000,000	
Sonoma Initial Target:			\$3,556,800	Total:	\$4,507,000

*Augmented funding request submitted by CTA. Listed separately from the original funding request for the project.

County and Local Projects Total \$66,763,000

Color Key:

Funding Recommendation

Regional and Corridor Projects

County	Sponsor	Project Title	Focus Area	Funds Recommended
Regional and Corridor Projects (Co-Nominations)				
Alameda	MTC/ACTC	Bay Bridge Forward: I-580 WB HOV Lane Extension	Bay Area Forward; Transit Priority	\$7,000,000
Contra Costa	San Pablo	Giant Road Cycletrack Quick-Build	Quick-Build	\$700,000
Napa	MTC	Napa Valley Forward: SR 29/Rutherford and Oakville Roundabouts	Bay Area Forward	\$6,000,000
San Mateo	Redwood City	Roosevelt Avenue Quick-Build	Quick-Build	\$755,000
Alameda	MTC/Oakland	Fruitvale Quick-Build	Quick-Build	
Contra Costa	BATA	Richmond San Rafael Forward: I-580 WB ORT/HOV Lane	Bay Area Forward	
			Total:	\$14,455,000
Regional Planning and Programming				
Regional	MTC	FasTrak START Pilot Evaluation Study	Equitable Mobility	\$900,000
Santa Clara	VTA	Diridon Station Planning and Studies	PDA Planning & Implementation	\$1,000,000
			Total:	\$1,900,000
Blue-Ribbon Implementation Projects				
Regional	MTC	Blue-Ribbon Implementation Projects - TBD	TBD	\$5,941,538
			Total:	\$5,941,538

Regional and Corridor Projects Total: \$22,296,538

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
06/23/21-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 – 2nd to Andersen to San Rafael's Grand Ave Bike/Pedestrian Improvements within the Regional Climate Initiatives program as part of a funding exchange within the City of San Rafael, conditioned on San Rafael committing \$1 million in non-federal funds to the construction of the pathway, and a resolution of local support for the use of federal funds on the Grand Ave project, and TAM approval of the redirection of local measure funds between the projects; split out \$8,729,000 from the 511 Next Gen program to 511 Implementation within the Regional Active Operational Management program; program \$1,250,000 to Golden Gate Bridge Highway and Transportation District for the Bettini Transit Center as part of the Marin County Program; and program \$2,617,000 within the San Mateo County Program to the San Mateo County Office of Education for the SRTS program, including \$223,000 in supplemental funds from San Mateo's discretionary balance.

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

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

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

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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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MTC Resolution No. 4202, Revised

Page 6

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

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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.

On June 23, 2021, Attachment B-1 was revised to program \$83,118,000 to various local and regional projects within the Regional Safe and Seamless Mobility Quick-Strike program; and program \$1,000,000 in project savings from previous fund cycles to VTA's Diridon Station Planning and Studies project as part of the Regional Strategic Initiatives 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

ABSTRACT

MTC Resolution No. 4202, Revised

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the Planning Committee dated May 14, 2021; and the Programming and Allocations committee dated June 9, 2021.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4202

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

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

Attachment B-1**MTC Resolution No. 4202****OBAG 2 Regional Programs****FY 2017-18 through FY 2021-22****June 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
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 02/24/21-C 04/28/21-C 05/26/21-C 06-23-21-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$646,914,885	\$99,975,260
1. REGIONAL PLANNING ACTIVITIES			
Regional Planning	MTC	\$9,555,000	
1. REGIONAL PLANNING ACTIVITIES	TOTAL:	\$9,555,000	
2. PAVEMENT MANAGEMENT PROGRAM			
Pavement Management Program	MTC	\$1,500,000	
Pavement Technical Advisory Program (PTAP)	MTC	\$7,500,000	
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	\$250,000	
2. PAVEMENT MANAGEMENT PROGRAM	TOTAL:	\$9,250,000	
3. PDA PLANNING & IMPLEMENTATION			
PDA Planning and Implementation			
PDA Implementation	MTC	\$2,000,000	
PDA Supportive Studies	MTC	\$587,000	
PDA Planning			
Berkeley: San Pablo Avenue PDA Plan	MTC	\$750,000	
Oakland: MacArthur Transit Village PDA; North Oakland/Golden Gate PDA Plan	MTC	\$800,000	
Oakland: Eastmont Town Center/International Blvd; Fruitvale & Dimond; MacArthur Blvd Corridor; San Antonio	MTC	\$800,000	
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	
Richmond: Hilltop PDA Plan	MTC	\$750,000	
San Pablo: Rumrill Blvd PDA Plan	MTC	\$250,000	
Marin County: Urbanized Corridor/Marin City PDA Plan	MTC	\$300,000	
San Rafael: Downtown Precise Plan	MTC	\$500,000	
San Francisco: HUB Area EIR	MTC	\$500,000	
San Francisco: Transit Corridors Study	MTC	\$500,000	
Burlingame: Broadway Planning Area PDA Plan	MTC	\$400,000	
South San Francisco: Downtown Station Area PDA Plan	MTC	\$500,000	
Cupertino: VTA Cores and Corridors PDA Plan	MTC	\$400,000	
Milpitas: Midtown PDA Plan	MTC	\$500,000	
Palo Alto: University Ave/Downtown PDA Plan	MTC	\$800,000	
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	
Santa Clara: Downtown PDA Plan	MTC	\$400,000	
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			
Marin/Sonoma VMT Implementation Group	MTC	\$170,000	
Napa/Solano VMT Implementation Group	MTC	\$170,000	
Various Jurisdictions: VMT Implementation Group	MTC	\$140,000	
Emeryville: Developing the Highest and Best Use of the Public Curb	MTC	\$65,000	
Hayward: Micro Mobility/Safety Program	MTC	\$75,000	
Oakland: General Plan Framework - PDA Community Engagement Program	MTC	\$65,000	
San Leandro: BayFair TOD Infrastructure Design/Finance	MTC	\$150,000	
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	
San Mateo: TDM Ordinance	MTC	\$150,000	
Santa Rosa/Sonoma County: Renewal Enterprise District	MTC	\$150,000	
San Jose: Urban Villages District Parking & Rezoning	MTC	\$120,000	
BART AB2923 Implementation	BART	\$1,000,000	
Community-Based Transportation Plan (CBTP) Updates	MTC		
ACTC: CMA Planning (for Community-Based Transportation Plans)	MTC	\$300,000	

