



# Metropolitan Transportation Commission

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

## Meeting Agenda

### Metropolitan Transportation Commission

*Alfredo Pedroza, Chair   Nick Josefowitz, Vice Chair*

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Wednesday, June 23, 2021

9:35 AM

Board Room - 1st Floor (REMOTE)

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The Metropolitan Transportation Commission is scheduled to meet on Wednesday, June 23, 2021 at 9:35 a.m., in the Bay Area Metro Center (Remotely). In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 issued by Governor Newsom on March 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, the meeting will be conducted via webcast, teleconference, and Zoom for committee, commission, or board members who will participate in the meeting from individual remote locations. A Zoom panelist link for meeting participants will be sent separately to committee, commission, or board members.

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

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

Attendee Link: <https://bayareametro.zoom.us/j/87000624647>

iPhone One-tap: US: +16699006833,,87000624647# or +14086380968,,87000624647#

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

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

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

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

Webinar ID: 870 0062 4647

International numbers available: <https://bayareametro.zoom.us/j/87000624647>

Detailed instructions on participating via Zoom are available at:

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

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

1. Call to Order / Roll Call / Confirm Quorum
2. Pledge of Allegiance / Acknowledgement of the Flag
3. Compensation Announcement (Clerk)
4. Chair's Report (Pedroza)
5. Policy Advisory Council Report (Kinman)
6. Executive Director's Report (McMillan)
7. Commissioner Comments
8. Consent Calendar

- 8a. [21-0789](#) Minutes of the May 26, 2021 meeting

Action: Commission Approval

Attachments: [08a - 21-0789 - May 26 Draft Commission Minutes.pdf](#)

- 8b. [21-0790](#) Monthly Report of Transit Operator Statistics on Healthy Transit Plan

Action: Information

Attachments: [08b - 21-0790 - Monthly Report of Transit Operator Statistics.pdf](#)

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

- 8c. [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

Attachments: [08c - 21-0719 - AHSC Regional Priorities.pdf](#)

- 8d. [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

Attachments: [08d - 21-0721 - Reso-4169 BATA PS Extension.pdf](#)

- 8e. [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

Attachments: [08e - 21-0720 - Resos-4428-4429 Clipper.pdf](#)

- 8f. [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

Attachments: [08f - 21-0632 - Resos-3989-4469 STA Funding Exchange.pdf](#)

- 8g. [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

Attachments: [08g - 21-0587 - Reso-4470 TDA Admin and Planning.pdf](#)

- 8h. [21-0804](#) MTC Resolution No. 4475, Revised. 2021 Transportation Improvement Program (TIP) Amendment 2021-06.

Action: Commission Approval

Attachments: [08h - 21-0804 - Reso-4475 TIP Amendment 2021-06.pdf](#)

## Committee Reports

### 9. Administration Committee (Glover)

- 9a. [21-0670](#) MTC Resolution No. 4478. MTC Agency FY 2021-22 Pay Schedules

A request that the Committee refer to the Commission for approval, MTC Resolution No. 4478, approving MTC's agency pay schedules for Committee for Staff Representation (CSR) represented employees, confidential employees, and for specific executive employees for FY 2021-22, consistent with the requirements of California Code of Regulations Title 2, Section 570.5.

**Action:** Commission Approval

**Attachments:** [09a - 21-0670 - Reso-4478 MTC Agency Y2021-22 Pay Schedules.pdf](#)

- 9b. [21-0673](#) MTC Resolution No. 4459. FY 2021-22 MTC Operating and Capital Budgets

A request that the Committee refer to the Commission for approval, MTC Resolution No. 4459, approving the MTC FY 2021-22 Operating and Capital Budgets.

**Action:** Commission Approval

**Attachments:** [09b - 21-0673 - Reso-4459 - FY 2021-22 MTC Operating and Capital Budgets.r](#)  
[09b - 21-0673 - FY 2021-22 MTC Operating and Capital Budgets Presentation](#)

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

- 10a. [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

**Attachments:** [10a - 21-0750 - Reso-4320 - Clipper START Extension.pdf](#)  
[10a - Public Comment - SPUR.pdf](#)

- 10b. [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

**Attachments:** [10b - 21-0718 - Reso-4411-4412 - RM3 NorthBayTransit VineMaintenance.pdf](#)

- 10c.**     [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
- Attachments:**        [10c - 21-0586 - Resos-4464-4465-4466-4467-4471 Transit Ops Allocations.pdf](#)
- 
- 10d.**     [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
- Attachments:**        [10d - 21-0695 - Reso-4202 - Quick Strike.pdf](#)
- 
- 10e.**     [21-0908](#)            Summary of June 9th Special Workshop Discussions and Next Steps for American Rescue Plan Funding Distributions
- Summary of the discussion and takeaways from the June 9th Special Programming and Allocations workshop focused on transit operations during the COVID-19 pandemic and expectations for post-pandemic recovery; as well as an update on next steps for the planned programming of American Rescue Plan (ARP) funding in July.
- Action:**                    Information
- Attachments:**        [10e - 21-0908 - Special Workshop Discussions and ARP Next Steps.pdf](#)

## **11. Public Comment / Other Business**

## **12. Adjournment / Next Meetings:**

**The next meeting of the Metropolitan Transportation Commission is scheduled to be held on Wednesday, July 28, 2021 at 9:35 a.m. remotely and by webcast. Any changes to the schedule will be duly noticed to the public.**

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

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

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

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

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

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

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

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



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-0789      **Version:** 1      **Name:**

**Type:** Minutes      **Status:** Commission Approval

**File created:** 5/7/2021      **In control:** Metropolitan Transportation Commission

**On agenda:** 6/23/2021      **Final action:**

**Title:** Minutes of the May 26, 2021 meeting

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [08a - 21-0789 - May 26 Draft Commission Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Minutes of the May 26, 2021 meeting

**Recommended Action:**  
Commission Approval



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

## Meeting Minutes

### Metropolitan Transportation Commission

*Alfredo Pedroza, Chair   Nick Josefowitz, Vice Chair*

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Wednesday, May 26, 2021

9:35 AM

Board Room - 1st Floor (REMOTE)

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#### Call Remote Meeting to Order

#### 1. Roll Call / Confirm Quorum

**Present:** 15 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Ahn, Commissioner Canepa, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Spering, and Commissioner Worth

**Absent:** 3 - Commissioner Abe-Koga, Commissioner Chavez, and Commissioner Liccardo

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

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

#### 3. Compensation Announcement (Clerk)

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

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

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

The following members of the public were called to speak: Adina Levin, Aleta Dupree, Joe Kunzler, and Roland Lebrun.

[21-0856](#) E.D. Report

**Action:** Information

#### 7. Commissioner Comments



**8. Consent Calendar:**

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

**Aye:** 14 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Ahn, Commissioner Canepa, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Spering and Commissioner Worth

**Absent:** 4 - Commissioner Abe-Koga, Commissioner Chavez, Commissioner Liccardo and Commissioner Schaaf

**8a.**     [21-0652](#)     Minutes of the April 28, 2021 meeting

**Action:** Commission Approval

**8b.**     [21-0653](#)     Monthly Report of Transit Operator Statistics on Healthy Transit Plan Performance

**Action:** Information

***Programming and Allocations Committee***

**8c.**     [21-0577](#)     MTC Resolution No. 3664, Revised. Regional Measure 2 (RM2) Project 32: Allocation of \$230,000 in RM2 funds to the Livermore Amador Valley Transit Authority (LAVTA) for the Rapid Bus Stop Improvement Project.

**Action:** Commission Approval

**Presenter:** Anne Spevack

**8d.**     [21-0562](#)     MTC Resolution Nos. 3989, Revised and 4468. Agreement for the Exchange of MTC Regional Discretionary Funds with Transportation Authority of Marin Unrestricted funds for the US 101 High Occupancy Vehicle (HOV) Lane project.

**Action:** Commission Approval

**Presenter:** Ross McKeown

**8e.**     [21-0584](#)     MTC Resolution No. 4462. Adoption of the FY2021-22 Regional State Transit Assistance (STA) Program to program \$8.6 million to MTC projects that support regional coordination including Clipper and the Regional Transit Card programs.

**Action:** Commission Approval

**Presenter:** Cheryl Chi

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

**Action:** Commission Approval

**Presenter:** Adam Crenshaw

## Committee Reports

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

- 9a. [21-0585](#) MTC Resolution No. 4463. Adoption of the \$45.4 million FY2021-22 Regional Measure 2 (RM2) Operating and Marketing Assistance Program.

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

**Action:** Commission Approval

**Presenter:** Cheryl Chi

**Upon the motion by Commissioner Rabbitt and the second by Commissioner Papan, the Commission unanimously adopted MTC Resolution No. 4463. The motion carried by the following vote:**

- Aye:** 14 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Ahn, Commissioner Canepa, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Sperling and Commissioner Worth
- Absent:** 4 - Commissioner Abe-Koga, Commissioner Chavez, Commissioner Liccardo and Commissioner Schaaf

- 9b.**     [21-0580](#)     MTC Resolution 4202, Revised. A proposed framework for the distribution of highway infrastructure funding provided through the federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), including a \$34.4 million augmentation to the Safe and Seamless Mobility Quick-Strike program.

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

**Action:** Commission Approval

**Presenter:** Theresa Romell

**Upon the motion by Commissioner Rabbitt and the second by Commissioner Papan, the Commission unanimously adopted MTC Resolution No. 4202, Revised. The motion carried by the following vote:**

- Aye:** 14 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Ahn, Commissioner Canepa, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Spering and Commissioner Worth
- Absent:** 4 - Commissioner Abe-Koga, Commissioner Chavez, Commissioner Liccardo and Commissioner Schaaf

- 9c.**     [21-0563](#)     Proposed Principles and Approach to the Distribution of Transit Funding from the American Rescue Plan Act of 2021

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

**Action:** Commission Approval

**Presenter:** Therese McMillan and William Bacon

**Upon the motion by Commissioner Rabbitt and the second by Commissioner Spering, the Commission adopted the Principles and Approach to the Distribution of Transit Funding from the American Rescue Plan Act of 2021. The motion carried by the following vote:**

- Aye:** 13 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Ahn, Commissioner Canepa, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Spering and Commissioner Worth
- Absent:** 4 - Commissioner Abe-Koga, Commissioner Chavez, Commissioner Liccardo and Commissioner Schaaf
- Abstain:** 1 - Commissioner Miley

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

- 10a.**     [21-0650](#)     MTC Resolution No. 4202, Revised: One Bay Area Grant Program Second Round (OBAG 2) Project Selection Criteria and Programming Policy - Priority Development Areas (PDA) Planning Grants & Technical Assistance

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

**Action:** MTC Commission Approval

**Presenter:** Daniel Saver

**Upon the motion by Commissioner Spering and seconded by Commissioner Canepa, the Commission unanimously adopted MTC Resolution No. 4202, Revised. The motion carried by the following vote:**

- Aye:** 14 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Ahn, Commissioner Canepa, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Spering and Commissioner Worth
- Absent:** 4 - Commissioner Abe-Koga, Commissioner Chavez, Commissioner Liccardo and Commissioner Schaaf

**11. Joint MTC ABAG Legislation Committee (Liccardo)****11a. [21-0687](#) Assembly Bill 897 (Mullin): Regional Climate Networks**

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

**Action:** Support and Seek Amendments / ABAG Executive Board Approval  
Support and Seek Amendments / MTC Commission Approval

**Presenter:** Rebecca Long

**Upon the motion by Chair Pedroza and the second by Commissioner Papan, the Commission unanimously adopted a support and seek amendments position on AB 897. The motion carried by the following vote:**

**Aye:** 14 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Ahn, Commissioner Canepa, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Spering and Commissioner Worth

**Absent:** 4 - Commissioner Abe-Koga, Commissioner Chavez, Commissioner Liccardo and Commissioner Schaaf

**11b. [21-0688](#) Assembly Bill 1500 (Garcia): Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2022**

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

**Action:** Support and Seek Amendments / ABAG Executive Board Approval  
Support and Seek Amendments / MTC Commission Approval

**Presenter:** Rebecca Long

**Upon the motion by Chair Pedroza and the second by Commissioner Fleming, the Commission unanimously adopted a support and seek amendments position on AB 1500. The motion carried by the following vote:**

**Aye:** 14 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Ahn, Commissioner Canepa, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Spering and Commissioner Worth

**Absent:** 4 - Commissioner Abe-Koga, Commissioner Chavez, Commissioner Liccardo and Commissioner Schaaf

**11c.**     [21-0689](#)     Assembly Bill 1401 (Friedman): Residential and Commercial Parking Requirements Near Transit

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

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

**Presenter:** Rebecca Long and James Choe

The following members of the public were called to speak: Aleta Dupree, Roland Lebrun, Jordan Grimes, and Adina Levin.

**Commissioner Schaaf arrived during agenda item 11c.**

**Upon the motion by Chair Pedroza and the second by Commissioner Canepa, the Commission adopted a support position on AB 1401. The motion carried by the following vote:**

**Aye:** 10 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Ahn, Commissioner Canepa, Commissioner Fleming, Commissioner Miley, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf and Commissioner Spering

**Nay:** 5 - Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Papan and Commissioner Worth

**Absent:** 3 - Commissioner Abe-Koga, Commissioner Chavez and Commissioner Liccardo

**12. Public Comment / Other Business**

**13. Adjournment / Next Meetings:**

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



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-0790      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 5/7/2021      **In control:** Metropolitan Transportation Commission  
**On agenda:** 6/23/2021      **Final action:**  
**Title:** Monthly Report of Transit Operator Statistics on Healthy Transit Plan  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [08b - 21-0790 - Monthly Report of Transit Operator Statistics.pdf](#)

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

**Recommended Action:**  
Information

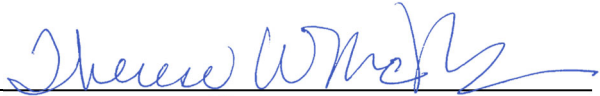
# Metropolitan Transportation Commission

June 23, 2021

Agenda Item 8b - 21-0790

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

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

  
Therese W. McMillan





June 16, 2021

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

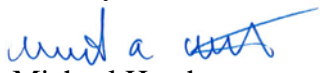
Dear Chair Pedroza:

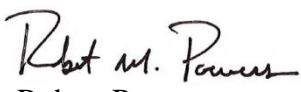
The Healthy Transit Plan and reporting dashboard have played a critical role in communicating our shared commitment to limit the spread of COVID-19 while maintaining safe transit service for essential workers during the pandemic. As the state has now lifted most pandemic restrictions, transit operators across the Bay Area are collaborating to refocus our attention on regaining ridership through service restoration and the Return to Transit campaign. Plans are underway to update and rebrand the [www.healthytransit.com](http://www.healthytransit.com) website to provide one location for the public to get information about how Bay Area transit operators will keep our region running with high quality, safe service to meet the needs of all types of riders. In the coming weeks, the “All Aboard Bay Area Transit” campaign will launch, providing a uniformed message and branding about moving forward together to encourage people to ride transit.


The attached report covers the transit operator metrics from May 10 to June 9, 2021, as called for in the Riding Together: Bay Area Healthy Transit Plan. With the Commission’s endorsement, transit operators believe that, in coordination with the State’s reopening on June 15, it is the appropriate time to close out the monthly reporting after this current report. The dashboard will no longer be useful as state and federal requirements for distancing are removed, and agencies have demonstrated consistent application of the employee facing metrics.

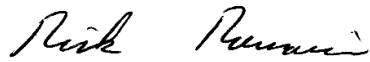
Although the pandemic response is shifting from mitigation to recovery, the region’s transit agencies will continue to require mask wearing indoors per federal mandates and commonsense measures such as improved ventilation will remain in place. We appreciate the Commission’s ongoing support of transit during the pandemic and look forward to continued collaboration as we work together to restore ridership, rider confidence, and financial stability.

Sincerely,

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

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

  
Michelle Bouchard,  
Acting Executive Director  
Caltrain



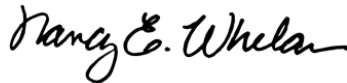
Rick Ramacier  
General Manager,  
County Connection



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



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



Nancy Whelan  
General Manager,  
Marin Transit



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



Jared Hall  
Transit Manager,  
Petaluma Transit



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



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



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



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



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



Beth Kranda  
Executive Director,  
Solano County Transit  
(SolTrans)



Bryan Albee  
Transit Systems Manager,  
Sonoma County Transit



Jeanne Krieg  
Chief Executive Officer,  
Tri Delta Transit



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



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



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

## Bay Area Transit Agencies Update on Healthy Transit Plan Public Dashboard

June 16, 2021

From the onset of the pandemic, Bay Area transit agencies, both large and small, united to implement measures to provide a safe ride for the public during the COVID-19 pandemic. Transit agencies took ownership of a coordinated response and collaborated to develop and publish “Riding Together: Bay Area Healthy Transit Plan.” As part of their commitment to the plan, regular reporting to the public is provided by the transit agencies via a dashboard as a means of accountability. The dashboard has been kept up to date at: <http://healthytransitplan.com/>. As the state and region emerge from the pandemic, the focus must now shift to recovery, service restoration, and bringing riders back to transit.

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

Metric	Outcomes
<b>Passengers Properly Wearing Face Coverings</b>	<p>24 of 25 agencies achieved a 5-star rating, meaning at least 95% of passengers are properly<sup>1</sup> wearing face coverings on transit.</p> <p><b>FAST</b> received a 4.5-star rating with 94% of passengers properly wearing face coverings on transit. All occurrences of non-compliance were passengers waiting for the bus who are actively eating, sitting on the benches or on their phone. Several passengers became confrontational when given a reminder to comply or offered a face mask. We anticipate the resumption of fares (June 1<sup>st</sup>) may reduce these occurrences. TSA/CDC posters continue to be posted along with LED Signage notifications, and verbal reminders are provided (if the passenger is approachable and with ample distance) that masks must be worn on the bus island as well as the bus, per TSA/CDC. We continue to count anyone without a mask, even if there is only one person waiting, as non-compliant.</p>

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

<b>Vehicle Capacity for Safe Distancing</b>	<p>24 of 25 agencies achieved a 5-star rating, meaning at least 95% of vehicles have capacity to allow for physical distancing required by each respective county’s public health guidance while riding.<sup>2</sup> Where systems are falling short of 5-stars it illustrates the continuing need for transit service of transit-dependent and essential workers.</p> <p><b>AC Transit</b> achieved a 3.5-star rating with 83.6% of vehicles having capacity to allow for physical distancing while riding. The agency’s ridership continues to steadily increase likely due to the high percentage of transit dependent riders on the system combined with the reopening of indoor activities in the East Bay. AC Transit still receives regular reports of passenger pass-ups due to capacity limits and the high number of riders dependent on the service. It does not have the immediate operator resources to increase frequency to address the pass-up of riders likely trying to make essential trips. The agency moved to 3ft physical distancing on buses on June 7 which is expected to reduce rider pass-ups.</p>
<b>Employees Properly Wearing Face Coverings</b>	<p><b>All agencies</b> achieved 5-star ratings, meaning at least 95% of employees are properly wearing face coverings at work.</p>
<b>Contact Tracing</b>	<p><b>All agencies</b> achieved 5-star ratings, meaning at least 95% of employee known exposures or positive COVID 19 cases have internal contact tracing completed or underway. A five-star rating is also applied if no potential exposures or cases exist.</p>

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



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

<b>File #:</b>	21-0719	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Resolution	<b>Status:</b>		Commission Approval	
<b>File created:</b>	4/28/2021	<b>In control:</b>		Programming and Allocations Committee	
<b>On agenda:</b>	6/9/2021	<b>Final action:</b>			
<b>Title:</b>	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.				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">08c - 21-0719 - AHSC Regional Priorities.pdf</a> <a href="#">2c - 21-0719 - AHSC Regional Priorities .pdf</a>				

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 8<sup>th</sup> 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

  
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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 <sup>th</sup> 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

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San Francisco, CA 94105

## Legislation Details (With Text)

<b>File #:</b>	21-0721	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Resolution	<b>Status:</b>		Commission Approval	
<b>File created:</b>	4/28/2021	<b>In control:</b>		Programming and Allocations Committee	
<b>On agenda:</b>	6/9/2021	<b>Final action:</b>			
<b>Title:</b>	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.				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">08d - 21-0721 - Reso-4169 BATA PS Extension.pdf</a> <a href="#">2e - 21-0721 - Reso-4169 BATA PS Extension.pdf</a>				

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**

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**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



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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.
<b>Total FY2014-15 Programming:</b>		<b>34,118,343</b>	

### 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>	
<b>Total FY2015-16 Programming:</b>		<b>24,922,916</b>	

### 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>	
<b>Total FY2016-17 Programming:</b>		<b>18,216,161</b>	

### 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>	
<b>Total FY2017-18 Programming:</b>		<b>96,199,328</b>	



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	
<b>Total FY2018-19 Programming:</b>		<b>29,773,292</b>	

**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	
<b>Total FY2019-20 Programming:</b>		<b>3,116,732</b>	

**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	
<b>Total FY2020-21 Programming:</b>		<b>10,904,715</b>	

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
<b>Total Allocations:</b>			<b>217,251,487</b>		

### Notes:

- <sup>1</sup> 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.
- <sup>2</sup> 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:** [08e - 21-0720 - Resos-4428-4429 Clipper.pdf](#)  
[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

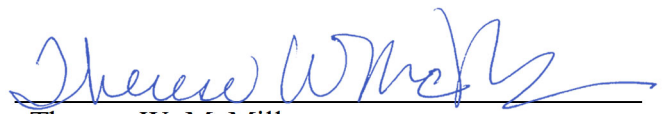
## Metropolitan Transportation Commission Programming and Allocations Committee

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)**

<b>Project Name</b>	<b>Sponsor</b>	<b>Route</b>		
Richmond Bridge Express	Golden Gate Transit	Route 40	\$	1,743,976
		<b>Total</b>		<b>1,743,976</b>
Napa VINE Service	NVTA	Route 29	\$	300,612
		<b>Total</b>		<b>300,612</b>
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
		<b>Total</b>		<b>2,644,178</b>
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
		<b>Total</b>		<b>4,986,908</b>
Dumbarton Bus	AC Transit	Routes DB	\$	1,045,393
	AC Transit	Route DB1	\$	1,081,575
		<b>Total</b>		<b>2,126,968</b>
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
		<b>Total</b>		<b>11,632,500</b>
Owl Service	AC Transit	Route 800	\$	594,154
	AC Transit	Route 801	\$	470,836
	MUNI	Route 14	\$	132,188
	SamTrans	Route 397	\$	215,643
		<b>Total</b>		<b>1,412,820</b>
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	<del>\$</del>	<del>1,410,000</del>
			\$	1,887,824
Transbay Transit Center	TJPA	Terminal Operations	\$	2,115,000
		<b>Grand Total</b>	\$	<b>34,843,287</b>



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

<b>Project Name</b>	<b>Operator</b>		<b>Programmed</b>
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
		<b>Grand Total</b>	<b>\$ 4,491,000</b>

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

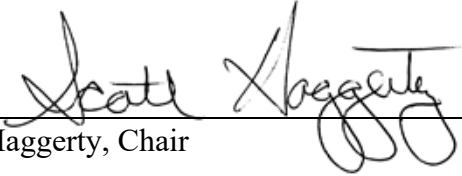
RESOLVED, that MTC approves the allocation of RM2 funds in accordance with Attachment A; and be it further

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
<b>Total</b>		<b>\$ 30,390,429</b>			



# 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:** [08f - 21-0632 - Resos-3989-4469 STA Funding Exchange.pdf](#)  
[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.

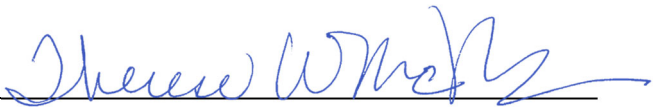


**Issues:** The exchange assumes RM3 is resolved in favor of allowing disbursement of RM3 funds, and for the STA to provide a one-time payment of one percent of any remaining unpaid balance if a favorable outcome occurs after the end of federal fiscal year 2023. This is in recognition of the lost opportunity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

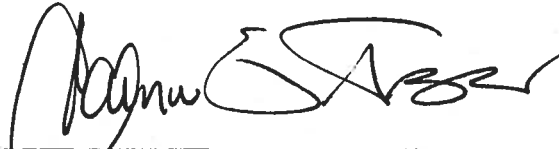
RESOLVED that Attachments A and B reflect the Exchange program balance and agreements approved by the Commission subject to this resolution; and be it further

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



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Scott Haggerty, Chair

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

**MTC Exchange Program  
Funding Agreements  
Attachment A  
June 23, 2021**

			Funding Provided by MTC					
	Agency	Project	Res No.	Res Date	To-Date	Funding Provided by Others 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

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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

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Daryl K. Halls, Executive Director

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Therese W. McMillan, Executive Director



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-0587      **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:** [08g - 21-0587 - Reso-4470 TDA Admin and Planning.pdf](#)  
[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

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### MTC Resolution No. 4470

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**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

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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)

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**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:** [08h - 21-0804 - Reso-4475 TIP Amendment 2021-06.pdf](#)  
[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 (%)
<b>System: Local Road</b>					
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	~%
<b>System: State Highway</b>					
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%
<b>System: Transit</b>					
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<sub>2.5</sub>) standard in December 2009, and MTC must demonstrate conformance to this standard through an interim emissions test until a PM<sub>2.5</sub> SIP is approved by the federal Environmental Protection Agency (U.S. EPA); now, therefore be it

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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

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Alfredo Pedroza, Chair

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



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

Attachment A  
Resolution No. 4475  
Page 1 of 1

## **2021 Transportation Improvement Program**

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

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

Date: February 24, 2021  
W.I.: 1512  
Referred by: PAC  
Revised: 04/28/21-C 05/26/21-C  
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 #:** 21-0670      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 4/15/2021      **In control:** Administration Committee  
**On agenda:** 6/9/2021      **Final action:**  
**Title:** MTC Resolution No. 4478. MTC Agency FY 2021-22 Pay Schedules

A request that the Committee refer to the Commission for approval, MTC Resolution No. 4478, approving MTC's agency pay schedules for Committee for Staff Representation (CSR) represented employees, confidential employees, and for specific executive employees for FY 2021-22, consistent with the requirements of California Code of Regulations Title 2, Section 570.5.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [09a - 21-0670 - Reso-4478 MTC Agency Y2021-22 Pay Schedules.pdf](#)  
[3a - 21-0670 - Reso-4478 MTC Agency Y2021-22 Pay Schedules.pdf](#)

Date	Ver.	Action By	Action	Result
6/9/2021	1	Administration Committee		

**Subject:**

MTC Resolution No. 4478. MTC Agency FY 2021-22 Pay Schedules

A request that the Committee refer to the Commission for approval, MTC Resolution No. 4478, approving MTC's agency pay schedules for Committee for Staff Representation (CSR) represented employees, confidential employees, and for specific executive employees for FY 2021-22, consistent with the requirements of California Code of Regulations Title 2, Section 570.5.

**Presenter:**

Robin James

**Recommended Action:**

Commission Approval

**Metropolitan Transportation Commission  
Administration Committee**

June 9, 2021


Agenda Item 3a - 21-0670

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**MTC Resolution No. 4478. MTC Agency FY 2021-22 Pay Schedules**

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- Subject:** A request that the Committee refer to the Commission for approval, MTC Resolution No. 4478, approving MTC's agency pay schedules for Committee for Staff Representation (CSR)-represented employees, confidential employees, and for specific executive employees for FY 2021-22, consistent with the requirements of California Code of Regulations Title 2, Section 570.5.
- Background:** On June 27, 2018, the Commission approved employment benefits and salaries for a four-year period from July 1, 2018 through June 30, 2022 through MTC Resolution Nos. 4341 and 4342. The proposed pay schedules are consistent with those set forth in MTC Resolution Nos. 4341 and 4342.
- Recommendation:** Staff recommends that this Committee refer MTC Resolution No. 4478 to the Commission for approval.
- Attachments:** MTC Resolution No. 4478 with Attachments A and B.

  
Therese W. McMillan

Date: June 23, 2021  
W.I.: 1153  
Referred by: Administration

ABSTRACT

Resolution No. 4478

This resolution sets forth the MTC agency pay schedules for MTC employees from July 1, 2021 through and including June 30, 2022.

Date: June 23, 2021  
W.I.: 1153  
Referred by: Administration Committee

Re: MTC Agency Pay Schedules for FY 2021-22, from July 1, 2021 through June 30, 2022

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4478

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

WHEREAS, MTC Resolution No. 4341 sets forth the employment benefits and salary schedule for CSR represented employees and confidential employees from July 1, 2018 through and including June 30, 2022; and

WHEREAS, MTC Resolution No. 4342 sets forth the employment benefits and salary schedule for specific executive employees from July 1, 2018 through and including June 30, 2022; and

WHEREAS, the MTC contracts with the California Public Employees Retirement System (CalPERS) to provide retirement benefits for its employees; and

WHEREAS, CalPERS uses the MTC's pay schedules to calculate retirement benefits earned by the MTC's employees; and

WHEREAS, the MTC as a contracting public employer is adhering to the California Code of Regulations, Title 2, Section 570.5, which sets forth reporting regulations for CalPERS member agencies to have a duly approved and adopted publicly available pay schedule; now therefore be it

RESOLVED, that this resolution sets forth the MTC pay schedules contemplated in MTC Resolution Nos. 4341 and 4342 for the period from July 1, 2021 through June 30, 2022; and be it further



RESOLVED, that the MTC agency pay schedule for CSR represented regular staff employees and Confidential employees effective July 1, 2021 through June 30, 2022 shall be as set forth in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that the MTC agency pay schedule for specific executive employees effective July 1, 2021 through June 30, 2022 shall be as set forth in Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that the attached pay schedules will be posted at MTC's offices or immediately accessible for public review during normal business hours or posted on MTC's internet site.

METROPOLITAN TRANSPORTATION COMMISSION

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Alfredo Pedroza, Chair

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

Metropolitan Transportation Commission Pay Schedule for CSR Represented Employees and Confidential Employees Fiscal Year 2021 - 2022, Effective July 1, 2021 to June 30, 2022														
<i>The base salary rate is stated as the hourly rate for each classification grade level and each step within the grade level</i>														
CLASSIFICATION LEVEL & POSITIONS INCLUDED	SALARY GRADE LEVEL	STEP A HOURLY RATE	STEP A1 HOURLY RATE	STEP B HOURLY RATE	STEP B1 HOURLY RATE	STEP C HOURLY RATE	STEP C1 HOURLY RATE	STEP D HOURLY RATE	STEP D1 HOURLY RATE	STEP E HOURLY RATE	STEP E1 HOURLY RATE	STEP F HOURLY RATE	STEP F1 HOURLY RATE	STEP G HOURLY RATE
ADMINISTRATOR I	I	\$23.2078	\$23.6721	\$24.1455	\$24.6284	\$25.1209	\$25.6233	\$26.1358	\$26.6585	\$27.1917	\$27.7355	\$28.2903	\$28.8561	\$29.4332
Intern														
ADMINISTRATOR II	II	\$26.3611	\$26.8883	\$27.4260	\$27.9746	\$28.5341	\$29.1047	\$29.6868	\$30.2806	\$30.8862	\$31.5039	\$32.1339	\$32.7766	\$33.4322
Administrative Assistant I GSU Assistant I Accounting Assistant I														
ADMINISTRATOR III	III	\$29.0477	\$29.6287	\$30.2212	\$30.8257	\$31.4422	\$32.0710	\$32.7125	\$33.3667	\$34.0341	\$34.7147	\$35.4090	\$36.1172	\$36.8395
Administrative Assistant II GSU Assistant II Accounting Assistant II														
ADMINISTRATOR/TECHNICIAN	IV	\$31.9437	\$32.5826	\$33.2342	\$33.8988	\$34.5769	\$35.2684	\$35.9737	\$36.6932	\$37.4271	\$38.1756	\$38.9391	\$39.7179	\$40.5122
Administrative Assistant III Purchasing Technician GSU Assistant III/Building Services Assistant I Information Systems Technician I Accounting Assistant III Library Technician I Public Info & Outreach Technician I														
TECHNICIAN	V	\$35.1470	\$35.8500	\$36.5670	\$37.2983	\$38.0442	\$38.8051	\$39.5813	\$40.3728	\$41.1803	\$42.0040	\$42.8441	\$43.7009	\$44.5749
Executive Assistant I Legal Assistant I Purchasing/Procurement Specialist Building Services Assistant Human Resources Technician Information Systems Technician II Finance Technician I GIS Planner/Analyst I Graphic Artist I Library Technician II Public Info & Outreach Technician II Planning Technician Program Technician														

Metropolitan Transportation Commission Pay Schedule for CSR Represented Employees and Confidential Employees Fiscal Year 2021 - 2022, Effective July 1, 2021 to June 30, 2022														
<i>The base salary rate is stated as the hourly rate for each classification grade level and each step within the grade level</i>														
CLASSIFICATION LEVEL & POSITIONS INCLUDED	SALARY GRADE LEVEL	STEP A HOURLY RATE	STEP A1 HOURLY RATE	STEP B HOURLY RATE	STEP B1 HOURLY RATE	STEP C HOURLY RATE	STEP C1 HOURLY RATE	STEP D HOURLY RATE	STEP D1 HOURLY RATE	STEP E HOURLY RATE	STEP E1 HOURLY RATE	STEP F HOURLY RATE	STEP F1 HOURLY RATE	STEP G HOURLY RATE
<b>JUNIOR</b>	<b>VI</b>	<b>\$38.7695</b>	<b>\$39.5449</b>	<b>\$40.3358</b>	<b>\$41.1425</b>	<b>\$41.9654</b>	<b>\$42.8047</b>	<b>\$43.6608</b>	<b>\$44.5340</b>	<b>\$45.4246</b>	<b>\$46.3332</b>	<b>\$47.2598</b>	<b>\$48.2050</b>	<b>\$49.1691</b>
<i>Executive Assistant II</i> <i>Legal Assistant II</i> <i>Contract Assistant</i> <i>Assistant Building Engineer</i> <i>Human Resources Analyst I</i> <i>Information Systems Specialist I</i> <i>Systems Analyst I</i> <i>Junior Financial Analyst</i> <i>Accountant/Auditor I</i> <i>Finance Technician II</i> <i>GIS Planner/Analyst II</i> <i>Graphic Artist II</i> <i>Librarian I</i> <i>Junior Public Info/Outreach Analyst</i> <i>Junior Planner/Analyst</i> <i>Junior Program Coordinator</i>														
<b>ASSISTANT</b>	<b>VII</b>	<b>\$44.7017</b>	<b>\$45.5957</b>	<b>\$46.5076</b>	<b>\$47.4378</b>	<b>\$48.3865</b>	<b>\$49.3543</b>	<b>\$50.3414</b>	<b>\$51.3482</b>	<b>\$52.3752</b>	<b>\$53.4226</b>	<b>\$54.4911</b>	<b>\$55.5809</b>	<b>\$56.6926</b>
<i>Contract Specialist</i> <i>Executive Assistant III</i> <i>Legal Assistant III</i> <i>Building Engineer</i> <i>Human Resources Analyst II</i> <i>Information Systems Specialist II</i> <i>Systems Analyst II</i> <i>Assistant Financial Analyst</i> <i>Accountant/Auditor II</i> <i>GIS Planner/Analyst III</i> <i>Graphic Artist III</i> <i>Librarian II</i> <i>Assistant Public Info/Outreach Analyst</i> <i>Assistant Legislative Analyst</i> <i>Assistant Planner/Analyst</i> <i>Assistant Program Coordinator</i>														

Metropolitan Transportation Commission Pay Schedule for CSR Represented Employees and Confidential Employees Fiscal Year 2021 - 2022, Effective July 1, 2021 to June 30, 2022														
<i>The base salary rate is stated as the hourly rate for each classification grade level and each step within the grade level</i>														
CLASSIFICATION LEVEL & POSITIONS INCLUDED	SALARY GRADE LEVEL	STEP A HOURLY RATE	STEP A1 HOURLY RATE	STEP B HOURLY RATE	STEP B1 HOURLY RATE	STEP C HOURLY RATE	STEP C1 HOURLY RATE	STEP D HOURLY RATE	STEP D1 HOURLY RATE	STEP E HOURLY RATE	STEP E1 HOURLY RATE	STEP F HOURLY RATE	STEP F1 HOURLY RATE	STEP G HOURLY RATE
<b>ASSOCIATE</b> Contract Administrator Building Administrator Human Resources Analyst III Information Systems Specialist III Systems Analyst III Associate Financial Analyst Accountant/Auditor III GIS Coordinator Graphic Artist Coordinator Head Librarian Associate Public Info/Outreach Analyst Associate Legislative Analyst Associate Planner/Analyst Associate Program Coordinator	VIII(a)	\$51.5374	\$52.5682	\$53.6196	\$54.6920	\$55.7859	\$56.9015	\$58.0395	\$59.2004	\$60.3844	\$61.5921	\$62.8239	\$64.0804	\$65.3620
<b>SENIOR</b> Senior Contract Administrator Senior Human Resources Analyst IIIb Information Systems Specialist IIIb Systems Analyst IIIb Senior Financial Analyst Accountant/Auditor IIIb GIS Senior Coordinator Graphic Artist Senior Coordinator Head Librarian IIIb Senior Public Info/Outreach Analyst Senior Legislative Analyst Senior Planner/Analyst Senior Program Coordinator	VIII(b)	\$54.1466	\$55.2295	\$56.3341	\$57.4608	\$58.6100	\$59.7822	\$60.9778	\$62.1974	\$63.4414	\$64.7101	\$66.0044	\$67.3244	\$68.6709

**Metropolitan Transportation Commission**  
**Pay Schedule for CSR Represented Employees and Confidential Employees**  
**Fiscal Year 2021 - 2022, Effective July 1, 2021 to June 30, 2022**

*The base salary rate is stated as the hourly rate for each classification grade level and each step within the grade level*

CLASSIFICATION LEVEL & POSITIONS INCLUDED	SALARY GRADE LEVEL	STEP A HOURLY RATE	STEP A1 HOURLY RATE	STEP B HOURLY RATE	STEP B1 HOURLY RATE	STEP C HOURLY RATE	STEP C1 HOURLY RATE	STEP D HOURLY RATE	STEP D1 HOURLY RATE	STEP E HOURLY RATE	STEP E1 HOURLY RATE	STEP F HOURLY RATE	STEP F1 HOURLY RATE	STEP G HOURLY RATE
<b>PRINCIPAL</b>	<b>IX</b>	<b>\$63.1012</b>	<b>\$64.3632</b>	<b>\$65.6504</b>	<b>\$66.9635</b>	<b>\$68.3028</b>	<b>\$69.6688</b>	<b>\$71.0621</b>	<b>\$72.4835</b>	<b>\$73.9331</b>	<b>\$75.4117</b>	<b>\$76.9200</b>	<b>\$78.4584</b>	<b>\$80.0275</b>

Contract Manager  
Building Manager  
Assistant Human Resources Manager  
Principal Information Systems Manager  
Principal Systems Manager  
Revenue & Budget Manager  
Principal Financial Analyst  
Accounting Manager  
GIS Principal  
Principal Public Info/Outreach Analyst  
Principal Legislative Analyst  
Principal Planner/Analyst  
Principal Program Coordinator

Regular full-time positions work a 30 hour a week minimum and up to 40 hours a week. 30 hrs a week equals 1,560 hrs worked a year. 32 hrs a week equals 1,664 hrs worked a year. 36 hrs a week equals 1,872 hrs worked a year. 40 hrs a week equals 2,080 hrs worked a year.