Attachment B-1
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OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
June 2021

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OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$646,914,885	\$99,975,260
CCTA: Community-Based Transportation Plans	MTC	\$215,000	
TAM: Community-Based Transportation Plans	MTC	\$75,000	
NVTA: Community-Based Transportation Plans	MTC	\$75,000	
SFCTA: Community-Based Transportation Plans	MTC	\$175,000	
C/CAG: Community-Based Transportation Plans	MTC	\$120,000	
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	
3. PDA PLANNING & IMPLEMENTATION	TOTAL:	\$20,000,000	
4. CLIMATE INITIATIVES			
Climate Initiatives		\$10,875,000	
Spare the Air & EV Program Outreach (for Electric Vehicle Programs)	BAAQMD	\$10,000,000	
Carsharing Implementation	MTC	\$800,000	
Targeted Transportation Alternatives	MTC	\$325,000	
Spare the Air Youth Program - 2	MTC	\$1,417,000	
4. CLIMATE INITIATIVES	TOTAL:	\$23,417,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT			
Active Operational Management			
AOM Implementation	MTC	\$23,737,000	
Bay Area 511 Traveler Information			
511 Next Gen	MTC	\$26,148,000	
511 Implementation	MTC	\$7,450,000	
Rideshare			
Rideshare Implementation	MTC	\$720,000	
Carpool Program	MTC	\$7,280,000	
Vanpool Program	MTC	\$2,000,000	
Commuter Benefits Implementation	MTC	\$674,000	
Commuter Benefits Program	MTC	\$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	
Pilot Transbay Express Bus Routes	AC Transit	\$800,000	
Eastbay Commuter Parking	MTC	\$2,500,000	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	WestCat	\$2,000,000	
Dumbarton Forward			
SR 84 (US 101 to I-880) Dumbarton Forward	MTC	\$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	
FPP: I-880 (I-80 to I-280)	MTC	\$3,000,000	
FPP: I-580 WB HOV Lane Extension (SR 24 to I-80/SFOBB approach) PL & ENV Only	MTC	\$625,000	
FPP: I-80 (Carquinez Bridge to Fremont St., SF) PL only	MTC	\$3,000,000	
FPP: CC I-680 NB HOV/Express Lanes (Ala Co. to Sol Co.)	MTC	\$10,000,000	
FPP: I-80 Central Ave Interchange Improvements	Richmond	\$2,000,000	
FPP: SR 37 (US 101 to I-80) PL only	MTC	\$1,000,000	
FPP: Napa Valley Forward Traffic Calming & Multimodal Imps.	MTC	\$1,000,000	
FPP: US 101 (SR 85 to San Francisco Co. Line)	MTC	\$3,000,000	
FPP: SCTA US 101/Marin Sonoma Narrows (MSN) B2 Phase 2	SCTA	\$1,000,000	
Program for Arterial System Synchronization (PASS)	MTC	\$5,000,000	
Innovative Deployments for Enhanced Arterials (IDEA)			
IDEA Technical Assistance	MTC	\$1,532,000	
IDEA Category 1			
AC Transit: Dumbarton Express Route (SR84)	MTC	\$2,300,000	
Alameda: Webster & Posey Tubes (SR 260), Park St	MTC	\$276,000	
Hayward: Various Locations	MTC	\$302,000	
Oakland: Bancroft Ave	MTC	\$310,000	
Pleasanton: Various Locations	MTC	\$290,000	
Union City: Union City Blvd & Decoto Rd	MTC	\$710,000	
San Ramon: Bollinger Canyon Rd & Crow Canyon Rd	MTC	\$563,000	
San Rafael: Downtown San Rafael	MTC	\$830,000	
South San Francisco: Various Locations	MTC	\$532,000	
San Jose: Citywide	MTC	\$1,400,000	