Regular part-time positions work a 20 hour a week minimum and up to 29 hours a week. 20 hrs a week equals 1,040 hrs worked a year. 24 hrs a week equals 1,248 hrs worked a year. 26 hrs a week equals 1,352 hrs worked a year. 29 hrs a week equals 1,508 hrs worked a year.

Pay Schedule for MTC Specific Executive Employees Fiscal Year 2021-22, Effective July 1, 2021 through June 30, 2022				
CLASS/POSITION	GRADE	MIN	MAX	Hourly Base Rate
<b>ASSOCIATE COUNSEL I/II</b>	<b>L/2</b>	<b>\$72.8250</b>	<b>\$97.0294</b>	<b>HOURLY BASE RATE</b>
Associate Counsel I Associate Counsel II				
<b>EXECUTIVE ADMINISTRATIVE</b>	<b>X/B &amp; F/2</b>	<b>\$72.8250</b>	<b>\$97.0294</b>	<b>HOURLY BASE RATE</b>
Assistant Director BARC Director				
<b>DEPUTY GENERAL COUNSEL</b>	<b>L/3</b>	<b>\$95.5524</b>	<b>\$118.8075</b>	<b>HOURLY BASE RATE</b>
Deputy General Counsel Senior Attorney				
<b>EXECUTIVE MANAGEMENT</b>	<b>X/A &amp; F/3</b>	<b>\$95.5524</b>	<b>\$118.8075</b>	<b>HOURLY BASE RATE</b>
Section Director Deputy Financial Officer Deputy Director Administrative Director				
<b>SENIOR DEPUTY GENERAL COUNSEL</b>	<b>L/4</b>	<b>\$105.9892</b>	<b>\$123.9479</b>	<b>HOURLY BASE RATE</b>
Senior Deputy General Counsel				
<b>DEPUTY EXECUTIVE DIRECTOR</b>	<b>X/3</b>	<b>\$118.9903</b>	<b>\$142.2094</b>	<b>HOURLY BASE RATE</b>
Deputy Executive Director				
<b>Chief Financial Officer</b>	<b>X/4</b>	<b>\$118.9903</b>	<b>\$142.2094</b>	<b>HOURLY BASE RATE</b>
Chief Financial Officer				
Regular full-time positions work a 30 hour a week minimum and up to 40 hours a week. 30 hrs a week equals 1,560 hrs worked a year. 32 hrs a week equals 1,664 hrs worked a year. 36 hrs a week equals 1,872 hrs worked a year. 40 hrs a week equals 2,080 hrs worked a year.				
Regular part-time positions work a 20 hour a week minimum and up to 29 hours a week. 20 hrs a week equals 1,040 hrs worked a year. 24 hrs a week equals 1,248 hrs worked a year. 26 hrs a week equals 1,352 hrs worked a year. 29 hrs a week equals 1,508 hrs worked a year.				



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-0673      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 4/15/2021      **In control:** Administration Committee  
**On agenda:** 6/9/2021      **Final action:**  
**Title:** MTC Resolution No. 4459. FY 2021-22 MTC Operating and Capital Budgets

A request that the Committee refer to the Commission for approval, MTC Resolution No. 4459, approving the MTC FY 2021-22 Operating and Capital Budgets.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [09b - 21-0673 - Reso-4459 - FY 2021-22 MTC Operating and Capital Budgets.pdf](#)  
[09b - 21-0673 - FY 2021-22 MTC Operating and Capital Budgets Presentation .pdf](#)  
[3b - 21-0673 - Reso-4459 - FY 2021-22 MTC Operating and Capital Budgets.pdf](#)  
[3b - 21-0673 - FY 2021-22 MTC Operating and Capital Budgets Presentation .pdf](#)

Date	Ver.	Action By	Action	Result
6/9/2021	1	Administration Committee		

**Subject:**

MTC Resolution No. 4459. FY 2021-22 MTC Operating and Capital Budgets

A request that the Committee refer to the Commission for approval, MTC Resolution No. 4459, approving the MTC FY 2021-22 Operating and Capital Budgets.

**Presenter:**

Brian Mayhew

**Recommended Action:**

Commission Approval

## Metropolitan Transportation Commission Administration Committee

June 9, 2021

Agenda Item 3b - 21-0673

### MTC Resolution No. 4459.

### FY 2021-22 MTC Operating and Capital Budgets

**Subject:**

A request that the Committee refer to the Commission for approval, MTC Resolution No. 4459, approving the MTC FY 2021-22 Operating and Capital Budgets. The budget is balanced as submitted with a slight surplus projected at fiscal year-end.

**Background:** The financial picture has changed considerably in the last few months. Examples of the financial change from one year ago include:

	FY 2020	FY 2021
Unemployment	15%	6.1
GDP	-36%	+38%
Initial Ump Claims * Peak	6 M*	500,000
Bridge Traffic	-52 %	-15 %
Budget Balance	-\$1.7 M	\$123,000

Going into the FY 2020-21 budget, we projected total sales tax (TDA) revenue of \$11 million, a drop of 25% from the FY 2019-20 original budget estimate. However, as of April 2021, MTC sales tax revenue is already nearly \$11 million and we now project a year-end number closer to \$14 million. The surprising recovery in retail sales, owed in great part to a federal court decision ending the ban on state sales tax on interstate/internet sales, is a principal reason MTC has avoided an operating deficit for FY 2020-21.

In addition to the unexpected revenue gain, we imposed some strict expenditure guidelines with the FY 2020-21 budget. The budget guidelines include,

- There were no new positions included in the FY 2021 budget
- Controls on hiring and contract expenses to avoid deficit cash-flow
- Continuation of our efforts to reduce post-retirement costs.

Post-retirement benefit costs have been reduced by 60% since FY 2018-19. During the past two years we managed to reduce our annual costs for PERS and OPEB liabilities by over \$2.5 million. Our efforts were successful enough to avoid the operating deficit we feared, at least through March 2021.



FY 2022 Budget Parameters

The improving economy combined with our reduction of long-term expenses should be sufficient to avoid implementing similar expenditure controls administering the FY 2021-22 budget. Our basic budget preparation assumptions for next year include:

- 2.8% contractual salary increase
- 2.5% PERS normal cost increase
- PERS UAL amortization payment \$2.6 million
- OPEB actuarial contribution \$3.2 million
- Maintain minimum operating reserve 6 months
- No operational draw on reserves
- No special hiring freezes or expenditure controls
- Continued reduction of long-term post-retirement costs

Combining the improving economy and our continuing efforts to reduce long-term obligations, will produce a slight surplus in FY 2021-22, compared to the budgeted deficit of \$1.7 million for FY 2020-21

Positions

Economic conditions limited our ability to include new positions in the development of the FY 2020-21 budget. With the improving economy, and expanding operational needs, we are proposing to loosen those restrictions to add certain positions considered essential to our expanding role.

There are total of 313 positions included in the proposed MTC budget for FY 2021-22, an increase of 13 positions. The new positions are spread throughout the MTC operations, however, as the “parent” company, MTC is responsible for authorizing staffing for MTC and all operating entities. The proposed staffing for FY 2021-22 is as follows:

	<u>2021</u>	<u>2022</u>	Total
MTC	227	5	232
BATA	67	8	75
SAFE	6	0	6
Total	300	13	313

MTC will add the positions to fill needs as follows:

- Address the comprehensive activities associated with BATA/FasTrak electronic toll conversion
- To support priority implementation actions emerging from the Blue Ribbon Task Force (fare coordination/integration; regional wayfinding and its supporting technology; bus priority on road network/design and implementation)
- To support priority implementation actions emerging from the Ad Hoc BATA Recovery working group (asset management development and

oversight, and advancing implementation of the regional Bay Area Forward suite of projects and related actions)

- To address foundational support functions that had been outpaced by MTC's growing portfolio, including legal and human resources.

Specifically for the positions aligned with MTC activities, funding streams deemed sufficient to underwrite FY 22 needs are also adequate and reliable to support staffing levels in subsequent years, contingent upon Commission policies to ensure those funding streams prioritize the regional programs and the internal staff required to deliver them. In particular, federal Surface Transportation Block Grant (STBG-- formerly STP) funds; and State Transit Assistance (STA: population based) funds are assigned to the Commission directly and are reliable sources that can finance internal MTC program needs. Commitment to support agency supportive resources is essential for multi-year programs and need to be memorialized, in conjunction with the FY 22 budget approval. These will be brought forward as required in separate Commission actions during the year.

### **FY 2022 Operating Revenue**

Total revenue proposed for FY 2021-22 is just under \$93 million, up \$2.6 million from FY 2020-21. There was a decline in some grants and other project related transfers including STA and SAFE funds. Other revenue increases include:

- |                                     |         |
|-------------------------------------|---------|
| • BATA RM2 and other reimbursements | \$4.7 M |
| • TDA (sales tax)                   | \$3.1 M |
| • BATA 1% admin transfer            | \$2.4 M |

The overall recovery in TDA and BATA revenue combined should mitigate the structural expense increases built into the MTC operating budget.

### **Operating Expense**

Total operating expenses proposed for FY 2021-22 is \$92.6 million, up \$0.7 million from FY 2020-21. Highlights include:

- |                            |          |         |          |
|----------------------------|----------|---------|----------|
| • Salaries & Benefits      | \$34.2 M | Down 1% | \$ 0.2 M |
| • Temp Salaries & Benefits | \$ 0.7 M | Up 13%  | \$ 0.1 M |
| • PERS prepayment          | \$ 6.6 M | Up 72%  | \$ 2.8 M |

Total salaries and benefit cost increase is due to the increase in the prepayment of the PERS unfunded liability. The decrease in regular staff cost is the result of restructuring administrative costs between MTC and BATA. The pension prepayment proposed for FY 2021-22 will increase by \$2.7 million to a total of \$6.6 million as we commit additional resources to reducing future post-retirement benefit costs.

Post Retirement Costs

Since FY 2018-19, MTC has reduced post retirement liabilities by over 60%. The OPEB liability of \$13 million in 2016 was fully retired in FY 2019-20 and has been an asset the past two fiscal years.

The PERS unfunded liability has been reduced 43%, or nearly \$17 million since FY 2018-19. Restructuring the long-term pension liability has:

- Reduced the amortization period to 13.0 years
- Reduced future interest costs by \$18.7 M
- Reduced annual costs \$ 1.5 M

The combined reduction in annual costs is in excess of \$2.5 million and has been an important part of mitigating a potential structural deficit in the future.

Project Funding

The proposed contract services budget for FY 2021-22 is \$43.3 million, down nearly \$3 million from the FY 2020-21 budget. Highlights include:

1233 - PTAP projects	\$ 3.6 M	up \$1.7 M
1311 - Means Based fare Subsidy	\$24.4 M	FY 2021 & FY 2022
1517 - Blue Ribbon TF	\$ 2.7 M	New
1611 - Jumpstart – Alameda	\$ 2.0 M	New
1127 - Regional Trails	-\$ 1.9 M	moved to ABAG

Project funding will vary from year to year, which causes some unpredictable contract budget swings.

MTC Grants

MTC will have a total of over 60 active grants totaling \$293 million. MTC proposes to add 17 new grants and nearly \$35 million. The new project grants include (in millions):

	<u>Budget</u>
Blue Ribbon Transit recovery	\$ 10.2
Climate Initiatives	10.9
RSR Fwd	2.0
NAPA Fwd (\$1M new)	1.1
Dumbarton Fwd	2.0
I-880 Communications upgrade	1.8
CMA Planning	3.3
Other	3.6

Clipper – Operating

The Clipper operating budget proposed for FY 2021-22 is \$31.6 million, down from \$37.6 million for FY 2020-21. Revenue was down in FY 2020-21 in response to the drop in public transportation ridership. The operating budget is balanced as proposed. Despite the reduction in operating revenue and expense,

Clipper operations are fully funded with no reduction in overall service for FY 2022.

#### Clipper Capital

The Clipper capital budget is divided between the closeout of Clipper I and the development of Clipper II.

Clipper I will increase the life-to date budget by \$2 million to a total project cost of \$237 million through FY 2021-22. The funds will come from card sales and go mainly to staff costs and card expenses.

The proposed Clipper II budget for FY 2021-22 will be \$227.7 million, an increase of nearly \$22 million. New funding includes (in millions):

	<u>Budget</u>
• FTA	\$ 9.2
• Card Sales	4.0
• SGR	<u>8.4</u>
Total FY 2021-22	\$ 21.6

Most of the revenue, \$21.6 million, will be applied to consulting costs, with \$2.9 million being applied to project staff costs. One additional change, the project will utilize \$10.2 million of the \$19.5 million budgeted contingency, leaving a project contingency balance of \$9.3 million.

#### Bay Area Forward

The 8 projects that make up the Bay Area Forward will have a proposed budget of \$72.5 million, up \$16.6 million from FY 2020-21. Project changes are as follows (in millions):

	<u>LTD Budget Thru</u>	
	<u>FY 2020-21</u>	<u>FY 2021-22</u>
Bay Bridge Forward 2016	\$22.9	\$22.9
Bay Bridge Forward 2020	11.0	15.9
Richmond Forward	0.0	3.1
Freeway Perf Initiative I-680	14.0	14.0
Freeway Performance Initiative I-880	3.0	3.1
Freeway Performance Initiative US-101	3.0	3.1
Dumbarton Forward	1.0	8.2
Napa Forward	1.0	2.2
Total	\$55.9	\$72.5

The Dumbarton Forward project will get the largest increase including a contribution of \$2.4 million and \$4.8 million from STP and RM2 Capital respectively.

Exchange Fund

The proposed Exchange Fund balance for the FY 2021-22 budget is \$141 million. The FY 2021-22 funds will be received from Transportation Authority of Marin (TAM) and the Solano Transportation Authority (STA) who have agreed to pay MTC \$76 million and \$65 million, respectively. The funds are an exchange for MTC providing federal funding in lieu of the scheduled RM3 contributions that are currently held in escrow. Both agencies will forward their RM3 project allocations when the RM3 funds are finally released. Balances in the Exchange Fund are programmed by the Commission for use in future regional projects.

MTC Reserves

As is the case with all MTC operating funds, we have an annual goal of maintaining an operating reserve of 6 months operating revenue. With a proposed FY 2021-22 budget of \$92.7 million, the stated reserve goal is \$46 million.

The audited reserve for FY 2019-20 was \$51 million with budgeted reserve estimates of \$49.2 million and \$49.3 million for FY 2020-21 and FY 2021-22, respectively. The breakdown is as follows (in millions):

	<u>FY 2019-20</u>	<u>FY 2020-21</u>	<u>FY 2021-22</u>
June 30 balance (adjusted)	\$50.9	\$49.2	\$49.3
Reservations	(23.7)	(17.5)	(19.1)
Net before retirement	27.2	31.7	30.2
Retirement costs	(34.1)	(21.0)	(15.7)
Net available/(deficit)	\$(6.9)	10.7	\$14.5

The total reserve for FY 2021-22 is at \$49.3 million. MTC has managed to fully restore the funded reserve since the “Great Recession” of 2008 and maintain the available reserve through the “crash” recession of 2020.

One additional and important variation on the financial goal is to have a “net positive” balance after all designated restrictions. There are two levels of reservations or restrictions on reserve balances. The first designation is to “Reserve” for obligations owed at fiscal year end and, second to designate funds that will be necessary to meet long-term liabilities. The year-end reservations include:

- Year-end contract balances
- Benefit changes
- Compensated absences
- Capital assets
- Liability contingency

What remains after the year-end reservations and after long-term liabilities is considered “Net Available” assets. If the ending number is negative, the agency

owes more than is available. If the ending number is positive, those “net assets” are available for future programming.

Maintaining operating reserves has an important overall operating role. The reserves serve several purposes, including:

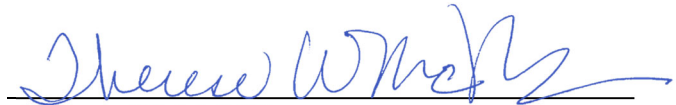
- Cash flow to manage grant expenses in advance of reimbursement.
- Contingency funding for unexpected emergencies
- Contingency for economic uncertainties

The reserves serve a valuable purpose for MTC. First, as a cashflow management tool between grant expense and reimbursement, protection against unexpected expenses, and finally the means to manage swings during economic uncertainty.

MTC’s reserves are fully funded, but more important, the reserve has a positive balance even after accounting for the remaining unfunded pension liabilities.

**Recommendation:** Staff recommends approval of MTC Resolution No. 4459 authorizing the FY 2021-22 MTC Operating and Capital Budgets and directing staff to submit Resolution No. 4459 to the MTC Commission for approval.

**Attachments:** MTC Resolution No. 4459, MTC Operating and Capital Budgets for FY 2021-22.

  
Therese W. McMillan

Date: June 23, 2021  
W.I.: 1152  
Referred by: Administration

ABSTRACT

Resolution No. 4459

This resolution approves the Agency's Operating and Capital Budgets for FY 2021-22.

Further discussion of the agency budget is contained in the Administration Committee Summary Sheets dated June 9, 2021. A budget is attached as Attachments A through F.

Date: June 23, 2021  
W.I.: 1152  
Referred by: Administration

Re: Metropolitan Transportation Commission's Operating and Capital Budgets for FY 2021-22

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4459

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

WHEREAS, on April 28, 2021 the Commission approved MTC's Overall Work Program (OWP) for Fiscal Year 2021-22 with the adoption of MTC Resolution No. 4458; and

WHEREAS, the OWP identifies MTC's unified work program for FY 2021-22; and

WHEREAS, the final draft MTC Agency Budget for FY 2021-22 as reviewed and recommended by the Administration Committee will be consistent with the OWP as adopted pursuant to MTC Resolution No. 4458; now, therefore, be it

RESOLVED, that MTC's Agency Budget for FY 2021-22, prepared in accordance with generally accepted accounting principles and modified accrual, attached hereto as Attachment A, and incorporated herein as though set forth at length, is approved; and, be it further

RESOLVED, that the Executive Director or designee may approve adjustments among line items in the MTC operating budget for FY 2021-22, provided that there shall be no increase in the overall MTC operating budget without prior approval of the Commission; and, be it further

RESOLVED, that MTC delegates to its Administration or Operations Committees the authority to approve all contracts and expenditures in MTC's Agency Budget for FY 2021-22, providing that there shall be no increase in the overall budget without prior approval of the Commission; and, be it further

RESOLVED, that MTC's Executive Director, or the responsible MTC staff person designated by the Executive Director, shall submit written requests to the Administration or



Operations Committees for approval of consultants, professional services, and expenditures authorized in the MTC Agency Budget for FY 2021-22; and, be it further

RESOLVED, that MTC's Executive Director and the Chief Financial Officer are authorized to carry over and re-budget all grants, contracts and funds properly budgeted in the prior year for which expenditures were budgeted and encumbered and which will take place in FY 2021-22; and, be it further

RESOLVED, that the Commission authorizes the use of MTC funds for cash flow purposes, as an advance on authorized expenditures until the expenditures have been reimbursed; and, be it further

RESOLVED, that the Commission authorizes the designation of certain reserves for FY 2021-22 as follows: Benefits, Liability, Compensated Absences, Encumbrances, Building, Unfunded Pension Obligation, Other Post-Employment Benefits (OPEB) and Capital and Fixed Asset Replacement. The Chief Financial Officer is authorized to set aside \$1,000,000 for computer capital and replacement. The Chief Financial Officer is authorized to utilize the funds in the Benefits Reserve to meet any obligations resulting from the requirements of or changes in the employee labor agreements or for the purpose of prepaying or retiring unfunded pension or OPEB Liability. No additional expenditures shall be authorized from any designated reserves authorized by MTC's Agency Budget for FY 2021-22 without prior authorization of the Administration Committee; and, be it further

RESOLVED, that the total of full time regular and project term limited employees is established at 313 and will not be increased without approved increase to the appropriate FY 2021-22 budget and that the Executive Director or Designee is authorized to manage all contract, hourly or agency employees within the authorized FY 2021-22 budgets; and, be it further

RESOLVED, that MTC's Executive Director, or the responsible MTC staff person designated by the Executive Director, shall furnish the Administration Committee with a quarterly financial report to reflect budgeted and actual income, expenditures, obligations for professional and consultant services and such other information and data as may be requested by the Administration Committee.

METROPOLITAN TRANSPORTATION COMMISSION

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Alfredo Pedroza, Chair

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

Date: June 23, 2021  
W.I.: 1152  
Referred by: Administration

Attachments A,B,C,D,E,F  
Resolution No. 4459

**METROPOLITAN TRANSPORTATION COMMISSION**

**AGENCY'S OPERATING AND CAPITAL BUDGETS**

**FY 2021-22**

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MTC Operation Budget	Attachment A
Contractual and Professional Service	Attachment B
Grant Schedule	Attachment C
Bay Area Forward Capital Budget	Attachment D
Exchange Fund Budget	Attachment E
Clipper Operation and Capital Budget	Attachment F

**METROPOLITAN TRANSPORTATION COMMISSION**

**BUDGET FY 2021-22**

**SUMMARY**

**OPERATING REVENUE-EXPENSE SUMMARY**

Attachment A

	As of 12/31/2020	FY 2020-21 Amendment No. 3	FY 2021-22 Draft	% Inc./Dec)	Change \$ Inc./Dec)
General Planning Revenue		\$ 29,874,640	\$ 34,149,688	14%	\$ 4,275,048
Other MTC Revenue		\$ 1,380,500	\$ 1,118,700	-19%	\$ (261,800)
Transfers from other Funds		\$ 48,734,544	\$ 47,855,285	-2%	\$ (879,259)
Local Revenue Grants		\$ 10,123,636	\$ 9,580,984	-5%	\$ (542,652)
<b>Total Operating Revenue</b>		<b>\$ 90,113,320</b>	<b>\$ 92,704,657</b>	3%	\$ 2,591,337
<b>Total Operating Expense</b>		<b>\$ 91,848,072</b>	<b>\$ 92,581,288</b>	1%	\$ 733,216
<b>Operating Surplus (Shortfall)</b>		<b>\$ (1,734,752)</b>	<b>\$ 123,369</b>	-107%	\$ 1,858,121
Total Operating Revenue - Prior Year		\$ 22,540,251	\$ -	-100%	\$ (22,540,251)
Total Operating Expense - Prior Year		\$ 22,540,251	\$ -	-100%	\$ (22,540,251)
Operating Surplus (Shortfall)- Prior year		\$ -	\$ -	N/A	\$ -
<b>Total Operating Surplus (Shortfall)</b>		<b>\$ (1,734,752)</b>	<b>\$ 123,369</b>	-100%	\$ 1,858,121

**PART2: CAPITAL PROJECTS REVENUE-EXPENSE SUMMARY**

<b>Total Annual Capital Revenue</b>	<b>\$1,506,000</b>	<b>\$ 1,124,050</b>	-25%	\$ (381,950)
<b>Total Annual Capital Expense</b>	<b>\$1,506,000</b>	<b>\$ 1,124,050</b>	-25%	\$ (381,950)
<b>Capital Surplus(Shortfall)</b>	<b>\$0</b>	<b>\$0</b>	N/A	\$ -
<b>TOTAL FISCAL YEAR SURPLUS (SHORTFALL)</b>	<b>(\$1,734,752)</b>	<b>\$123,369</b>	-107%	\$ 1,858,121

**PART3: CHANGES IN RESERVES**

<b>Transfer To Designated Reserve</b>	<b>\$0</b>	<b>\$0</b>
<b>Net MTC Reserves - in(out)</b>	<b>(\$1,734,752)</b>	<b>\$123,369</b>
<b>Current Year Ending Balance</b>	<b>\$0</b>	<b>\$0</b>

	FY 2020-21 Amendment No. 3	FY 2021-22 Draft	Change % Inc./Dec)	Change \$ Inc./Dec)
<b>General Planning Revenue</b>				
<b>New Planning Revenue</b>				
FTA Section 5303	\$ 3,730,640	\$ 4,093,241	10%	\$ 362,601
FHWA PL	\$ 8,540,197	\$ 8,271,690	-3%	\$ (268,507)
FHWA SP&R	\$ -	\$ 500,000	100%	\$ 500,000
SB1 - FY 2021-22 Formula	\$ -	\$ 2,106,140	100%	\$ 2,106,140
SB1 - FY 2021-22 Adaptation Planning	\$ -	\$ 325,000	100%	\$ 325,000
TDA (Planning/Administrative)	\$ 10,962,523	\$ 14,100,000	29%	\$ 3,137,477
<b>Carry Over Planning Revenue</b>				
FTA 5303 FY 20 C/O	\$ 1,851,302	\$ 1,861,764	1%	\$ 10,462
FTA 5304 - BART Metro C/O	\$ 466,559	\$ 466,559	0%	\$ -
FTA 5304 - Rail Partnership C/O	\$ 400,000	\$ 400,000	0%	\$ -
FHWA PL FY20 C/O	\$ 602,162	\$ 775,700	29%	\$ 173,538
SB1 - FY 2018-19 Formula C/O	\$ 186,322	\$ -	-100%	\$ (186,322)
SB1 - FY 2020-21 Formula C/O	\$ 2,106,140	\$ 40,000	-98%	\$ (2,066,140)
SB1 - FY 2019-20 Formula C/O	\$ 528,796	\$ 177,060	-67%	\$ (351,736)
SB1 - FY 2020-21 SB1 C/O	\$ -	\$ 539,534	100%	\$ 539,534
SB1 - Road Maint. State Rt. 37 C/O	\$ 500,000	\$ 493,000	-1%	\$ (7,000)
<b>Subtotal: General Planning Revenue</b>	<b>\$ 29,874,640</b>	<b>\$ 34,149,688</b>	14%	\$ 4,275,048
<b>Other MTC Revenue</b>				
STIP-PPM	\$ 723,000	\$ 187,200	-74%	\$ (535,800)
HOV lane fines	\$ 500,000	\$ 500,000	0%	\$ -
Non-Profit Housing Association	\$ 100,000	\$ 100,000	0%	\$ -
Interest	\$ 57,500	\$ 331,500	477%	\$ 274,000
<b>Subtotal: MTC Other Revenue</b>	<b>\$ 1,380,500</b>	<b>\$ 1,118,700</b>	-19%	\$ (261,800)
<b>Operating Transfers</b>				
BATA 1%	\$ 5,442,895	\$ 6,655,000	22%	\$ 1,212,105
Transfer BATA RM2	\$ 1,140,000	\$ 3,643,000	220%	\$ 2,503,000
BATA Reimbursements (Audit/misc. contracts)	\$ 627,668	\$ 2,799,352	346%	\$ 2,171,684
BAIFA Reimbursements	\$ -	\$ 25,000	100%	\$ 25,000
Service Authority Freeways Expressways (SAFE)	\$ 1,375,235	\$ 175,000	-87%	\$ (1,200,235)
OPEB Credit	\$ 1,000,000	\$ 1,431,945	43%	\$ 431,945
STA Transfer	\$ 13,061,361	\$ 6,896,081	-47%	\$ (6,165,280)
CARES	\$ 1,400,000	\$ -	-100%	\$ (1,400,000)
2% Transit Transfers	\$ 674,000	\$ 875,000	30%	\$ 201,000
5% Transfers	\$ 281,706	\$ 281,706	0%	\$ -
Transfer in - ABAG Membership Dues	\$ 530,000	\$ 530,000	0%	\$ -
Transfer in - Exchange Fund	\$ 7,931,015	\$ 7,933,441	0%	\$ 2,426
BATA Operating for SFEP -Overhead	\$ 670,205	\$ -	-100%	\$ (670,205)
ABAG (for BARC)	\$ 173,335	\$ 138,850	-20%	\$ (34,485)
ABAG Other Programs - Overhead	\$ 1,139,903	\$ 1,763,226	55%	\$ 623,323
Express Lanes (BAIFA) - Overhead	\$ 1,499,625	\$ 1,487,823	-1%	\$ (11,802)
SAFE - Overhead	\$ 455,907	\$ 603,637	32%	\$ 147,730
MTC Grant Funded - Overhead	\$ 3,464,653	\$ 3,754,845	8%	\$ 290,192
Other Programs - Overhead	\$ 2,424,141	\$ 2,206,379	-9%	\$ (217,762)
BATA Transfer for employee benefits	\$ 5,442,895	\$ 6,655,000	22%	\$ 1,212,105
<b>Subtotal: Transfers from other funds</b>	<b>\$ 48,734,544</b>	<b>\$ 47,855,285</b>	-2%	\$ (879,259)
<b>MTC Total Planning Revenue</b>	<b>\$ 79,989,684</b>	<b>\$ 83,123,673</b>	4%	\$ 3,133,989
<b>Local Revenue Grants</b>				
Misc. Revenue (PMP Sales)	\$ 1,350,000	\$ 1,725,000	28%	\$ 375,000
TFCA (Regional Rideshare), Spare the Air.	\$ 1,500,000	\$ 1,000,000	-33%	\$ (500,000)
BAAQMD (for BARC And W11122)	\$ 639,898	\$ 623,984	-2%	\$ (15,914)
LCTOP	\$ 5,220,738	\$ 4,000,000	-23%	\$ (1,220,738)
Cities	\$ 1,150,000	\$ 2,232,000	94%	\$ 1,082,000
BART	\$ 263,000	\$ -	-100%	\$ (263,000)
<b>Subtotal: Local Revenue Grants</b>	<b>\$ 10,123,636</b>	<b>\$ 9,580,984</b>	-5%	\$ (542,652)
<b>Total Current Year Revenue</b>	<b>\$ 90,113,320</b>	<b>\$ 92,704,657</b>	3%	\$ 2,591,337

MTC Prior Year Project Revenue
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**Prior Year Project Revenue - Federal/State**

FTA 5303 (FS#1602)	\$ 434,886
FHWA (FS#1109)	\$ 73,470
SB1 - FY 2018-19 Formula (FS#2211)	\$ 144,194
SB1 - Adaptation Planning (FS#2213)	\$ 117,008
<b>Sub Total:</b>	<b>\$ 769,558</b>

**Prior Year Project Revenue - Local**

General Fund	\$ 4,155,264
California Air Resource Board	\$ 679,553
California State Transportation Agency (CalSTA)	\$ 4,235,072
Transportation Fund for Clean Air (TFCA)	\$ 1,932,349
BATA RM2	\$ 883,349
SAFE	\$ 623,164
Exchange	\$ 6,209,649
STA	\$ 193,753
LCTOP	\$ 2,008,526
Pavement Management (PTAP)	\$ 142,345
PMS Software	\$ 103,307
Assoc. of Local Govt. Agencies	\$ 23,162
Other	\$ 581,198
<b>Sub Total:</b>	<b>\$ 21,770,692</b>

<b>Total Prior Year Project Revenue</b>	<b>\$ 22,540,251</b>
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	FY 2020-21 Amendment No. 3	FY 2021-22 Draft	Change % Inc./Dec)	Change \$ Inc./Dec)
<b>Operating Expense</b>				
I. Salaries and Benefits	\$ 38,896,024	\$ 41,561,242	7%	\$ 2,665,218
MTC Staff - Regular	\$ 34,376,788	\$ 34,170,198	-1%	\$ (206,590)
PERS Prefunding	\$ 3,867,477	\$ 6,655,000	72%	\$ 2,787,523
Temporary Staff	\$ 509,672	\$ 385,014	-24%	\$ (124,658)
Hourly /Interns	\$ 142,087	\$ 351,030	147%	\$ 208,943
II. Travel and Training	\$ 432,500	\$ 845,000	95%	\$ 412,500
III. Printing, Repro. & Graphics	\$ 50,000	\$ 95,400	91%	\$ 45,400
IV. Computer Services	\$ 3,756,238	\$ 3,974,308	6%	\$ 218,070
V. Commissioner Expense	\$ 150,000	\$ 150,000	0%	\$ -
VI. Advisory Committees	\$ 15,000	\$ 15,000	0%	\$ -
VII. General Operations	\$ 2,455,999	\$ 2,685,881	9%	\$ 229,882
<b>Subtotal of Op Exp Before Contractual Service</b>	<b>\$ 45,755,761</b>	<b>\$ 49,326,831</b>	<b>8%</b>	<b>\$ 3,571,070</b>
IX. Contractual Services	\$ 46,092,311	\$ 43,254,457	-6%	\$ (2,837,854)
<b>Total Operating Expense</b>	<b>\$91,848,072</b>	<b>\$ 92,581,288</b>	<b>1%</b>	<b>\$ 733,216</b>

**RESERVE TRANSFER**

	FY 2020-21 Amendment No. 3	FY 2021-22 Draft	Change % Inc./Dec)	Change \$ Inc./Dec)
Annual Transfer from Reserve to Capital	\$ 566,000	\$ 624,050	10%	\$ 58,050
Staff Equipment Purchase Program	\$ 250,000	\$ -	-100%	\$ (250,000)
Legal Reserve	\$ 690,000	\$ 500,000	-28%	\$ (190,000)
Annual Transfer from Reserve	<b>\$ 1,506,000</b>	<b>\$ 1,124,050</b>	<b>-25%</b>	<b>\$ (381,950)</b>

**CONTRACTUAL SERVICES DETAIL**  
**New Contractual and Professional Services**

Contractual Services Detail - State and Local Funds

Attachment B

Work Element	Description/Purpose	Actuals 12/31/21	FY 2020-21 Amendment No. 3	FY 2021-22 Draft	Change \$ Inc./Dec)
1111	<b>Support Commission Standing Committees</b>				
	Planning Programs - Other		\$ 200,000	\$ 200,000	\$ -
	Equity Consultants-Cultural Equity Asses and Equity Admin Review		\$ -	\$ 200,000	\$ 200,000
	TOTAL	\$ -	\$ 200,000	\$ 400,000	\$ -
1112	<b>Implement Public Information Program and Tribal Government Coordination</b>				
	Photography services for MTC/BATA		\$ 50,000	\$ 75,000	\$ 25,000
	Design, Promotion and Production Services		\$ 100,000	\$ 120,000	\$ 20,000
	On-call Meeting Support		\$ 25,000	\$ 40,000	\$ 15,000
	Digital Promotion & Analysis		\$ 70,000	\$ 75,000	\$ 5,000
	On call Video Services		\$ 35,000	\$ 35,000	\$ -
	Social Media Consultants		\$ 75,000	\$ 110,000	\$ 35,000
	Awards Program / Anniversary Event		\$ 55,000	\$ 55,000	\$ -
	Bike to Work Program		\$ 35,000	\$ 50,000	\$ 15,000
	Public Records Management System		\$ 30,000	\$ 30,000	\$ -
	Transit Connectivity		\$ 15,000	\$ 20,000	\$ 5,000
	Website Maintenance for Bay Bridge Info		\$ 30,000	\$ 35,000	\$ 5,000
	Translations/Legal Notices		\$ -	\$ 170,000	\$ 170,000
	Return-to-Transit Program Promotion		\$ -	\$ 200,000	\$ 200,000
	Youth Programs and BTWD Promo		\$ 25,000	\$ 25,000	\$ -
	Transit Polling		\$ 100,000	\$ -	\$ (100,000)
	TOTAL	\$ 471,174	\$ 645,000	\$ 1,040,000	\$ 395,000
1120	<b>Regional Conservation Investment Strategy</b>				
	North Bay Baylands RCIS		\$ -	\$ 196,700	\$ 196,700
	TOTAL	\$ -	\$ -	\$ 196,700	\$ 196,700
1121	<b>Regional Transportation Plan/Sustainable Communities</b>				
	CALCOG MPO Coordination		\$ 45,000	\$ 45,000	\$ -
	Environmental Impact Report		\$ 500,000	\$ -	\$ (500,000)
	Environmental Impact Report (Legal)		\$ 100,000	\$ 50,000	\$ (50,000)
	Plan Bay Area 2050 Final Phase CBO Engagement / Implementation Plan		\$ 75,000	\$ 75,000	\$ -
	Plan Bay Area 2050 Final Phase Digital Promotion/Social Media		\$ 75,000	\$ 75,000	\$ -
	Plan Bay Area 2050 Digital Tool Enhancements		\$ 100,000	\$ -	\$ (100,000)
	Plan Bay Area 2050: Website Upgrades & Maintenance		\$ 75,000	\$ 50,000	\$ (25,000)
	Next Generation Freeways/Pricing Study		\$ -	\$ 500,000	\$ 500,000
	Equity Analysis		\$ 40,000	\$ -	\$ (40,000)
	Communities of Concern Framework Reimaging		\$ -	\$ 200,000	\$ 200,000
	Plan Bay Area 2050 Final Phase Engagement		\$ -	\$ 200,000	\$ 200,000
	TOTAL	\$ 349,843	\$ 1,010,000	\$ 1,195,000	\$ 185,000
1122	<b>Analyze Regional Data Using GIS and Planning Models</b>				
	Travel Model 2 Development and Research		\$ 350,000	\$ 250,000	\$ (100,000)
	Land Use Model Research		\$ 175,000	\$ 175,000	\$ -
	Travel Model Assistance		\$ 35,000	\$ 35,000	\$ -
	Transbay Rail Crossing		\$ 200,000	\$ -	\$ (200,000)
	Technical Support for Web Based Projects		\$ -	\$ 100,000	\$ 100,000
	Continuous Travel Behavior Survey		\$ -	\$ 450,000	\$ 450,000
	Consolidated household travel survey		\$ 50,500	\$ -	\$ (50,500)
	Estimated FY21 carryover		\$ -	\$ 1,041,462	\$ 1,041,462
	Regional Transit on Board Travel Survey		\$ 977,031	\$ 613,219	\$ (363,812)
	Bay Area Spatial Info. System		\$ 150,000	\$ 200,000	\$ 50,000
	AB617 Related Projects		\$ -	\$ 300,000	\$ 300,000
	TOTAL	\$ 173,125	\$ 1,937,531	\$ 3,164,681	\$ 1,227,150
1125	<b>Active Transportation Planning</b>				
	Active Transportation Plan		\$ 250,000	\$ 50,000	\$ (200,000)
	Bike Count		\$ 75,000	\$ 150,000	\$ 75,000
	TOTAL	\$ -	\$ 325,000	\$ 200,000	\$ (125,000)
1127	<b>Regional Trails</b>				
	Bay Trail Cartographic Services, Merchandise, Outreach and Advertising		\$ 15,000	\$ 35,000	\$ 20,000
	Regional Priority Conservation Area (PCA) Program		\$ 7,670,000	\$ 6,039,000	\$ (1,631,000)
	TOTAL	\$ 1,110,000	\$ 7,685,000	\$ 6,074,000	\$ (1,611,000)
1128	<b>Resilience and Hazards Planning</b>				
	Civic Spark		\$ 28,671	\$ 30,000	\$ 1,329
	Sea Level Rise Funding Plan		\$ -	\$ 200,000	\$ 200,000
	TOTAL	\$ 28,520	\$ 28,671	\$ 230,000	\$ 201,329
1132	<b>Advocacy Coalitions</b>				
	Legislative advocates - Sacramento		\$ 144,000	\$ 150,000	\$ 6,000
	Legislative advocates - Washington D.C.		\$ 400,000	\$ 300,000	\$ (100,000)
	TOTAL	\$ 308,085	\$ 544,000	\$ 450,000	\$ (94,000)
1152	<b>Agency Financial Management</b>				
	Financial Audits		\$ 441,000	\$ 315,000	\$ (126,000)
	OPEB/Pension Actuary		\$ 25,000	\$ 20,000	\$ (5,000)
	Caseware Support and Consulting		\$ 15,000	\$ 2,000	\$ (13,000)
	Bench Audits		\$ 100,000	\$ 285,000	\$ 185,000
	Financial System Upgrade		\$ 125,000	\$ -	\$ (125,000)
	HR/Payroll (December 2020)		\$ 23,750	\$ -	\$ (23,750)
	TOTAL	\$ 355,515	\$ 729,750	\$ 622,000	\$ (107,750)