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OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$646,914,885	\$99,975,260
IDEA Category 2			
LAVTA/Dublin: Citywide	MTC	\$385,000	
Emeryville: Powell, Shellmound, Christie & 40th St	MTC	\$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	
VTA: Veterans Admin. Palo Alto Medical Center	VTA	\$845,000	
Connected Vehicles/Automated Vehicles (CV/AV)	MTC	\$2,500,000	
Shared Use Mobility	MTC	\$2,500,000	
Connected Bay Area			
TMS Implementation	MTC	\$2,910,000	
TMC Asset Upgrade and Replacement	MTC	\$1,150,000	
I-880 Communication Upgrade and Infrastructure Gap Closures	MTC	\$11,940,000	
InterConnect Bay Area Program	MTC	\$3,000,000	
Incident Management			
Incident Management Implementation	MTC	\$4,160,000	
I-880 ICM Northern	MTC	\$6,200,000	
I-880 ICM Central	MTC	\$2,640,000	
Unprogrammed Balance	TBD	\$380,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT	TOTAL:	\$173,000,000	\$4,000,000
6. TRANSIT PRIORITIES			
BART Car Replacement/Expansion	BART	\$99,800,000	
GGB Suicide Deterrent (for BART Car Replacement/Expansion)	GGBH&TD	\$9,760,668	\$30,239,332
Clipper	MTC	\$34,200,000	
Unprogrammed Balance		\$15,283,000	
6. TRANSIT PRIORITIES	TOTAL:	\$159,043,668	\$30,239,332
7. PRIORITY CONSERVATION AREA (PCA)			
Regional Peninsula, Southern and Eastern Counties PCA Grant Program			
Bay Area GreenPrint: PCA Functionality Imps (Fund Exchange)	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
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	
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
North Bay PCA Grant Program			
Marin Co: Hicks Valley/Wilson Hill/Marshall-Petaluma Rehab. (for Corte Madera: Paradise Dr MUP)	Marin County	\$312,000	
Marin Co: Hicks Valley/Wilson Hill/Marshall-Petaluma Rd Rehab	Marin County	\$869,000	
Novato: Nave Dr/Bell Marin Keys Rehabilitation (for Hill Recreation Area Imps.)	Novato	\$104,000	
Novato: Vineyard Rd Improvements (for Hill Recreation Area Imps.)	Novato	\$265,000	
National Parks Service: Fort Baker's Vista Point Trail	NPS	\$500,000	
NVTA: Vine Trail - St. Helena to Calistoga	NVTA	\$711,000	
Napa: Vine Trail - Soscol Ave Corridor	Napa	\$650,000	
Napa County: Silverado Trail Rehabilitation - Phase L	Napa County	\$689,000	
Solano County: Suisun Valley Farm-to-Market - Phase 3 Bike Imps	Solano County	\$2,050,000	
Sonoma County: Crocker Bridge Bike/Pedestrian Bridge	Sonoma County	\$1,280,000	
Sonoma County: Joe Rodota Trail Bridge Replacement	Sonoma County	\$770,000	
7. PRIORITY CONSERVATION AREA (PCA)	TOTAL:	\$9,200,000	\$7,200,000