Work Element	Description/Purpose	Actuals 12/31/21	FY 2020-21 Amendment No. 3	FY 2021-22 Draft	Change \$ Inc./Dec
1153	<b>Administrative Services</b>				
	Organizational and Compensation		\$ 200,000	\$ -	\$ (200,000)
	Ergonomics Evaluations		\$ 60,000	\$ 75,000	\$ 15,000
	San Jose State University		\$ 10,000	\$ -	\$ (10,000)
	High School Intern Program		\$ 15,000	\$ 55,000	\$ 40,000
	College Intern Program		\$ 15,000	\$ 115,500	\$ 100,500
	Handbook & Policy Protocols, Procedures, Workflows		\$ 200,000	\$ 75,000	\$ (125,000)
	Administrative Serv Initiatives, Operational Review, Benefits Ops		\$ -	\$ 315,000	\$ 315,000
	Mineta Transportation Institute		\$ -	\$ 110,000	\$ 110,000
	Risk Mgmt, Title VI, SBE, DBE, Equity		\$ 150,000	\$ 155,000	\$ 5,000
	<b>TOTAL</b>	<b>\$ 32,794</b>	<b>\$ 650,000</b>	<b>\$ 900,500</b>	<b>\$ 250,500</b>
1161	<b>Information Technology Services</b>				
	Security Improvements, Consulting and Advisory		\$ 100,000	\$ 200,000	\$ 100,000
	Web/DB Application Development/Integration		\$ 50,000	\$ -	\$ (50,000)
	Website Operations Maintenance and Enhancement		\$ 200,000	\$ 300,000	\$ 100,000
	Network Assistance		\$ 50,000	\$ -	\$ (50,000)
	Process improvements - Automated Forms/Aapp		\$ 75,000	\$ -	\$ (75,000)
	Contact DB		\$ 347,000	\$ -	\$ (347,000)
	Replacement Device Deployment Program		\$ 95,000	\$ -	\$ (95,000)
	Specialized Network and Application Support		\$ 234,500	\$ 210,000	\$ (24,500)
	Administrative Assistance		\$ 25,000	\$ -	\$ (25,000)
	Salesforce: Agency CRM Enhancement		\$ -	\$ 750,000	\$ 750,000
	CoreBTS G2E Post Migration Support		\$ 25,000	\$ -	\$ (25,000)
	Web Accessibility 508 On-Going O&M		\$ 25,000	\$ 50,000	\$ 25,000
	Adobe SSO (single sign-on) Integration		\$ -	\$ 15,000	\$ 15,000
	Benefits Bridge System		\$ -	\$ 20,000	\$ 20,000
	Leave Management System		\$ -	\$ 3,000	\$ 3,000
	Clipper Start		\$ -	\$ -	\$ -
	FasTrak Escalation		\$ 30,000	\$ -	\$ (30,000)
	Telephone Replacement Consultant		\$ -	\$ 25,000	\$ 25,000
	Web/DB Application Development/Integration		\$ -	\$ 50,000	\$ 50,000
	<b>TOTAL</b>	<b>\$ 529,131</b>	<b>\$ 1,256,500</b>	<b>\$ 1,623,000</b>	<b>\$ 366,500</b>
1212	<b>Performance Measuring and Monitoring</b>				
	Performance Monitoring and Vital Signs		\$ 225,000	\$ 225,000	\$ -
	<b>TOTAL</b>	<b>\$ 33,520</b>	<b>\$ 225,000</b>	<b>\$ 225,000</b>	<b>\$ -</b>
1222	<b>Regional Rideshare Program</b>				
	Regional Vanpool Support Program		\$ 1,100,000	\$ -	\$ (1,100,000)
	Bay Area Carpool Program		\$ 400,000	\$ 500,000	\$ 100,000
	Bay Area Vanpool Program		\$ 400,000	\$ 500,000	\$ 100,000
	<b>TOTAL</b>	<b>\$ 258,105</b>	<b>\$ 1,900,000</b>	<b>\$ 1,000,000</b>	<b>\$ (900,000)</b>
1223	<b>Operational Support for Regional Programs</b>				
	TMC Asset Upgrade and Replacement		\$ 210,235	\$ -	\$ (210,235)
	Connected Bay Area Strategic Plan		\$ 150,000	\$ -	\$ (150,000)
	<b>TOTAL</b>	<b>\$ -</b>	<b>\$ 360,235</b>	<b>\$ -</b>	<b>\$ (360,235)</b>

Work Element	Description/Purpose	Actuals 12/31/21	FY 2020-21 Amendment No. 3	FY 2021-22 Draft	Change \$ Inc./Dec
1224	<b>Regional Traveler Information</b>				
	511 System Integrator		\$ 200,000	\$ -	\$ (200,000)
	511 Communications		\$ 10,000	\$ -	\$ (10,000)
	511 Alerting		\$ 70,000	\$ 75,000	\$ 5,000
	511 Web Hosting		\$ 80,000	\$ 80,000	\$ -
	511 Innovation Lab		\$ 300,000	\$ 300,000	\$ -
	Predictive Analytics Demonstration for Traffic Events		\$ 100,000	\$ 50,000	\$ (50,000)
	TOTAL	\$ 86,168	\$ 760,000	\$ 505,000	\$ (255,000)
1233	<b>Pavement Management Program (PMP)</b>				
	Software Development and Maintenance		\$ 975,000	\$ 1,500,000	\$ 525,000
	Software Training Support		\$ 300,000	\$ 150,000	\$ (150,000)
	PTAP Projects		\$ 570,000	\$ 1,600,000	\$ 1,030,000
	Regional Transit Asset Mangement Initiatives		\$ -	\$ 250,000	\$ 250,000
	Quality Assurance Program		\$ 75,000	\$ 75,000	\$ -
	TOTAL	\$ 624,107	\$ 1,920,000	\$ 3,575,000	\$ 1,655,000
1234	<b>Arterial Operations</b>				
	Arterial Operations Pass		\$ 400,000	\$ 400,000	\$ -
	Arterial Operations IDEA CAT 2		\$ 30,000	\$ 30,000	\$ -
	IDEA Evaluations CAT 1 & 2		\$ 150,000	\$ 92,000	\$ (58,000)
	TOTAL	\$ 4,214	\$ 580,000	\$ 522,000	\$ (58,000)
1235	<b>Incident Management</b>				
	Incident Management Concept of Operations		\$ 175,000	\$ -	\$ (175,000)
	Incident Analytics Module		\$ 150,000	\$ -	\$ (150,000)
	I-880 ICM Project Construction and System Integration		\$ 100,000	\$ -	\$ (100,000)
	TOTAL	\$ 42,500	\$ 425,000	\$ -	\$ (425,000)
1237	<b>Bay Area Forward</b>				
	Occupancy Detection/Verification		\$ -	\$ 400,000	\$ 400,000
	RSR Forward Bike/TDM		\$ -	\$ 300,000	\$ 300,000
	TOTAL	\$ -	\$ -	\$ 700,000	\$ 700,000
1239	<b>Regional Mobility Technology Program</b>				
	Salesforce: Regional Transit Connection				
	(RTC)/Regional Eligibility Database (RED)		\$ 604,000	\$ 830,000	\$ 226,000
	Regional ITS Architecture		\$ 350,000	\$ 50,000	\$ (300,000)
	Regional Map		\$ 500,000	\$ 1,104,000	\$ 604,000
	Salesforce: Regional Account		\$ -	\$ 500,000	
	Transit Connectivity Gap Analysis with Regional GTFS		\$ -	\$ 170,000	\$ 170,000
	Salesforce: Operations Support		\$ -	\$ 375,000	\$ 375,000
	TOTAL		\$ 1,454,000	\$ 3,029,000	\$ 1,075,000
1310	<b>Planning for Lifeline Transportation Program</b>				
	Coordinated Plan Update		\$ 200,000	\$ 10,000	\$ (190,000)
	RTC (Regional Transit Card)		\$ 1,000,000	\$ -	\$ (1,000,000)
	TOTAL		\$ 1,200,000	\$ 10,000	\$ (1,190,000)
1311	<b>Means Based Fare Program</b>				
	Means Based Fare Administration		\$ 2,700,000	\$ 4,000,000	\$ 1,300,000
	Means Based Fare Evaluation		\$ 441,000	\$ 100,000	\$ (341,000)
	Means Based Fare Subsidy - Operator		\$ 13,155,517	\$ 4,000,000	\$ (9,155,517)
	TOTAL	\$ 1,132,675	\$ 16,296,517	\$ 8,100,000	\$ (8,196,517)
1413	<b>Climate Initiative</b>				
	EV Coordinating Council		\$ 30,804	\$ 25,000	\$ (5,804)
	Off-Model Climate Program Analysis/Plan Bay Area		\$ 50,000	\$ 15,000	\$ (35,000)
	Parking Program Development/Implementation		\$ 100,000	\$ 325,000	\$ 225,000
	TOTAL	\$ 12,829	\$ 180,804	\$ 365,000	\$ 184,196
1416	<b>State Route 37 Resilient Corridor Program for Marin and Sonoma</b>				
	State Routes 37 Res. Corridor Program for Marin & Sonoma		\$ 600,000	\$ 586,000	\$ (14,000)
	TOTAL	\$ 4,401	\$ 600,000	\$ 586,000	\$ (14,000)
1514	<b>Regional Assistance Programs</b>				
	Performance Audits - RFP		\$ 209,000	\$ 307,000	\$ 98,000
	Transit Projects Support		\$ 350,000	\$ 100,000	\$ (250,000)
	Financial Reports		\$ 25,000	\$ -	\$ (25,000)
	Database/TDA Claim		\$ -	\$ 75,000	\$ 75,000
	Transit Recovery Planning		\$ 508,416	\$ -	\$ (508,416)
	TOTAL	\$ 5,000	\$ 1,092,416	\$ 482,000	\$ (610,416)

Work Element	Description/Purpose	Actuals 12/31/21	FY 2020-21 Amendment No. 3	FY 2021-22 Draft	Change \$ Inc./Dec
1515	<b>State Programming, Monitoring and STIP Dev.</b>				
	State Programming, Monitoring and STIP Development		\$ 187,200	\$ 187,200	\$ -
	TOTAL	\$ 6,413	\$ 187,200	\$ 187,200	\$ -
1517	<b>Transit Sustainability/Planning</b>				
	Transit Sustainability Planning		\$ 871,709	\$ -	\$ (871,709)
	Fare Integration		\$ 300,000	\$ -	\$ (300,000)
	Blue Ribbon Transit Recovery and Implementation		\$ -	\$ 2,714,000	\$ 2,714,000
	SRTP Planning		\$ 275,418	\$ 720,000	\$ 444,582
	Regional Transit Vision		\$ 200,000	\$ 200,000	\$ -
	Estimated FY21 carryover		\$ -	\$ 372,783	\$ 372,783
	TOTAL	\$ 401,896	\$ 1,647,127	\$ 4,006,783	\$ 2,359,656
1520	<b>BART Metro 2030 and Beyond</b>				
	BART Metro 2030		\$ 529,559	\$ 554,559	\$ 25,000
	TOTAL	\$ -	\$ 529,559	\$ 554,559	\$ 25,000
1521	<b>Bay Area Regional Rail Partnerships</b>				
	Rail Partnership		\$ 400,000	\$ 400,000	\$ -
	TOTAL	\$ -	\$ 400,000	\$ 400,000	\$ -
1611	<b>Transportation and Land Use Coordination</b>				
	Rail Volution		\$ 15,000	\$ 15,000	\$ -
	TOD Policy Update		\$ 250,000	\$ -	\$ (250,000)
	Technical Assistance Web Development		\$ -	\$ 30,000	\$ 30,000
	Jumpstart - Alameda County		\$ -	\$ 2,000,000	\$ 2,000,000
	PDA Assessment		\$ 76,000	\$ -	\$ (76,000)
	TOTAL	\$ 122,410	\$ 341,000	\$ 2,045,000	\$ 1,704,000
1612	<b>Climate Adaption Consulting (BARC)</b>				
	Consultants		\$ 100,000	\$ 150,000	\$ 50,000
	Website Maintenance		\$ 20,000	\$ 20,000	\$ -
	Metro talks speaker, Travel, Newsletter Related to BARC		\$ 22,000	\$ 6,500	\$ (15,500)
	TOTAL	\$ 23,401	\$ 142,000	\$ 176,500	\$ 34,500
1614	<b>VTM - Reduction Planning for Priority Development Areas</b>				
	Vehicle Miles Traveled		\$ 539,534	\$ 539,534	\$ -
	TOTAL	\$ -	\$ 539,534	\$ 539,534	\$ -
1615	<b>Connecting Housing and Transportation</b>				
	Expanded Regional Housing Portfolio Business Plan		\$ 100,000	\$ 100,000	\$ -
	TOTAL	\$ 4,727	\$ 100,000	\$ 100,000	\$ -
1616	<b>Regional Advance Mitigation Program</b>				
	Regional Advance Mitigation Program		\$ 50,000	\$ 50,000	\$ -
	TOTAL	\$ -	\$ 50,000	\$ 50,000	\$ -
106	<b>Legal Services</b>				
	Legal Services		\$ 690,000	\$ 500,000	\$ (190,000)
	TOTAL	\$ 90,546	\$ 690,000	\$ 500,000	\$ (190,000)
	<b>Total non grant funded consultant contracts</b>	<b>\$ 6,267,308</b>	<b>\$ 46,631,844</b>	<b>\$ 43,754,457</b>	<b>\$ (3,577,387)</b>
<b>CONTRACTUAL SERVICES DETAIL Grants</b>					
1112	<b>Implement Public Information Program and Tribal Government Coordination</b>				
	Translations/Legal Notices		\$ -	\$ 45,000	\$ 45,000
	TOTAL	\$ -	\$ -	\$ 45,000	\$ 45,000
1120	<b>Regional Conservation Investment Strategy</b>				
	North Bay Baylands RCIS		\$ -	\$ 396,911	\$ 396,911
		\$ -	\$ -	\$ 396,911	\$ 396,911
1127	<b>Regional Trails</b>				
	San Francisco Bay Trail Block Grant #6		\$ 1,400,000	\$ -	\$ (1,400,000)
	Water Trail Block Grant #2		\$ 524,766	\$ -	\$ (524,766)
	TOTAL	\$ 125,906	\$ 1,924,766	\$ -	\$ (1,924,766)

Work Element	Description/Purpose	Actuals 12/31/21	FY 2020-21 Amendment No. 3	FY 2021-22 Draft	Change \$ Inc./Dec
1128	<b>Resilience and Hazards Planning</b>				
	Hazard Resilience Policy & planning		\$ 30,000	\$ -	\$ (30,000)
	TOTAL	\$ -	\$ 30,000	\$ -	\$ (30,000)
1152	<b>Agency Financial Management</b>				
	Bench Audits		\$ -	\$ 15,000	\$ 15,000
	TOTAL	\$ -	\$ 250,000	\$ 15,000	\$ 15,000
1222	<b>Regional Rideshare Program</b>				
	Bay Area Vanpool Program		\$ 400,000	\$ 390,000	\$ (10,000)
	Commuter Benefits Program (SB 1128)		\$ 220,000	\$ 200,000	\$ (20,000)
	Bay Area Carpool Program		\$ 1,400,000	\$ 1,400,000	\$ -
	TOTAL	\$ 761,577	\$ 2,020,000	\$ 1,990,000	\$ (30,000)
1223	<b>Operational Support for Regional Programs</b>				
	1-880 Communications Upgrade		\$ 5,131,000	\$ 3,934,731	\$ (1,196,269)
	TMC Programs and Related Infrastructure		\$ 800,000	\$ 712,787	\$ (87,213)
	TOTAL	\$ -	\$ 5,931,000	\$ 4,647,518	\$ (1,283,482)
1224	<b>Regional Traveler Information</b>				
	511 Web Services		\$ 750,000	\$ 700,000	\$ (50,000)
	511 Contract Management Services		\$ 100,000	\$ 250,000	\$ 150,000
	511 System Integrator		\$ 2,500,000	\$ 2,700,000	\$ 200,000
	Technical Advisor Services		\$ 400,000	\$ 200,000	\$ (200,000)
	511 TIC Operations		\$ 1,100,000	\$ 1,200,000	\$ 100,000
	Transit Data QA/QC Services		\$ 200,000	\$ 250,000	\$ 50,000
	TOTAL	\$ 1,108,655	\$ 5,050,000	\$ 5,300,000	\$ 250,000
1233	<b>Pavement Management System (PMP)</b>				
	Software Training Support		\$ 300,000	\$ 308,504	\$ 8,504
	P-TAP Projects		\$ 1,600,000	\$ 1,600,000	\$ -
	Safety Asset Management Planning Carryover		\$ 500,000	\$ -	\$ (500,000)
	TOTAL	\$ 496,486	\$ 2,400,000	\$ 1,908,504	\$ (491,496)
1234	<b>Arterial and Transit Performance</b>				
	Arterial Operations Pass		\$ 2,500,000	\$ 1,900,000	\$ (600,000)
	Arterial Operations IDEA CAT 2		\$ 250,000	\$ 170,000	\$ (80,000)
	Arterial Operations IDEA CAT 1&2		\$ 1,000,000	\$ 708,000	\$ (292,000)
	TOTAL	\$ 348,561	\$ 3,750,000	\$ 2,778,000	\$ (972,000)
1235	<b>Incident Management</b>				
	I-880 Central Segment PE/Env/Design		\$ 1,106,953	\$ 2,591,913	\$ 1,484,960
	I-880 ICM Project Construction and System Integration		\$ 2,000,000	\$ 850,000	\$ (1,150,000)
	TOTAL	\$ 3,433,099	\$ 3,106,953	\$ 3,441,913	\$ 334,960
1237	<b>Bay Area Forward</b>				
	Design Alternative Assessments/Corridor Studies		\$ 2,500,000	\$ 1,500,000	\$ (1,000,000)
	Freeway Performance Prelim Eng/Imp. SR-37		\$ 1,000,000	\$ 700,000	\$ (300,000)
	TOTAL	\$ 828,870	\$ 3,500,000	\$ 2,200,000	\$ (1,300,000)
1238	<b>Technology-Based Operations &amp; Mobility</b>				
	Connected Automated Vehicles Projects		\$ 2,496,388	\$ 2,000,000	\$ (496,388)
	Shared Use Mobility		\$ 1,300,000	\$ 1,300,000	\$ -
	TOTAL	\$ 35,400	\$ 3,796,388	\$ 3,300,000	\$ (496,388)
1314	<b>EL Means Based Toll Discount</b>				
	FasTrak START Pilot Study on EL		\$ -	\$ 900,000	\$ 900,000
		\$ -	\$ -	\$ 900,000	\$ 900,000
1413	<b>Climate Initiative</b>				
	Climate Initiatives OBAG 2		\$ 10,875,000	\$ 10,875,000	\$ -
	Targeted Transportation Alternatives Project		\$ 318,449	\$ -	\$ (318,449)
	Regional Car Sharing		\$ 806,551	\$ -	\$ (806,551)
	TOTAL	\$ 191,440	\$ 12,000,000	\$ 10,875,000	\$ (1,125,000)
1517	<b>Transit Sustainability/Planning</b>				
	Blue Ribbon Transit Recovery and Implementation		\$ -	\$ 12,734,293	\$ 12,734,293
		\$ -	\$ -	\$ 12,734,293	\$ 12,734,293