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PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$646,914,885	\$99,975,260
8. BAY AREA HOUSING INITIATIVES			
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	
8. BAY AREA HOUSING INITIATIVES	TOTAL:	\$30,000,000	\$10,000,000
9. SAFE & SEAMLESS MOBILITY QUICK-STRIKE			
TBD	TBD	\$52,900,000	\$34,593,076
County & Local			
Alameda			
<u>CTA planning & programming (for Youth and Adult Bicycle Promotion & Education)</u>	<u>ACTC</u>	<u>\$160,000</u>	
<u>Alameda County Safe Routes to Schools</u>	<u>ACTC</u>	<u>\$1,500,000</u>	
<u>CTA planning & programming</u>	<u>ACTC</u>	<u>\$354,000</u>	
<u>AC Transit Tempo Quick Build Transit Lane Delineation</u>	<u>AC Transit</u>	<u>\$300,000</u>	
<u>AC Transit Quick Builds Transit Lanes</u>	<u>AC Transit</u>	<u>\$954,000</u>	
<u>Anita Avenue Safe and Accessible Route to School and Transit</u>	<u>Alameda County</u>	<u>\$2,000,000</u>	
<u>BART Fare Collection Equipment (for Oakland East Bay Greenway Segment II)</u>	<u>BART/Oakland</u>		<u>\$1,000,000</u>
<u>Fremont Boulevard/Walnut Avenue Protected Intersection</u>	<u>Fremont</u>	<u>\$1,271,000</u>	
<u>Fremont Boulevard/Grimmer Boulevard Protected Intersection</u>	<u>Fremont</u>	<u>\$1,415,000</u>	
<u>LAVTA Passenger Facilities Enhancements</u>	<u>LAVTA</u>		<u>\$2,000,000</u>
<u>Oakland 14th Street Complete Streets</u>	<u>Oakland</u>		<u>\$1,000,000</u>
Contra Costa			
<u>CTA planning & programming</u>	<u>CCTA</u>	<u>\$242,000</u>	
<u>BART Fare Collection Equipment (for Lafayette Town Center Pathway and BART Bike Station P)</u>	<u>BART / Lafayette</u>		<u>\$1,825,000</u>
<u>BART Fare Collection Equipment (for Bicycle, Pedestrian, and ADA Imps. at Pittsburg/Bay Point)</u>	<u>BART</u>		<u>\$1,510,000</u>
<u>East Downtown Concord PDA Access & Safe Routes to Transit</u>	<u>Concord</u>	<u>\$2,164,000</u>	
<u>Richmond 13th Street Complete Streets</u>	<u>Richmond</u>		<u>\$2,821,000</u>
Marin			
<u>CTA planning & programming</u>	<u>TAM</u>	<u>\$141,000</u>	
<u>Marin County Bus Stop Improvements</u>	<u>Marin Transit</u>	<u>\$1,200,000</u>	
<u>SMART Pathway - San Rafael McInnis Pkwy to Smith Ranch Road</u>	<u>SMART</u>	<u>\$1,858,000</u>	
Napa			
<u>CTA planning & programming</u>	<u>NVTA</u>	<u>\$162,000</u>	
<u>Napa Valley Safe Routes to School</u>	<u>NVTA</u>	<u>\$100,000</u>	
<u>Napa Valley Forward: SR 29/Rutherford & Oakville Roundabouts</u>	<u>MTC</u>	<u>\$1,000,000</u>	
San Francisco			
<u>CTA planning & programming</u>	<u>SFCTA</u>	<u>\$180,000</u>	
<u>Downtown San Francisco Congestion Pricing Study</u>	<u>SFCTA</u>	<u>\$200,000</u>	
<u>Embarcadero Station Platform Elevator Capacity & Redundancy</u>	<u>BART</u>	<u>\$3,144,000</u>	
<u>San Francisco Folsom Streetscape</u>	<u>SFMTA</u>		<u>\$5,000,000</u>
<u>Safe Routes to School Non-Infrastructure Program</u>	<u>SFMTA</u>	<u>\$2,100,000</u>	
San Mateo			
<u>CTA planning & programming</u>	<u>C/CAG</u>	<u>\$183,000</u>	
<u>Planning and Programming of safe and seamless mobility</u>	<u>C/CAG</u>	<u>\$200,000</u>	
<u>Burlingame City-Wide Pedestrian Safe Routes and Mobility Imps</u>	<u>Burlingame</u>	<u>\$200,000</u>	
<u>San Bruno Transit Corridor Pedestrian Connection Phase 4</u>	<u>San Bruno</u>	<u>\$385,000</u>	
<u>Broadmoor SRTS Pedestrian Safety & Mobility Imps</u>	<u>San Mateo County</u>	<u>\$1,419,000</u>	
<u>El Camino Real Grand Boulevard Initiative Phase III</u>	<u>South San Francisco</u>	<u>\$2,120,000</u>	
<u>East of 101 Transit Expansion Project</u>	<u>South San Francisco</u>	<u>\$49,924</u>	<u>\$430,076</u>
Santa Clara			
<u>CTA planning & programming</u>	<u>VTA</u>	<u>\$419,000</u>	
<u>Evaluating on-demand shuttle strategies for improved transit access</u>	<u>VTA</u>	<u>\$200,000</u>	
<u>VTA Electronic Locker Upgrade and Replacement</u>	<u>VTA</u>	<u>\$1,987,000</u>	
<u>Mountain View Stierlin Road Bicycle and Pedestrian Improvements</u>	<u>Mountain View</u>	<u>\$2,521,000</u>	<u>\$1,486,000</u>
<u>San Jose Julian Street & McKee Road Vision Zero Complete Streets</u>	<u>San Jose</u>		<u>\$705,000</u>
<u>San Jose Bascom Avenue Protected Bike Lanes & Complete Street</u>	<u>San Jose</u>		<u>\$690,000</u>
<u>En Movimiento Quick Build Network for East San Jose</u>	<u>San Jose</u>		<u>\$1,325,000</u>
<u>San Jose - Downtown Bikeways</u>	<u>San Jose</u>		<u>\$4,025,000</u>
<u>Saratoga Blue Hills Elementary Pedestrian Crossing at UPRR</u>	<u>Saratoga</u>	<u>\$1,800,000</u>	

Attachment B-1

MTC Resolution No. 4202

OBAG 2 Regional Programs

FY 2017-18 through FY 2021-22

June 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 06-23-21-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$646,914,885	\$99,975,260
<u>Sunnyvale Bicycle, Pedestrian and SRTS Safety Improvements</u>	<u>Sunnyvale</u>		<u>\$1,900,000</u>
Solano			
<u>CTA planning & programming</u>	<u>STA</u>	<u>\$110,000</u>	
<u>STA Mobility Planning</u>	<u>STA</u>	<u>\$200,000</u>	
<u>Solano Safe Routes to School Non-Infrastructure Program</u>	<u>STA</u>	<u>\$600,000</u>	
<u>Fairfield/Vacaville Hannigan Station Capacity Improvements</u>	<u>Fairfield</u>	<u>\$1,900,000</u>	
<u>Vallejo Bay Trail/Vine Trail Gap Closure Segment</u>	<u>Vallejo</u>	<u>\$1,800,000</u>	
Sonoma			
<u>CTA planning & programming</u>	<u>SCTA</u>	<u>\$135,000</u>	
<u>Countywide Active Transportation Plan</u>	<u>SCTA</u>	<u>\$200,000</u>	
<u>Cotati Downtown- Civic Center Connectivity and Safety Improvements</u>	<u>Cotati</u>	<u>\$242,000</u>	<u>\$1,008,000</u>
<u>Healdsburg Bike Share</u>	<u>Healdsburg</u>	<u>\$250,000</u>	
<u>Rohnert Park Pedestrian and Bicycle Safety Improvements</u>	<u>Rohnert Park</u>	<u>\$522,000</u>	
<u>Santa Rosa Transit Mall Roadbed Rehabilitation</u>	<u>Santa Rosa</u>		<u>\$868,000</u>
<u>Sebastopol SR 116 and Bodega Ave Pedestrian Access and Mobility Enhancements</u>	<u>Sebastopol</u>	<u>\$476,000</u>	
<u>SMART Pathway - Petaluma Payran to Lakeville</u>	<u>SMART</u>	<u>\$806,000</u>	
Regional & Corridor			
Regional Planning			
<u>FasTrak START Pilot Evaluation Study</u>	<u>MTC</u>	<u>\$900,000</u>	
<u>Diridon Station Planning & Studies</u>	<u>VTA</u>	<u>\$1,000,000</u>	
Regional and Corridor			
<u>Bay Bridge Forward: I-580 WB HOV Lane Extension</u>	<u>MTC/ACTC</u>		<u>\$7,000,000</u>
<u>San Pablo Giant Road Cycletrack Quick-Build</u>	<u>San Pablo</u>	<u>\$700,000</u>	
<u>Napa Valley Forward: SR 29/Rutherford & Oakville Roundabouts</u>	<u>MTC</u>	<u>\$6,000,000</u>	
<u>Redwood City Roosevelt Avenue Quick-Build</u>	<u>Redwood City</u>	<u>\$755,000</u>	
Transit Recovery Blue Ribbon Task Force			
TBD	TBD	\$5,941,538	
9. SAFE & SEAMLESS MOBILITY QUICK-STRIKE	TOTAL:	\$54,466,462	\$34,593,076
10. REGIONAL STRATEGIC INVESTMENTS (RSI)			
CC I-680 NB HOV/Express Lanes Ala Co to Sol Co (Fund Exchange)	CCTA/MTC	\$4,000,000	
GGB Suicide Deterrent System	GGBHTD	\$7,910,000	
Pavement Rehab (for Downtown Novato SMART Station)	Novato	\$617,000	
Old Redwood Highway Multi-Use Pathway	Larkspur	\$1,120,000	
Grand Ave Bridge	San Rafael	\$763,000	
Grand Ave Bike/Ped Imps (for SMART 2nd to Andersen Pathway)	San Rafael	\$1,000,000	
US 101 Marin-Sonoma Narrows	TAM	\$2,000,000	
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (Fund Exchange)	SCTA	\$15,400,000	
US 101 Marin-Sonoma Narrows (MSN) B7 (Loan for RM3)	TAM	\$61,708,245	\$13,942,852
I-80 Express Lanes in Solano County (Loan for RM3)	STA	<u>\$63,464,510</u>	<u>\$36,376,000</u>
<u>Diridon Station Planning & Studies</u>	<u>VTA</u>	<u>\$1,000,000</u>	
10. REGIONAL STRATEGIC INVESTMENTS (RSI)	TOTAL:	\$158,982,755	\$13,942,852
OBAG 2 REGIONAL PROGRAMS	TOTAL:	\$646,914,885	\$99,975,260

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May 17, 2021

Therese McMillan, Executive Director
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale St. San Francisco, California 94105

RE: Safe & Seamless Mobility Quick Strike Program – Support & Partnership for the SMART Pathway McInnis to Smith Ranch Road Project in San Rafael

Dear Ms. McMillan:

The City of San Rafael would like to express support for this SMART Pathway project and is pleased to partner with SMART on the submittal of the Safe & Seamless Mobility Quick Strike Program request for \$1,858,026 in funds to complete the project. SMART will be the implementing agency and provide up to \$535,000 in local matching funds.

This San Francisco Bay Trail/SMART Pathway project will link the McInnis Regional Park and Smith Ranch Road area to the SMART Marin Civic Center Station and the Marin Civic Center and its services. At the SMART Marin Civic Center Station there are connections to additional SMART Pathway segments and the City's bicycle network to our Terra Linda and Central San Rafael neighborhoods. This pathway segment is a critical gap closure for the San Francisco Bay Trail and would provide a direct, non-motorized connection to McInnis Regional Park, a Healthy Parks Healthy People participating location.