Work Element	Description/Purpose	Actuals 12/31/21	FY 2020-21 Amendment No. 3	FY 2021-22 Draft	Change \$ Inc./Dec)
1611	<b>Transportation and Land Use Coordination</b>				
	MTC Planning		\$ 227,052	\$ 218,000	\$ (9,052)
	BACTA Planning		\$ 7,953,000	\$ 13,209,000	\$ 5,256,000
	PDA Planning Program Grants		\$ 7,862,000	\$ 8,950,000	\$ 1,088,000
	TOTAL	\$ 786,476	\$ 16,042,052	\$ 22,377,000	\$ 6,334,948
1615	<b>RHNA/Housing Policy Consulting Assistance</b>				
	RHNA/Housing Policy Consulting Assistance		\$ 600,000	\$ -	\$ (600,000)
	Expanded Regional Housing Portfolio Business Plan		\$ 400,000	\$ 400,000	\$ -
	TOTAL	\$ 311,157	\$ 1,000,000	\$ 400,000	\$ (600,000)
1618	<b>Affordable Mobility Pilot Program (CARB)</b>				
	Affordable Mobility Pilot Program		\$ 620,000	\$ 1,027,393	\$ 407,393
	TOTAL	\$ 138,216	\$ 620,000	\$ 1,027,393	\$ 407,393
	<b>Total Federal Funded Consultants before BBF</b>	<b>\$ 8,565,843</b>	<b>\$ 61,421,159</b>	<b>\$ 74,336,532</b>	<b>\$ 13,165,373</b>

## LIFE TO DATE FEDERAL, STATE, LOCAL GRANT BUDGET

Attachment C

Fund Source	Project Description	Grant Award	LTD Expenditures thru 2/27/2021 and Enc	Grant LTD Balance as of 2/27/2021	New Grants FY 2020-21	Balance Through FY 2021	New Grants FY 2021-22	Staff Budget	Consultant Budget	Remaining Balance	Expiration Dates
<b>STBG GRANTS</b>											
6084-186 1812		\$ 8,740,305	\$ 8,582,373	\$ 157,932	\$ -	\$ 157,932	\$ -	\$ -	\$ -	\$ 157,932	6/30/2022
6084-198 1818	Pavement Management	6,000,000	5,840,391	159,609	-	159,609	-	-	-	159,609	6/30/2023
6084-199 1819	S11 Traveler Information	8,750,000	8,629,112	120,888	-	120,888	-	-	-	120,888	6/30/2022
6084-201 1820	Freeway Performance Initiative	3,480,000	3,480,000	-	-	-	-	-	-	-	6/30/2021
6084-205 1822	Pavement Management	1,847,000	1,538,496	308,504	-	308,504	-	-	308,504	-	6/30/2022
6084-206 1826	CMA Planning	55,732,000	33,472,180	22,259,820	-	22,259,820	-	-	9,923,000	12,336,820	6/30/2022
6084-207 1827	MTC Planning	9,590,000	7,242,037	2,347,963	-	2,347,963	-	1,729,850	218,000	400,113	6/30/2022
6084-213 1833	S11 Next Generation	11,226,000	10,506,911	719,089	-	719,089	-	-	600,000	119,089	6/30/2023
6084-212 1834	TMS Program	2,910,000	1,441,385	1,468,615	-	1,468,615	-	254,136	-	1,214,479	6/30/2023
6084-222 1835	Incident Management	4,160,000	1,430,296	2,729,704	-	2,729,704	-	701,763	-	2,027,941	6/30/2023
6084-225 1836	TMC Asset	1,150,000	437,213	712,787	-	712,787	-	-	712,787	-	6/30/2023
6084-230 1838	Climate Initiatives - New	375,000	375,000	-	-	-	-	-	-	-	6/30/2023
6084-232 1839	PDA Planning & Implementation	8,550,000	7,702,115	847,885	-	847,885	-	-	-	847,885	6/30/2023
6084-226 1841	AOM & Dumbarton Forward Bike & Ped. Imp.	14,250,000	8,720,120	5,529,880	-	5,529,880	-	2,978,499	1,920,000	631,381	6/30/2023
6084-227 1842	Enhance Arterial: CAT1	10,915,000	5,595,350	5,319,650	-	5,319,650	-	-	708,000	4,611,650	6/30/2024
6084-230 1843	Commuter Parking O&M	2,500,000	72,888	2,427,112	-	2,427,112	-	-	-	2,427,112	6/30/2024
6084-231 1844	Freeway Performance - I-880 Corridor	3,000,000	1,166,526	1,833,474	-	1,833,474	-	-	1,009,471	824,003	6/30/2024
6084-233 1845	Freeway Performance - I-680 Corridor	14,000,000	13,993,541	6,459	-	6,459	-	-	-	6,459	6/30/2024
6084-235 1846	I-880 Communications Infrastructure	2,500,000	305,269	2,194,731	-	2,194,731	-	-	2,194,731	-	6/30/2023
6084-241 1847	Shared Use Mobility	2,500,000	1,035,066	1,464,934	-	1,464,934	-	-	1,300,000	164,934	6/30/2024
6084-255 1850	S11 - Traveler Information Program	5,700,000	2,967,510	2,732,490	-	2,732,490	-	1,269,758	500,000	962,732	6/30/2024
6084-244 1852	Connected Automobile Vehicle	2,500,000	4,112	2,495,888	-	2,495,888	-	-	2,000,000	495,888	6/30/2024
6084-259 1853	Bay Bridge Forward 2020/Freeway Perf: I-580	625,000	5,299	619,701	-	619,701	-	-	250,000	369,701	6/30/2025
6084-260 1854	S11 Traveler Information Program	11,300,000	507,822	10,792,178	-	10,792,178	-	-	4,000,000	6,792,178	6/30/2025
6084-262 1857	PTAP - Regional Streets and Roads	3,000,000	235,579	2,764,421	-	2,764,421	-	-	1,600,000	1,164,421	6/30/2025
6084-263 1855	Bay Bridge Forward 2020/Freeway Perf: I-80 Corr.	3,000,000	1,595,000	1,405,000	-	1,405,000	-	-	1,405,000	-	6/30/2025
6084-264 1856	Freeway Performance Prelim Eng/Imp. SR-37	1,000,000	300,000	700,000	-	700,000	-	-	700,000	-	6/30/2025
New	Blue Ribbon Trans Recovery & Imp	-	-	-	-	-	9,000,000	-	9,000,000	-	-
New	RSR Forward HOV	-	-	-	-	-	2,000,000	-	2,000,000	-	-
New	I-880 Communications Upgrade	-	-	-	-	-	1,840,000	50,000	1,740,000	50,000	-
New	Dumbarton Forward Bike & Ped Improv/P&R Others	-	-	-	-	-	2,000,000	-	2,000,000	-	-
New	PDA Planning & Implementation	-	-	-	7,862,000	7,862,000	-	-	7,862,000	-	-
New	Regional Communications Project	-	-	-	3,000,000	3,000,000	-	-	-	3,000,000	-
New	Napa Forward Transit/Bike/Ped/ Improve	1,000,000	-	1,000,000	-	1,000,000	1,100,000	-	2,100,000	-	-
New	CMA Planning	-	-	-	-	-	3,286,000	-	3,286,000	-	-
New	PDA Planning & Implementation	-	-	-	-	-	1,088,000	-	1,088,000	-	-
New	FasTrak START Pilot Study on EL	-	-	-	-	-	900,000	-	900,000	-	-
New	Blue Ribbon - BAF	-	-	-	-	-	602,162	602,162	-	-	-
New	Blue Ribbon - S11	-	-	-	-	-	602,162	602,162	-	-	-
Total STP		\$ 200,300,305	\$ 127,181,591	\$ 73,118,714	\$ 10,862,000	\$ 83,980,714	\$ 22,418,324	\$ 8,188,330	\$ 59,325,493	\$ 38,885,215	
<b>CMAQ Grants</b>											
6084-202 1824		\$ 1,300,000	\$ 1,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	6/30/2021
6084-209 1825	Operate Car Pool Program	8,000,000	4,226,035	3,773,965	-	3,773,965	-	184,319	1,400,000	2,189,646	6/30/2022
6084-211 1828	Commuter Benefits Implementation	1,785,000	1,240,650	544,350	-	544,350	-	126,727	200,000	217,623	6/30/2023
6084-210 1829	Incident Management	20,478,000	18,772,455	1,705,545	-	1,705,545	-	-	850,000	855,545	6/30/2024
6084-215 1830	Spare the Air Youth Program	2,463,000	2,451,768	11,232	-	11,232	-	-	-	11,232	6/30/2023
6084-216 1831	Arterial/Transit Performance/Rideshare	5,000,000	2,301,138	2,698,862	-	2,698,862	-	-	1,900,000	798,862	6/30/2023
6084-208 1832	Vanpool Program	2,000,000	275,000	1,725,000	-	1,725,000	-	-	405,000	1,320,000	6/30/2023
6084-220 1837	I-880 ICM Central Segment	1,142,000	48,087	1,093,913	-	1,093,913	-	-	1,093,913	-	6/30/2023
6084-219 1840	BBF West Grand TSP	1,000,000	902,556	97,444	-	97,444	-	-	-	97,444	6/30/2023
6084-242 1848	Regional Car Sharing	1,200,411	185,000	1,015,411	-	1,015,411	-	-	-	1,015,411	6/30/2024
6084-243 1849	Targeted Transportation Alternatives	325,000	59,392	265,608	-	265,608	-	-	-	265,608	6/30/2024
6084-254 1851	Adaptive Ramp Meter Program Implementation	3,000,000	297,000	2,703,000	-	2,703,000	-	-	2,703,000	-	6/30/2024
New	I-880 ICM Central Segment	-	-	-	-	-	1,498,000	-	1,498,000	-	-
New	Climate Initiatives	-	-	-	-	-	10,875,000	-	10,875,000	-	-
Total CMAQ Grants		\$ 47,693,411	\$ 32,059,081	\$ 15,634,330	\$ -	\$ 15,634,330	\$ 12,373,000	\$ 311,046	\$ 20,924,913	\$ 6,771,371	
<b>FTA GRANTS</b>											
CA37-X177 1630	JARC	\$ 2,430,952	\$ 1,868,961	\$ 561,991	\$ -	\$ 561,991	\$ -	\$ -	\$ -	\$ 561,991	n/a
CA57-X109 1632	New Freedom	1,383,631	1,334,661	48,970	-	48,970	-	-	-	48,970	n/a
CA34-0024 1633	FTA 5339 - Bus Purchases	12,240,015	12,240,015	-	-	-	-	-	-	-	n/a
CA34-0032 1634	FTA 5339 - Bus Purchases	11,515,172	11,513,038	2,134	-	2,134	-	-	-	2,134	6/15/2022
New	FTA 5310	-	-	-	208,687	208,687	-	-	-	208,687	-
Total FTA Grants		\$ 27,569,770	\$ 26,956,675	\$ 613,095	\$ 208,687	\$ 821,782	\$ -	\$ -	\$ -	\$ 821,782	
<b>State and Local Grants</b>											
SHA 6084-184 1112	FHWA - SHRP2	\$ 700,000	\$ 649,918	\$ 50,082	\$ -	\$ 50,082	\$ -	\$ -	\$ -	\$ 50,082	6/30/2022
New	FHWA - Fed Work Zone Data Exch (FWDZ)	-	-	-	-	-	200,000	-	200,000	-	-
BF-99T455 1340	Environmental Protection Agency (EPA)	1,074,579	1,074,579	-	-	-	-	-	-	-	9/30/2020
CA000007-01 1342	Environmental Protection Agency (EPA)	600,000	393,155	206,845	-	206,845	-	-	-	206,845	9/30/2021
6084 245 2214	HSIP/SSARPL	500,000	499,868	132	-	132	-	-	-	132	6/30/2022
14 -003 2800	Coastal Conservancy	1,475,854	871,072	604,782	-	604,782	-	-	-	604,782	12/31/2021
10-092 2801	Coastal Conservancy	1,314,909	1,301,389	13,520	-	13,520	-	-	-	13,520	6/30/2021
2310	ABAG Regional Early Action Plan for RHNA	3,450,000	549,524	2,900,476	-	2,900,476	-	2,353,776	445,000	101,700	-
2810	Water Trail Block Grant #2	150,000	26,332	123,668	-	123,668	-	28,777	-	94,891	-
2812	Water Trail Block Grant #2	450,000	48,902	401,098	-	401,098	-	50,612	-	350,486	-
2214	SSARP Planning Grant	500,000	499,868	132	-	132	-	-	-	132	6/30/2022
1113	FEMA	350,000	197,880	152,120	-	152,120	-	80,000	-	72,120	-
2404	Affordable Mobility Pilot Program (CARB)	2,250,000	1,223,820	1,026,180	-	1,026,180	765,000	-	1,027,393	763,787	3/31/2025
2405	CalSTA - Blue Ribbon Transit Recovery	5,000,000	1,265,707	3,734,293	-	3,734,293	-	-	3,734,293	-	6/30/2021
New	USGS National Grant	-	-	-	75,000	75,000	-	-	-	75,000	-
New	RCIS - North Bay Baylands	-	-	-	-	-	640,000	242,995	396,911	94	6/30/2024
Total State & Federal Grants		\$ 17,815,342	\$ 8,602,014	\$ 9,213,329	\$ 75,000	\$ 9,288,329	\$ 1,605,000	\$ 2,756,160	\$ 5,803,597	\$ 2,333,572	
Total Grants		\$ 293,378,828	\$ 194,799,361	\$ 98,579,468	\$ 11,145,687	\$ 109,725,155	\$ 36,396,324	\$ 11,255,536	\$ 86,054,003	\$ 48,811,940	

Bay Area Forward - Project Delivery	LTD Actual as of Dec 2020	Budget LTD Thru FY 2020-21	FY 2021-22 Draft Budget	LTD Thru FY 2021-22
<b>Bay Bridge Forward 2016 (2656)</b>				
Revenue:				
STP	\$ 111,984	\$ 1,000,000	\$ 50,181	\$ 1,050,181
SAFE	5,431,144	6,231,144	-	6,231,144
MTC Exchange	2,726,445	3,900,000	-	3,900,000
BATA Rehab	-	600,000	-	600,000
RM 2 Capital	6,937,043	11,144,000	-	11,144,000
<b>Total Revenue</b>	<b>\$ 15,206,616</b>	<b>\$ 22,875,144</b>	<b>\$ 50,181</b>	<b>\$ 22,925,325</b>
Expense:				
Staff Costs	\$ 1,282	\$ -	\$ 50,181	\$ 50,181
Consultants	15,205,334	22,875,144	-	22,875,144
<b>Total Expense</b>	<b>\$ 15,206,616</b>	<b>\$ 22,875,144</b>	<b>\$ 50,181</b>	<b>\$ 22,925,325</b>
<b>Bay Bridge Forward 2020 (2657)</b>				
Revenue:				
RM2 Capital	\$ -	\$ -	\$ 4,825,455	\$ 4,825,455
STP	5,299	3,625,000	124,675	3,749,675
ATCT	-	7,350,000	-	7,350,000
<b>Total Revenue</b>	<b>\$ 5,299</b>	<b>\$ 10,975,000</b>	<b>\$ 4,950,130</b>	<b>\$ 15,925,130</b>
Expense:				
Staff Costs	\$ 5,299	\$ -	\$ 124,675	\$ 124,675
Consultants	-	10,975,000	4,825,455	15,800,455
<b>Total Expense</b>	<b>\$ 5,299</b>	<b>\$ 10,975,000</b>	<b>\$ 4,950,130</b>	<b>\$ 15,925,130</b>
<b>Richmond San Rafael Forward (2658)</b>				
Revenue:				
STP (FS 1841)	\$ -	\$ -	\$ 2,055,812	\$ 2,055,812
Exchange (3907)	-	-	1,046,000	1,046,000
<b>Total Revenue</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3,101,812</b>	<b>\$ 3,101,812</b>
Expense:				
Staff Costs	\$ -	\$ -	\$ 55,812	\$ 55,812
Consultants	-	-	2,122,000	2,122,000
<b>Total Expense</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,177,812</b>	<b>\$ 2,177,812</b>
<b>Freeway Performance Initiative I-680 (2659)</b>				
Revenue:				
STP	\$ 1,450,542	\$ 14,000,000	\$ -	\$ 14,000,000
<b>Total Revenue</b>	<b>\$ 1,450,542</b>	<b>\$ 14,000,000</b>	<b>\$ -</b>	<b>\$ 14,000,000</b>
Expense:				
Staff Costs	\$ -	\$ -	\$ -	\$ -
Consultants	1,450,542	14,000,000	-	14,000,000
<b>Total Expense</b>	<b>\$ 1,450,542</b>	<b>\$ 14,000,000</b>	<b>\$ -</b>	<b>\$ 14,000,000</b>
<b>Freeway Performance Initiative I-880 (2660)</b>				
Revenue:				
STP	\$ 76,526	\$ 2,754,204	\$ 61,440	\$ 2,815,644
SAFE	-	250,000	-	250,000
<b>Total Revenue</b>	<b>\$ 76,526</b>	<b>\$ 3,004,204</b>	<b>\$ 61,440</b>	<b>\$ 3,065,644</b>
Expense:				
Staff Costs	\$ -	\$ -	\$ 61,440	\$ 61,440
Consultants	76,526	3,004,204	-	3,004,204
<b>Total Expense</b>	<b>\$ 76,526</b>	<b>\$ 3,004,204</b>	<b>\$ 61,440</b>	<b>\$ 3,065,644</b>
<b>Freeway Performance Initiative US - 101 (2661)</b>				
Revenue:				
CMAQ	\$ 156,209	\$ 3,000,000	\$ -	\$ 3,000,000
STP (FS 1841)	-	-	61,440	61,440
<b>Total Revenue</b>	<b>\$ 156,209</b>	<b>\$ 3,000,000</b>	<b>\$ 61,440</b>	<b>\$ 3,061,440</b>
Expense:				
Staff Costs	\$ -	\$ -	\$ 61,440	\$ 61,440
Consultants	156,209	3,000,000	-	3,000,000
<b>Total Expense</b>	<b>\$ 156,209</b>	<b>\$ 3,000,000</b>	<b>\$ 61,440</b>	<b>\$ 3,061,440</b>
<b>Dumbarton Forward (2662)</b>				
Revenue:				
STP	\$ -	\$ 1,000,000	\$ 2,350,361	\$ 3,350,361
RM2 Capital	-	-	4,800,000	4,800,000
<b>Total Revenue</b>	<b>\$ -</b>	<b>\$ 1,000,000</b>	<b>\$ 7,150,361</b>	<b>\$ 8,150,361</b>
Expense:				
Staff Costs	\$ -	\$ -	\$ 100,361	\$ 100,361
Consultants	-	1,000,000	7,050,000	8,050,000
<b>Total Expense</b>	<b>\$ -</b>	<b>\$ 1,000,000</b>	<b>\$ 7,150,361</b>	<b>\$ 8,150,361</b>
<b>Napa Forward (2663)</b>				
Revenue:				
STP	\$ -	\$ 1,000,000	\$ 1,261,800	\$ 2,261,800
<b>Total Revenue</b>	<b>\$ -</b>	<b>\$ 1,000,000</b>	<b>\$ 1,261,800</b>	<b>\$ 2,261,800</b>
Expense:				
Staff Costs	\$ -	\$ -	\$ 161,800	\$ 161,800
Consultants	-	1,000,000	1,100,000	2,100,000
<b>Total Expense</b>	<b>\$ -</b>	<b>\$ 1,000,000</b>	<b>\$ 1,261,800</b>	<b>\$ 2,261,800</b>
Total Revenue Bay Area Forward	\$ 16,895,192	\$ 55,854,348	\$ 16,637,164	\$ 72,491,512
Total Expense Bay Area Forward	\$ 16,895,192	\$ 55,854,348	\$ 15,713,164	\$ 71,567,512