Marin County's McInnis Regional Park is a 450-acre park with multi-use sports and outdoor activity facilities, including a skate park, batting cages, softball/soccer fields, tennis courts, a group picnic area and nature trails. Currently pedestrians and bicyclists would have to travel nearly 3-miles along a hilly, high traffic volume/speed route that passes two un-metered Highway 101 ramps to reach McInnis park from the SMART Station. This project would continue from the existing Bay Trail on McInnis Parkway and construct a level, paved bicycle/pedestrian facility along .85 miles of the SMART railroad right-of-way, with two crossings over Las Gallinas Creek.

We encourage you to fully fund construction of this project as it will provide needed bicycle/pedestrian connectivity between a regional rail station and regionally significant outdoor recreational facilities, the SF Bay Trail and Marin County's McInnis Regional Park. More access to nature is needed now as communities and families continue to manage their health and lives during the COVID pandemic.

Sincerely,

Kate Colin,
Mayor



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0692 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 4/26/2021 **In control:** Programming and Allocations Committee
On agenda: 6/9/2021 **Final action:**
Title: American Rescue Plan Act Transit Funding Policy Considerations

As the Commission considers the programming of \$1.68 billion in emergency formula funding for public transit from the American Rescue Plan (ARP) Act staff will present a range of policy considerations to help inform the discussions around how best to program the funds to ensure that public transit service is available for the Bay Area.

Sponsors:

Indexes:

Code sections:

Attachments: [4b - 21-0692 - ARP Funding Considerations.pdf](#)
[4b - 21-0692 - ARP Funding Considerations Presentation.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

American Rescue Plan Act Transit Funding Policy Considerations

As the Commission considers the programming of \$1.68 billion in emergency formula funding for public transit from the American Rescue Plan (ARP) Act staff will present a range of policy considerations to help inform the discussions around how best to program the funds to ensure that public transit service is available for the Bay Area.

Presenter:

Theresa Romell

Recommended Action:

Information

Metropolitan Transportation Commission Programming and Allocations Committee

June 9, 2021

Agenda Item 4b - 21-0692

American Rescue Plan Transit Funding Policy Considerations

Subject: Policy considerations to inform the upcoming Commission programming discussions and action for the \$1.68 billion in emergency funding for public transit from the American Rescue Plan (ARP) Act.

Background: The American Rescue Plan (ARP) Act of 2021 appropriated \$30.5 billion to support public transit through the impacts of the COVID-19 pandemic. 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. These funds are apportioned by the Federal Transit Administration (FTA) using the Section 5307 transit formula. As the designated recipient of these funds MTC is responsible for programming the funds to eligible transit operators in the Bay Area.

In May, the Commission adopted a set of principles to guide the distribution of ARP funding. These principles, in summary included:

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.

In the afternoon of June 9th, at a special workshop of the Programming and Allocations Committee, Commissioners will hear directly from Bay Area transit operators about the challenges they face in coping with the impacts of the COVID-19 pandemic, and their outlook for financial sustainability and service provision in FY 2021-22 and beyond.

Ahead of the workshop and to accompany information provided by operators, MTC staff has developed the following questions and policy considerations in advance of Commission discussions related to the distribution of ARP funds, targeted for July.

Questions to Consider

- *How can the distribution of ARP funds promote a level playing field for recovery?* – One of the principles approved last month related to ensuring operators were on similar financial footing as they begin recovery. The pandemic has created uneven revenue impacts. Some operators have received significantly more relief funds from the Coronavirus Aid, Relief, and Economic Security (CARES) Act and the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), as a proportion of their actual revenue losses, than others. Attempts at “truing up” with CRRSAA relief funding did not fully alleviate all these disparities. Further, discretionary policy decisions related to the charging of fares and level of service provision varied among operators and further affect the financial footing of operators going into the recovery phase. Endeavoring to fully level the playing field within the distribution of the ARP could result in some operators receiving little to no additional funding.
- *How much attention should be given to the way the ARP federal relief funding was apportioned to Bay Area Urbanized Areas (UZAs) in the distribution of the funds?* – The FTA used federally designated UZAs as a vehicle for delivering funding to regions. MTC staff advocated to maximize the amount that would come to the Bay Area in all three relief packages irrespective of UZAs. That said, the FTA apportionments to the UZAs for ARP are capped at a percent of 2018 reported operating expenses, considering past apportionments of CARES and CRRSAA funding.

The past COVID relief funding distributions have prioritized financial need related to pandemic-related revenue losses rather than UZA apportionment factors. If getting operators on an equivalent financial footing is a policy objective, the UZA apportionment factors would need to be de-emphasized while honoring UZA eligibility.

- *Should funding distribution factors be standardized among operators?* – Determining the appropriate methodology on which to base the distribution of ARP funds is critical to properly address the revenue needs of transit operators. Building consensus among operators as to how much ARP funding each operator will receive will be very difficult without some standardization of the inputs that will be used. Forward-facing factors such as cost of service restoration or service improvements should be measurable and verifiable. Even then, differentiation in cost between operators could make reaching consensus challenging.
- *How should funding tranches be sized and timed?* – While the ARP funding distribution guiding principles adopted last month provided some level of certainty that at a minimum, pandemic-related transit operating

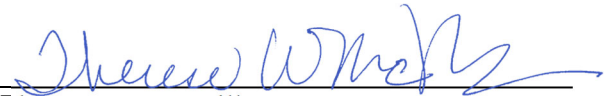
revenue losses would be covered with ARP funding, the specific amount of funding expected to be received will be an important factor in operators' service planning activities. Commissioners may wish to consider a significant first tranche of funding this summer, followed by the release of a subsequent tranche (or tranches) in the winter once there is more certainty about the pace and extent of the recovery. Further, a forward-looking distribution of relief funding requires a level of certainty that operators will work to fulfill commitments to use ARP funds to improve service provision. The Commission may wish to condition the release of one or more tranches of funding on implementation of these improvements and/or on-going financial need.

- *Should ARP funding be set aside to fund Blue Ribbon Transit Recovery Task Force initiatives? If so, how much, and what should the timing of that be?* – The BRTF is expected to finalize its Transformation Action Plan and conclude in July. The Action Plan will likely include recommendations on near-term initiatives to pursue that can benefit post-pandemic transit recovery but that will need resources to implement.

Issues: None

Recommendation: Information. No action required.

Attachments: Presentation


Therese W. McMillan



Photos: SamTrans

American Rescue Plan Act Transit Formula Funds Policy Considerations



METROPOLITAN
TRANSPORTATION
COMMISSION

Programming and Allocations Committee
June 9, 2021
Agenda Item 4b

Principles to Guide the Distribution of ARP Funds

In May, the Commission adopted a set of principles to guide the distribution of ARP funding:

Stabilize & Sustain Transit

- 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.

Restore & Reimagine Service

- 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;

Improve Customer Experience

- Build back better;
- Fund Blue Ribbon Transit Recovery Task Force recommendations and deliver on near-term improvements for the customer.

Special Programming & Allocations Committee Workshop – June 9th

- Afternoon workshop to provide context ahead of discussions related to the distribution of nearly \$1.7 billion in ARP funding.
- Commissioners will hear directly from transit operators on topics including:
 - Rider demographics
 - Response to the COVID crisis
 - On-going pandemic-related challenges
 - Current service levels
 - FY 2022 and beyond service plans, finances, and planning scenarios



Additional Considerations Ahead of ARP Funding Distribution

In addition to transit operator context and reports, Commissioners should consider several questions that relate to how and when ARP funds are distributed

1. *How can the distribution of funds promote a level playing field?*
2. *How much attention should be given to the way the ARP federal relief funding was apportioned to Bay Area Urbanized Areas (UZAs) in the distribution of the funds?*
3. *Should distribution factors be standardized, measurable and verifiable?*
4. *How should ARP funding tranches be sized and timed?*
5. *Should there be consideration of funding for Blue Ribbon Transit Recovery initiatives? If so, how much and what should the timing be?*

Questions to Consider

1. *How can the distribution of funds promote a level playing field?*

- Principles approved last month related to ensuring operators were on similar financial footing as they begin recovery
- Some operators have received more federal COVID relief funds as a proportion of their actual revenue losses, than others
- Leveling the playing field within the distribution of the ARP could result in some operators receiving little to no additional funding

2. *How much attention should be given to the way the ARP funding was apportioned to Bay Area UZAs?*

- The FTA used federally designated UZAs as a vehicle for delivering funding to regions. Apportionments are based on pre-pandemic reported operating expenses, not need
- Past COVID relief funding distributions have prioritized financial need related to pandemic-related revenue losses rather than UZA apportionment factors
- Distributing funds based on UZA apportionment factors is not compatible with obtaining equivalent financial footing among operators

Questions to Consider (continued)

3. *Should funding distribution factors be standardized among operators?*

- Methodology used to base the distribution of ARP funds is critical to address operator revenue needs
- Building consensus as to how much ARP funding each operator will receive will be difficult without standardization of the inputs
- Forward-facing factors such as cost of service restoration or service improvements should be measurable and verifiable

4. *How should funding tranches be sized and timed?*

- Principles provided some level of certainty that operating revenue losses would be covered with ARP funding, however, more specificity in funding amounts is important for service planning
- Commissioners may consider a significant first tranche of funding this summer, followed by the release of a subsequent tranche(s) in the winter once recovery extent is more certain.
- The Commission may wish to condition the release of one or more tranches of funding on implementation of service improvements or on-going financial need


Questions to Consider (continued)

5. *Should ARP funding be set aside to fund BTRTF initiatives? If so, how much, and what should the timing of that be?*

- BTRTF is expected to finalize its Transformation Action Plan and conclude in July.
- Action Plan will include recommendations on near-term initiatives that can benefit post-pandemic transit recovery but that will need resources to implement



Next Steps / Timeline



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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0581 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 3/31/2021 **In control:** Programming and Allocations Committee
On agenda: 6/9/2021 **Final action:**
Title: California Transportation Commission (CTC) Update

An update on the May 12-13, 2021 CTC meeting and other state funding activities.

Sponsors:

Indexes:

Code sections:

Attachments: [5a - 21-0581 PAC CTC Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

California Transportation Commission (CTC) Update

An update on the May 12-13, 2021 CTC meeting and other state funding activities.