## Attachment E

Exchange Fund	As of 12/31/2020	FY 2020-21 Budget	FY 2021-22 Draft	% Inc./Dec	Change \$ Inc./Dec
Revenue - TAM	\$ -	\$ -	\$ 75,651,097	100%	\$ 75,651,097
Revenue from STA	-	-	65,000,000	100%	65,000,000
Interest income	6,142	-	-	100%	-
<b>Total revenue</b>	<b>\$ 6,142</b>	<b>\$ -</b>	<b>\$ 140,651,097</b>	<b>100%</b>	<b>\$ 140,651,097</b>
Professional Fees	\$ 104,889	\$ 25,744,038	\$ -	100%	(25,744,038)
Equipment Capital Expense	-	-	-	100%	-
Transfer out	-	-	-	100%	-
<b>Total expense</b>	<b>\$ 104,889</b>	<b>\$ 25,744,038</b>	<b>\$ -</b>	<b>100%</b>	<b>\$ (25,744,038)</b>
<b>Revenue over expense</b>	<b>\$ (98,747)</b>	<b>\$ (25,744,038)</b>	<b>\$ 140,651,097</b>	<b>100%</b>	<b>\$ 166,395,135</b>
<b>Beginning Balance</b>	<b>\$ 25,744,038</b>	<b>\$ 25,744,038</b>	<b>\$ -</b>		
<b>Ending Balance</b>	<b>\$ 25,645,291</b>	<b>\$ -</b>	<b>\$ 140,651,097</b>		



## Clipper 1 Operating:

	Actual Thru Dec 2020	FY 2020-21 Approved Budget	FY 2021-22 Draft Budget	Change \$ Inc./ (Dec)
<b>Revenue:</b>				
RM2	\$ 1,383,725	\$ 3,800,000	\$ 4,500,000	18% \$ 700,000
STA	-	5,800,000	6,300,000	9% 500,000
CARES	3,186,348	5,900,000	3,400,000	-42% (2,500,000)
Inactive Accounts	-	391,414	-	-100% (391,414)
Float Account Interest	-	300,000	800,000	167% 500,000
Transit Operators	2,465,685	19,385,000	10,740,000	-45% (8,645,000)
<b>Total clipper operating Revenue</b>	<b>\$ 7,035,758</b>	<b>\$ 35,576,414</b>	<b>\$ 25,740,000</b>	<b>-28% \$ (9,836,414)</b>
<b>Expenses:</b>				
Staff cost	\$ 411,800	\$ 796,414	\$ 662,793	-17% \$ (133,621)
Travel & Other General Ops.	100,751	80,000	166,800	109% 86,800
Clipper Operations	6,476,704	34,700,000	24,910,407	-28% (9,789,593)
<b>Total clipper operating Expense</b>	<b>\$ 6,989,255</b>	<b>\$ 35,576,414</b>	<b>\$ 25,740,000</b>	<b>-28% \$ (9,836,414)</b>

## Clipper 2 Operating:

	Actual Thru Dec 2020	FY 2020-21 Approved Budget	FY 2021-22 Draft Budget	Change \$ Inc./ (Dec)
<b>Revenue:</b>				
RM2	\$ -	\$ -	\$ 700,000	100% \$ 700,000
SGR	-	863,149	2,639,397	206% 1,776,248
Transit Operators	36,955	1,124,500	2,505,000	123% 1,380,500
<b>Total clipper 2 Operating Revenue</b>	<b>\$ 36,955</b>	<b>\$ 1,987,649</b>	<b>\$ 5,844,397</b>	<b>194% \$ 3,856,748</b>
<b>Expenses:</b>				
Staff cost	\$ 36,955	\$ 363,149	\$ 639,397	76% \$ 276,248
Clipper 2 Operations	-	1,624,500	5,205,000	220% 3,580,500
<b>Total clipper 2 Operating Revenue</b>	<b>\$ 36,955</b>	<b>\$ 1,987,649</b>	<b>\$ 5,844,397</b>	<b>194% \$ 3,856,748</b>

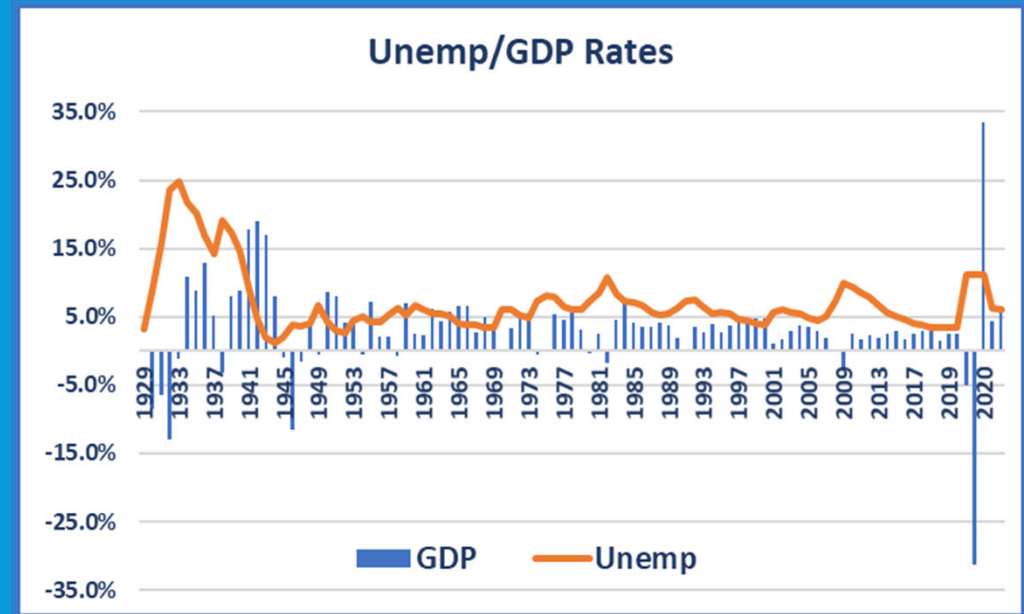
Clipper 1 Capital:	Actual Thru Dec 2020	Thru FY 2020-21 LTD Budget	FY 2021-22 Draft Budget	LTD Budget Thru FY 2021-22
Revenue:				
CMAQ	\$ 67,082,768	\$ 65,048,448	\$ -	\$ 65,048,448
Card Sales	19,547,085	22,951,267	2,000,000	24,951,267
Low Carbon Transit Operations (LCTOP)	7,467,202	7,777,971	-	7,777,971
Clipper Escheatment	-	-	218,251	218,251
ARRA	11,167,891	11,167,891	-	11,167,891
FTA	24,238,136	14,072,565	-	14,072,565
STP	35,023,306	31,790,753	-	31,790,753
STA	21,675,912	21,946,540	-	21,946,540
Prop 1B	1,045,170	1,115,383	-	1,115,383
SFMTA	4,253,603	8,005,421	-	8,005,421
GGGHTD	2,799,165	2,975,000	-	2,975,000
BART	527,378	725,000	-	725,000
MTC Exchange Fund	7,573,878	7,573,878	-	7,573,878
BATA	21,322,102	26,670,751	-	26,670,751
Transit Operators	5,325,805	11,779,437	-	11,779,437
WETA	657,307	603,707	-	603,707
Sales Tax	890,216	890,216	-	890,216
<b>Total Clipper 1 Capital Revenue</b>	<b>\$ 230,596,924</b>	<b>\$ 235,094,228</b>	<b>\$ 2,218,251</b>	<b>\$ 237,312,479</b>
Expense:				
Staff Costs	\$ 14,942,987	\$ 14,993,321	\$ 718,251	\$ 15,711,572
Travel	15,289	3,208	-	3,208
Pilot Equipment Maintenance	745,385	3,093,834	-	3,093,834
Transit Agency Funded Projects	-	10,333,144	-	10,333,144
Design	24,728,452	54,690,574	-	54,690,574
Site Preparation	6,633,564	3,899,437	-	3,899,437
Construction	62,541,975	21,867,682	-	21,867,682
Consultants	14,847,636	26,757,494	-	26,757,494
Engineering	16,593,772	7,953,061	-	7,953,061
Communications	1,723,961	1,583,000	-	1,583,000
Marketing	532,802	2,212,029	-	2,212,029
Financial Services	958,951	391,600	-	391,600
Equipment	30,899,185	49,226,873	(500,000)	48,726,873
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Other	4,839,540	5,348,876	-	5,348,876
<b>Total Clipper 1 Capital Expense</b>	<b>\$ 206,627,287</b>	<b>\$ 235,094,228</b>	<b>\$ 2,218,251</b>	<b>\$ 237,312,479</b>
<b>Clipper 2 Capital:</b>	<b>Actual</b>	<b>Thru FY 2020-21</b>	<b>FY 2021-22</b>	<b>LTD Budget</b>
	<b>Thru Dec 2020</b>	<b>LTD Budget</b>	<b>Draft Budget</b>	<b>Thru FY 2021-22</b>
Revenue:				
STP	\$ 9,470,155	\$ 9,477,616	\$ -	\$ 9,477,616
FTA	9,999,953	137,217,587	9,220,777	146,438,364
Prop 1B/LCTOP	349,150	-	-	-
CMAQ	212,124	1,621,068	-	1,621,068
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State of Good Repair	11,619,410	31,822,296	8,360,603	40,182,899
STA	2,766,601	2,661,267	-	2,661,267
<b>Total Clipper 2 Capital Revenue</b>	<b>\$ 49,594,134</b>	<b>\$ 206,127,274</b>	<b>\$ 21,581,380</b>	<b>\$ 227,708,654</b>
Expense:				
Staff Costs	\$ 8,401,049	\$ 11,868,467	\$ 2,868,719	\$ 14,737,186
Equipment	-	7,591,903	-	7,591,903
Consultants	40,989,253	167,150,470	28,920,777	196,071,247
Transfer Out	106,824	-	-	-
Contingency	-	19,516,434	(10,208,116)	9,308,318
<b>Total Clipper 2 Capital Expense</b>	<b>\$ 49,497,126</b>	<b>\$ 206,127,274</b>	<b>\$ 21,581,380</b>	<b>\$ 227,708,654</b>

**MTC BUDGET FY 2021-22  
OPERATING & CAPITAL BUDGET  
MTC RESOLUTION NO. 4459**

June 9, 2021

# THE ECONOMY DROPPED 36% AND RECOVERED 38% ... ALL IN 2020

- The longest economic expansion on record ended February 2020 (July 2009 – Feb 2020)
- US economy suffered its greatest single drop ever:
  - GDP fell 29% from 1929-1933
  - GDP fell 36% in the first half of 2020
  - GDP recovered 38.3% in the second half of 2020
- Last three quarters GDP up 44.7%
  - 3<sup>rd</sup> quarter of 2020 GDP jumped 34%
  - 4<sup>th</sup> quarter 2020 GDP increased 4.3%
  - 1<sup>st</sup> quarter 2021 GDP 6.4%



# LOCAL ECONOMY IS RECOVERING

## FY 2020 REVENUE DECLINE

- Five counties have recovered to FY 2019 levels
- Excluding San Francisco – region is down just 0.2%
- Adjusted Revenue (5/21):
  - 2019 \$340M
  - 2020 \$329M
  - 2021 \$339M
- FY 2022 could be a very strong year as the local economy continues to reopen

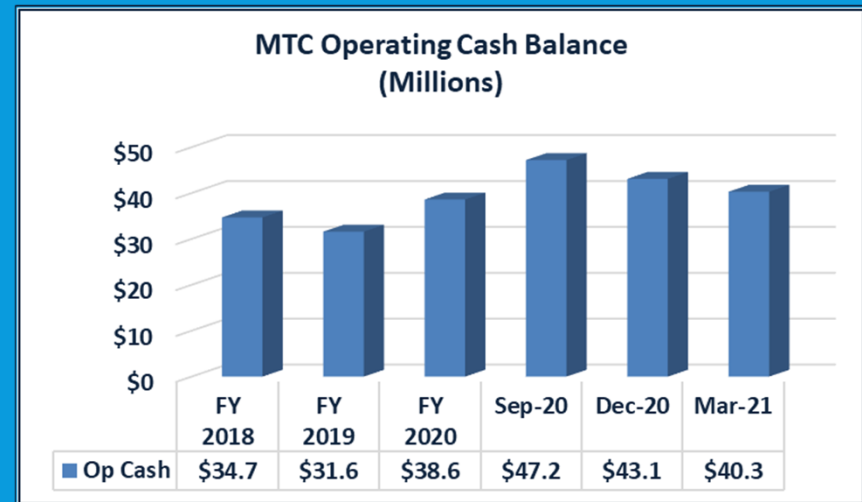
				FY 2021 - FY 2020		FY 2021 - FY 2019	
	FY 2019	FY 2020	FY 2021	Over/(under)	%	Over/(under)	%
Alameda	\$ 83,190,864	\$ 78,068,443	\$ 77,583,510	\$ (484,933)	-0.6%	(\$5,607,354)	-6.7%
Contra Costa	41,734,648	40,993,891	44,586,851	3,592,960	8.8%	2,852,203	6.8%
Marin	12,931,468	12,202,616	13,051,132	848,515	7.0%	119,663	0.9%
Napa	8,748,019	8,181,320	7,954,126	(227,195)	-2.8%	(793,893)	-9.1%
San Francisco	48,750,243	45,303,332	31,317,222	(13,986,110)	-30.9%	(17,433,022)	-35.8%
San Mateo	42,113,448	40,720,956	38,942,741	(1,778,214)	-4.4%	(3,170,707)	-7.5%
Santa Clara	108,666,346	107,648,112	112,886,434	5,238,322	4.9%	4,220,088	3.9%
Solano	18,855,057	18,716,077	20,409,343	1,693,266	9.0%	1,554,286	8.2%
Sonoma	23,699,075	22,710,012	23,967,461	1,257,448	5.5%	268,386	1.1%
Total	\$ 388,689,169	\$ 374,544,759	\$ 370,698,819	\$ (3,845,940)	-1.0%	(\$17,990,350)	-4.6%
Ex SF	339,938,925	329,241,428	339,381,597	10,140,170	103%	(557,328)	-0.2%

# FY 2021 FINANCIAL MANAGEMENT

- **MTC does well on several measures of financial management**
  - Cash management
  - Post-retirement benefit costs
  - Reserve level & funding
- **MTC has some financial concerns going into the future**
  - Future structural deficit
  - Project based staffing

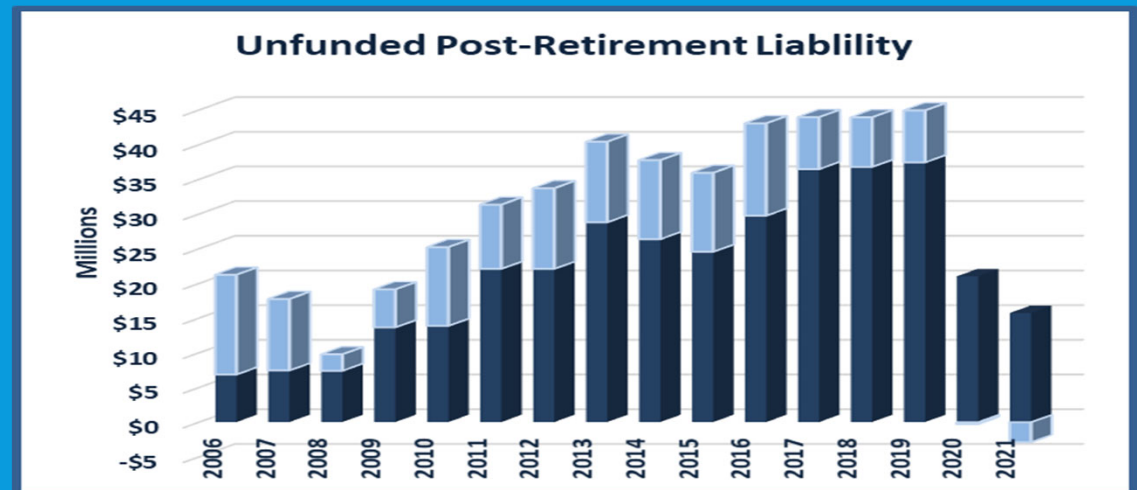
# MTC CASH BALANCE

- MTC has avoided a cash-flow deficit through 3<sup>rd</sup> quarter FY 2021
- Operating cash will drop with year-end expenses but should remain above FY 2020 ending balance



# POST-RETIREMENT BENEFIT COSTS

- Unfunded post-retirement benefits are now down 65% from the peak in FY 2019
- OPEB account is now an asset
- PERS UAL down to \$15.7M in FY 2021
- Annual PERS amortization payment down nearly 50% since FY 2019



	6/30/2018	6/30/2019	6/30/2020	6/30/2021
UAL	\$ 30,780,949	\$ 37,624,911	\$ 21,014,200	\$ 15,725,500
Interest	22,787,907	28,309,581	9,613,125	8,032,000
Total	\$ 53,568,856	\$ 65,934,492	\$ 30,627,325	\$ 23,757,500
Peak Pmt	\$ 3,551,361	\$ 3,906,324	\$ 2,653,121	\$ 2,000,000
Term	25	25	12	12



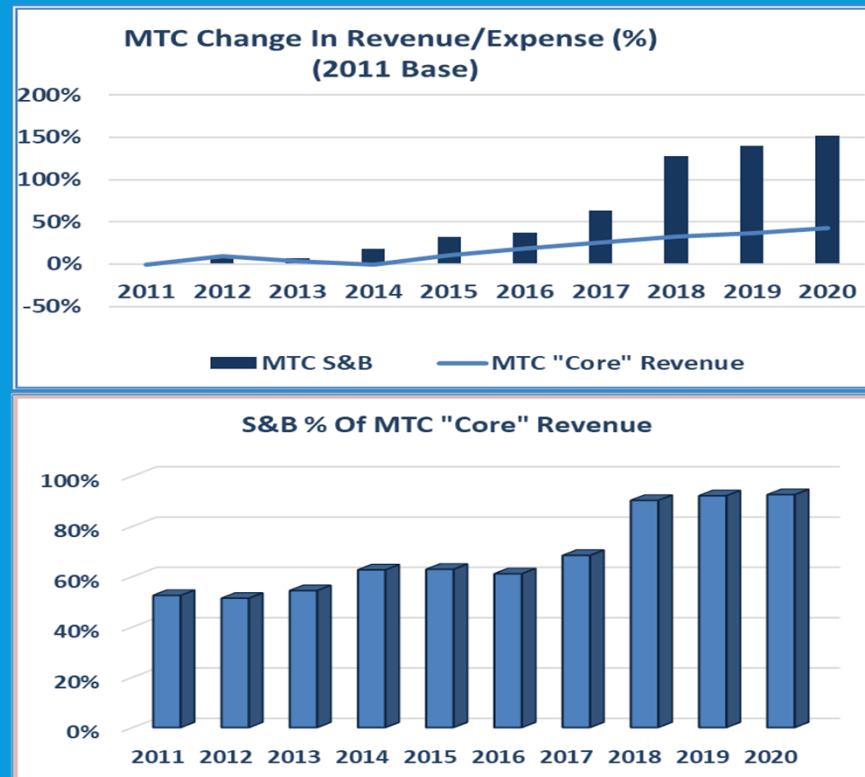
# MTC DESIGNATED RESERVES

- Reserves
  - Fully funded
  - Provide the minimum 6 months of operating reserve
- “Net Unrestricted” - after post-retirement costs - now positive
- FY 2020 reserve up 26% since FY 2016
- “Net Unrestricted” projected to be 35% of total reserve