Presenter:

Kenneth Kao

Recommended Action:

Information

Metropolitan Transportation Commission Programming and Allocations Committee

June 9, 2021

Agenda Item 5a - 21-0581

California Transportation Commission (CTC) and State Funding Programs Update

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

Background: The California Transportation Commission (CTC) is responsible for programming and allocating certain state and federal transportation funds for the planning and implementation of highway, passenger rail, non-motorized facilities, and transit improvements throughout California. Among other transportation funding programs, the CTC approves programming and allocations for the State Transportation Improvement Program (STIP); State Highway Operations and Protection Program (SHOPP); State Active Transportation Program (ATP) and various Senate Bill 1 (SB1) programs including Solutions for Congested Corridors (SCC); Trade Corridor Enhancement Program (TCEP) and the competitive element of the Local Partnership Program (LPP). The CTC allocates funds for projects in the Transit and Intercity Rail Capital Program (TIRCP), following project selection by the California State Transportation Agency (CalSTA).

The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has three (3) CTC members residing in its geographic area: Vice-Chair Bob Alvarado (Executive Officer, Northern California Carpenters Regional Council), Darnell Grisby (Executive Director of Transform), and Carl Guardino (Executive Vice President of Global Government Affairs and Policy for Bloom Energy).

May CTC Meeting (May 12-13, Held Online)

The CTC met and discussed the following issues of regional significance.

Federal COVID Relief Funds. With the passage of the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), California is slated to receive \$912 million in relief funds administered by the Federal Highway Administration. In March, the CTC directed the regional share to be distributed equally between the State Transportation Improvement Program (STIP), administered by CTC, and the Surface Transportation Block Grant (STBG) Program, administered by Caltrans Local Assistance. In May, CTC adopted the Mid-Cycle STIP Guidelines governing the STIP portion of CRRSAA funds. MTC's Mid-Cycle STIP projects are included on this month's Programming and Allocations Committee agenda under item 2d.

The CTC also adopted the CRRSAA Program Guidelines in May, which governs the portion of CRRSAA funds distributed via the STBG formula. MTC's proposed program to use these funds are discussed under item 4a on this month's Programming and Allocations Committee.

Active Transportation Program Augmentation. At the March 2021 CTC meeting, Vice-Chair Alvarado suggested directing \$2 billion in excess General Fund revenue to augment the Active Transportation Program. The proposal recognizes the extensive active transportation need throughout the state, where applications for ATP funds outstrip available funding many times over. MTC's legislative platform includes increasing funding to ATP, especially since increasing active transportation use is a key strategy to reduce greenhouse gas emissions in MTC's Regional Transportation Plan/Sustainable Communities Strategy. MTC has submitted a letter of support for the \$2 billion request and will continue to work with our partner regions and the state to support additional funds for ATP, and to develop a framework to distribute any augmented funding. Of note, the Governor's May Revise of the FY 2021-22 State Budget proposes an ATP augmentation of \$500 million so some level of increased funding seems quite likely.

Draft Climate Action Plan for Transportation Infrastructure Updates. CTC and CalSTA presented an update on the Draft Climate Action Plan for Transportation Infrastructure (CAPTI). The CAPTI sets prioritization principles for state funding programs to meet statewide greenhouse gas emission reduction targets (part of Executive Order N-19-19). MTC staff attended CTC-led workshops on CAPTI in April and provided an update at the Partnership Board meeting in April. Staff also submitted comments on the draft plan to CalSTA by the May 19 deadline.

Allocations, Extensions, and Amendments. The CTC approved the following:

Allocations. For the following allocations, CTC provides a 12-month deadline to award a contract (from the standard 6 months) due to project delivery uncertainty caused by the COVID-19 pandemic.

- Funding allocation for one State Transportation Improvement Program (STIP) project in Napa County;
- Funding allocations for three Active Transportation Program (ATP) projects in Napa, San Mateo, and Santa Clara Counties;
- Funding allocations for three Local Partnership Program (LPP) projects in Napa and Santa Clara Counties, and for BART;
- Funding allocations for two Transit and Intercity Rail Capital Program (TIRCP) projects for Solano County and BART;
- Funding allocation for one Solutions for Congested Corridor Program (SCCP) project for BART; and
- Funding allocation for one Trade Corridor Enhancement Program (TCEP) project in Contra Costa County.

Extensions.

- Allocation extensions for four STIP projects in Contra Costa (1) and Santa Clara (3) Counties, and six ATP projects in Alameda (1), San Francisco (1), Santa Clara (2), Solano (1), and Sonoma (1) Counties;
- Project award extension for one ATP project in Oakland (Alameda County); and

- Project completion and expenditure extensions for one TIRCP project in Contra Costa County, and one ATP project in San Mateo County.

Amendments.

- STIP Amendments for project changes for six projects in Alameda (1), Contra Costa (1), Santa Clara (2), and Solano (2) Counties; and
- LPP Formulaic Program Amendments to add six projects in Marin (1), Napa (1), and San Francisco (4) Counties.


MTC staff continue to work with project sponsors of ATP and other CTC-managed programs to meet CTC delivery deadlines and requirements.

The next CTC meeting is scheduled for June 23-24, 2021, to be held online.

Issues: None.

Recommendation: Information. No action required.

Attachments: None.


Therese W. McMillan