MTC Fund Balance								
	Actual						Budget	Budget
	FY 15-16	FY 15-16	FY 16-17	FY 17-18	FY18-19	FY19-20	FY 20-21	FY 21-22
Fund balance, July 1	\$36,676,996	\$36,676,996	\$ 40,369,795	\$ 41,664,790	\$ 46,412,978	\$ 46,028,526	\$ 50,931,350	\$ 49,196,599
Surplus (deficit)	3,692,799	144,714	1,294,995	4,748,188	(384,452)	4,902,824	(1,734,751)	123,369
Transfer in from other Funds	0	0	0	0	0	0	0	0
Fund balance, June 30	40,369,795	36,821,710	41,664,790	46,412,978	46,028,526	50,931,350	49,196,599	49,319,968
Adjusted balance June 30	40,369,795	36,821,710	41,664,789	46,412,978	46,028,526	50,931,350	49,196,599	49,319,968
Reserve for encumbrance	4,885,700	4,000,000	3,013,964	3,291,429	3,944,446	8,910,984	4,000,000	6,000,000
Benefits/Retirement Reserve	1,468,652	2,000,000	1,515,948	1,362,773	3,158,877	9,547,203	6,000,000	6,000,000
Compensated Absences	4,842,422	4,500,000	5,151,294	3,921,386	4,253,618	4,965,167	6,000,000	6,000,000
STA Reserve	158,050	2,500,000	49,194	27,196	0	0	0	0
Capital Asset	0	0	0	0	0	0	816,000	624,050
Liability Contingency Reserve	964,580	1,250,000	294,763	123,850	285,120	281,027	700,000	500,000
Subtotal reserve, restricted	12,319,404	17,094,108	10,025,163	8,726,634	11,642,061	23,704,381	17,516,000	19,124,050
Net before retirement	28,050,391	19,727,602	31,639,626	37,686,344	34,386,465	27,226,969	31,680,599	30,195,918
Net Pension Liability	18,286,012	16,010,789	22,572,445	24,420,309	19,889,459	34,187,728	20,350,300	15,725,000
OPEB	0	0	0	4,763,606	5,059,342	0	(123,000)	(2,980,000)
Net unrestricted	9,764,379	3,716,813	9,067,181	8,502,429	9,437,664	(6,960,759)	11,453,299	17,450,918
Total Adjusted Reserve	\$ 40,369,795	\$ 36,821,710	\$ 41,664,790	\$ 46,412,978	\$ 46,028,526	\$ 50,931,350	\$ 49,196,599	\$ 49,319,968
Unrestricted	24%	10%	22%	18%	21%	-14%	23%	35%
Restricted	76%	90%	78%	82%	79%	114%	77%	65%
Total Fund balance	100%	100%	100%	100%	100%	100%	100%	100%

# MTC OPERATING COSTS

- MTC salary & benefit costs are growing three times faster than the "Core" revenue that funds ongoing MTC operations
- "Core Revenue"
  - TDA (sales tax)
  - Federal transportation grants
  - SB1
  - BATA administrative transfer
- **Between 2011 & 2020**
  - "Core" revenue up 43%
  - S&B costs up 152%
- Salary & Benefit costs now exceed 90% of "Core" operating revenue
- Project growth has created a growing dependence on transfers and additional grant revenue



# PROJECT BASED STAFFING/FUNDING

- MTC has seen a significant increase in “project” based staffing
- Project based staff are in
  - Clipper – capital and operating
  - 511 operations
  - Bay Forward/FPI Projects
- Project based have staff funding sources outside the “core” MTC resources
  - STBG
  - STA (population)
  - Local grants
- These “non-core” funding decisions are made by the Commission but have no formal policy commitment to maintain staff support in these long-range regional projects

- MTC does not have the resources to absorb over \$7.5M in additional staff costs

	FY2020 (A)	FY 2021 (B)	FY 2022 (B)
<b>Project Funding</b>			
Federal	\$ 6,158,218	\$ 5,669,688	\$ 5,359,900
State	-	1,032,536	1,568,556
Local	<u>228,640</u>	<u>222,156</u>	<u>583,144</u>
<b>Total</b>	<b>\$ 6,386,858</b>	<b>\$ 6,924,380</b>	<b>\$ 7,511,600</b>
<b>FTE</b>	<b>34</b>	<b>36</b>	<b>38</b>

# FY 2022 BUDGET ASSUMPTIONS

- **General Budget assumptions**

- 313 full time staff , up 13 positions
  - 2.8% contracted salary increase
  - 2.5% PERS normal cost increase
  - PERS UL payment \$2.6 million
  - OPEB ARC \$3.2 million
  - Continue to reduce post-retirement liability

- **Revenue**

- No reduction in planned grant revenue
- TDA up 5%
- Toll revenue up 22%
- **RM3 revenue budgeted as revenue and deposit into escrow**
- Express lane revenue continues to recover
- **No operational draw from reserves**
- **No special hiring or expenditure conditions**

	FY 2021	FY 2022	Total
MTC	227	5	232
BATA	67	8	75
SAFE	6	--	6
Total	300	13	313

# PROPOSED POSITION CHANGES

- 13 new and full-time positions are proposed for FY 2022
- Total cost       **\$3.3M**
- Funding
  - MTC
    - All MTC positions are funded by discretionary grants offsetting added cost
      - STP                               \$1.0M
      - STA                               .3M
  - BATA                               **\$2.0M**
    - Majority (5) needed for AET system conversion and CSC project bid/installation
    - Two positions in response to recommendations BRTF and BATA Ad Hoc Committee
    - One position for managing BATA operating and capital grants

	FTE	Funding	Purpose
MTC			
FOAM	2	STP	BRTF/Bay Forward
Tech Sys	2	STP	BRTF: network mgt
FPP	1	STA	BRTF: portfolio mgt
BATA			
Legal	1	BATA	ETC specialist
Toll Mgt	5	BATA	AET/CSC conversion
FOAM	1	BATA	Asset mgt.
FPP	1	BATA	RM3 program mgt.

# MTC FY 2021-22 PROPOSED OPERATING BUDGET

## OPERATING REVENUE

- The MTC Proposed FY 2022 Budget
  - Slight operating surplus
  - Operating Revenue \$92.7M
  - Operating Expense \$92.6M
- General Planning Revenue
  - TDA (sales Tax) up \$4.1M
  - SB1 new revenue \$2.4M
- Year-End Surplus
  - FY 2021 deficit (\$1.7M)
  - FY 2022 surplus \$ .123M

METROPOLITAN TRANSPORTATION COMMISSION				
BUDGET FY 2021-22				
SUMMARY				
OPERATING REVENUE-EXPENSE SUMMARY	As of 12/31/2020	FY 2020-21 Amendment No. 3	FY 2021-22 Draft	Attachment A % Inc./ (Dec) Change \$ Inc./ (Dec)
General Planning Revenue		\$ 29,874,640	\$ 34,149,688	14% \$ 4,275,048
Other MTC Revenue		\$ 1,380,500	\$ 1,118,700	-19% \$ (261,800)
Transfers from other Funds		\$ 48,734,544	\$ 47,855,285	-2% \$ (879,259)
Local Revenue Grants		\$ 10,123,636	\$ 9,580,984	-5% \$ (542,652)
<b>Total Operating Revenue</b>		<b>\$ 90,113,320</b>	<b>\$ 92,704,657</b>	3% \$ 2,591,337
<b>Total Operating Expense</b>		<b>\$ 91,848,072</b>	<b>\$ 92,581,288</b>	1% \$ 733,216
<b>Operating Surplus (Shortfall)</b>		<b>\$ (1,734,752)</b>	<b>\$ 123,369</b>	-107% \$ 1,858,121
Total Operating Revenue - Prior Year		\$ 22,540,251	\$ -	-100% \$ (22,540,251)
Total Operating Expense - Prior Year		\$ 22,540,251	\$ -	-100% \$ (22,540,251)
Operating Surplus (Shortfall)- Prior year		\$ -	\$ -	N/A \$ -
<b>Total Operating Surplus (Shortfall)</b>		<b>\$ (1,734,752)</b>	<b>\$ 123,369</b>	-100% \$ 1,858,121

# MTC PROPOSED FY 2022 BUDGET OPERATING EXPENSE

- Total Exp \$92.6M +1%
- S&B +2.6M +7%
  - Mainly related to increased PERS prepayment
  - Regular employee S&B down 1% - balancing admin staffing between BATA & MTC
- Printing / Training budgets double – normal travel/training year
- Contract services down \$2.8M - reduction in project contracts

	FY 2020-21 Amendment No. 3	FY 2021-22 Draft	Change % Inc./Dec	Change \$ Inc./Dec
<b>Operating Expense</b>				
<b>I. Salaries and Benefits</b>	\$ 38,896,024	\$ 41,561,242	7%	\$ 2,665,218
MTC Staff - Regular	\$ 34,376,788	\$ 34,170,198	-1%	\$ (206,590)
PERS Prefunding	\$ 3,867,477	\$ 6,655,000	72%	\$ 2,787,523
Temporary Staff	\$ 509,672	\$ 385,014	-24%	\$ (124,658)
Hourly /Interns	\$ 142,087	\$ 351,030	147%	\$ 208,943
<b>II. Travel and Training</b>	\$ 432,500	\$ 845,000	95%	\$ 412,500
<b>III. Printing, Repro. &amp; Graphics</b>	\$ 50,000	\$ 95,400	91%	\$ 45,400
<b>IV. Computer Services</b>	\$ 3,756,238	\$ 3,974,308	6%	\$ 218,070
<b>V. Commissioner Expense</b>	\$ 150,000	\$ 150,000	0%	\$ -
<b>VI. Advisory Committees</b>	\$ 15,000	\$ 15,000	0%	\$ -
<b>VII. General Operations</b>	\$ 2,455,999	\$ 2,685,881	9%	\$ 229,882
<b>Subtotal of Op Exp Before Contractual Service</b>	\$ 45,755,761	\$ 49,326,831	8%	\$ 3,571,070
<b>IX. Contractual Services</b>	\$ 46,092,311	\$ 43,254,457	-6%	\$ (2,837,854)
<b>Total Operating Expense</b>	<b>\$91,848,072</b>	<b>\$ 92,581,288</b>	1%	\$ 733,216

# MTC PROPOSED FY 2022 BUDGET GRANT BUDGET

- MTC will add nearly \$35 million in FY 2022 (in Millions)
- Grant Award (FY21)60      \$ 293
- New                      14      \$ 36
- New projects:
  - Blue Ribbon                      \$ 9.0
  - Climate Initiatives              \$ 10.9
  - RSR Fwd                          \$ 2.0
  - Dumbarton Fwd                  \$ 2.0
  - I-88o Comm.                      \$ 1.8
  - CMA Planning                    \$ 3.3
  - PDA Planning                    \$ 1.1
  - Blue Ribbon BAF/511            \$ 1.2
  - FasTrak /ELPilot Study        \$ .9
  - Others                            \$ 4.2
- FY 2022 balance              \$ 146.1



# MTC PROPOSED 2022 OPERATING BUDGET

## CLIPPER OPERATIONS

### • Proposed FY 2022 Operating Budget

- Total revenue \$31.6M
  - Operators \$13.2M
  - Operators fund 41% of Clipper operating costs
- Operating cost \$31.6M
  - Staff \$ 1.3M
  - Operations \$30.1M
- Operating program remains in balance
- Estimated FY 2022 operating costs down nearly \$6 million with continuing impact of pandemic on transportation

Clipper Operating:	Actual Thru Dec 2020	FY 2020-21 Approved Budget	FY 2021-22 Draft Budget		Change \$ Inc./Dec)
<b>Revenue:</b>					
RM2	\$ 1,383,725	\$ 3,800,000	\$ 5,200,000	37%	\$ 1,400,000
STA	-	5,800,000	6,300,000	9%	500,000
SGR	-	863,149	2,639,397	206%	1,776,248
CARES	3,186,348	5,900,000	3,400,000	-42%	(2,500,000)
Inactive Accounts	-	391,414	-	-100%	(391,414)
Float Account Interest	-	300,000	800,000	167%	500,000
Transit Operators	2,502,640	20,509,500	13,245,000	-35%	(7,264,500)
<b>Total clipper operating Revenue</b>	<b>\$ 7,072,713</b>	<b>\$ 37,564,063</b>	<b>\$31,584,397</b>	<b>-16%</b>	<b>\$ (5,979,666)</b>
<b>Expenses:</b>					
Staff cost	\$ 448,755	\$ 1,159,563	\$ 1,302,190	12%	\$ 142,627
Travel & Other General Ops.	100,751	80,000	166,800	109%	86,800
Promotion/Outreach/Fare Inc.	-	-	-	0%	-
Clipper Operations	6,476,704	36,324,500	30,115,407	-17%	(6,209,093)
<b>Total clipper operating Expense</b>	<b>\$ 7,026,210</b>	<b>\$ 37,564,063</b>	<b>\$31,584,397</b>	<b>-16%</b>	<b>\$ (5,979,666)</b>

# MTC PROPOSED FY 2022 OPERATING BUDGET CLIPPER I CAPITAL

## Clipper I Capital

- **Total Budget - \$237M**
  - FY 2021 (LTD) \$235M
  - FY 2022 \$2.0M
- Clipper I project is winding down

	Actual Thru Dec 2020	Thru FY 2020-21 LTD Budget	FY 2021-22 Draft Budget	LTD Budget Thru FY 2021-22
<b>Total Clipper 1 Capital Revenue</b>	<b>\$ 230,596,924</b>	<b>\$ 235,094,228</b>	<b>\$ 2,218,251</b>	<b>\$ 237,312,479</b>
Expense:				
Staff Costs	\$ 14,942,987	\$ 14,993,321	\$ 718,251	\$ 15,711,572
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# MTC PROPOSED FY 2022 OPERATING BUDGET

## CLIPPER II CAPITAL

### Clipper II Capital

- **Total Budget -** **\$ 227M**
  - FY 2021 (LTD) **\$ 206M**
  - FY 2022 **\$ 21.6M**
- **Expense**
  - Staff **\$ 2.9M**
  - Proj Consultants **\$28.9M**
- **Contingency balance**
  - FY 2021 **\$19.5M**
  - FY 22 **\$ 9.3M**
  - Committing \$10.2 million of the project contingency in FY 2022
  - Clipper II contingency balance **\$9.3M**

Clipper 2 Capital:	Actual Thru Dec 2020	Thru FY 2020-21 LTD Budget	FY 2021-22 Draft Budget	LTD Budget Thru FY 2021-22
<b>Revenue:</b>				
STP	\$ 9,470,155	\$ 9,477,616	\$ -	\$ 9,477,616
FTA	9,999,953	137,217,587	9,220,777	146,438,364
Prop 1B/LCTOP	349,150	-	-	-
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<b>Total Clipper 2 Capital Revenue</b>	<b>\$ 49,594,134</b>	<b>\$ 206,127,274</b>	<b>\$ 21,581,380</b>	<b>\$ 227,708,654</b>
<b>Expense:</b>				
Staff Costs	\$ 8,401,049	\$ 11,868,467	\$ 2,868,719	\$ 14,737,186
Equipment	-	7,591,903	-	7,591,903
Consultants	40,989,253	167,150,470	28,920,777	196,071,247
Transfer Out	106,824	-	-	-
Contingency	-	19,516,434	(10,208,116)	9,308,318
<b>Total Clipper 2 Capital Expense</b>	<b>\$ 49,497,126</b>	<b>\$ 206,127,274</b>	<b>\$ 21,581,380</b>	<b>\$ 227,708,654</b>

# MTC PROPOSED FY 2022 OPERATING BUDGET BRIDGE FORWARD

- Bridge capital projects improving bridge and freeway operations
- Funding for these projects come from a variety of federal, state and local sources
- New and increased projects for FY 2022 (millions):
  - RSR \$3.1M
  - Bay Bridge (2020) \$5.0M
  - Dumbarton \$7.2M
  - Napa \$ 1.3M

	FY 2021 (LTD) (thousands)	FY2022 Proposed	Total (LTD)
Bay Bridge (2016)	\$22,876	\$50	\$22,926
Bay Bridge (2020)	10,975	4,950	15,925
RSR	--	3,102	3,102
FPI – 68o	14,000	--	14,000
FPI – 88o	3,004	61	3,065
FPI – US 101	3,000	61	3,061
Dumbarton Fwd	1,000	7,150	8,150
Napa Fwd	1,000	1,263	2,263
Total	\$55,855	\$16,637	\$72,492

# BRIDGE FORWARD

Bay Area Forward - Project Delivery	LTD Actual as of Dec 2020	Budget LTD Thru FY 2020-21	FY 2021-22 Draft Budget	LTD Thru FY 2021-22
<b>Bay Bridge Forward 2016 (2656)</b>				
Revenue:				
STP	\$ 111,984	\$ 1,000,000	\$ 50,181	\$ 1,050,181
SAFE	5,431,144	6,231,144	-	6,231,144
MTC Exchange	2,726,445	3,900,000	-	3,900,000
BATA Rehab	-	600,000	-	600,000
RM 2 Capital	6,937,043	11,144,000	-	11,144,000
	\$ 15,206,616	\$ 22,875,144	\$ 50,181	\$ 22,925,325
Expense:				
Staff Costs	\$ 1,282	\$ -	\$ 50,181	\$ 50,181
Consultants	15,205,334	22,875,144	-	22,875,144
<b>Total Expense</b>	<b>\$ 15,206,616</b>	<b>\$ 22,875,144</b>	<b>\$ 50,181</b>	<b>\$ 22,925,325</b>
<b>Bay Bridge Forward 2020 (2657)</b>				
Revenue:				
RM2 Capital	\$ -	\$ -	\$ 4,825,455	\$ 4,825,455
STP	5,299	3,625,000	124,675	3,749,675
ACTC	-	7,350,000	-	7,350,000
<b>Total Revenue</b>	<b>\$ 5,299</b>	<b>\$ 10,975,000</b>	<b>\$ 4,950,130</b>	<b>\$ 15,925,130</b>
Expense:				
Staff Costs	\$ 5,299	\$ -	\$ 124,675	\$ 124,675
Consultants	-	10,975,000	4,825,455	15,800,455
<b>Total Expense</b>	<b>\$ 5,299</b>	<b>\$ 10,975,000</b>	<b>\$ 4,950,130</b>	<b>\$ 15,925,130</b>
<b>Richmond San Rafael Forward (2658)</b>				
Revenue:				
STP (FS 1841)	\$ -	\$ -	\$ 2,055,812	\$ 2,055,812
Exchange (3907)	-	-	1,046,000	1,046,000
<b>Total Revenue</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3,101,812</b>	<b>\$ 3,101,812</b>
Expense:				
Staff Costs	\$ -	\$ -	\$ 55,812	\$ 55,812
Consultants	-	-	2,122,000	2,122,000
<b>Total Expense</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,177,812</b>	<b>\$ 2,177,812</b>
<b>Freeway Performance Initiative I-680 (2659)</b>				
Revenue:				
STP	\$ 1,450,542	\$ 14,000,000	\$ -	\$ 14,000,000
<b>Total Revenue</b>	<b>\$ 1,450,542</b>	<b>\$ 14,000,000</b>	<b>\$ -</b>	<b>\$ 14,000,000</b>
Expense:				
Staff Costs	\$ -	\$ -	\$ -	\$ -
Consultants	1,450,542	14,000,000	-	14,000,000
<b>Total Expense</b>	<b>\$ 1,450,542</b>	<b>\$ 14,000,000</b>	<b>\$ -</b>	<b>\$ 14,000,000</b>

Bay Area Forward - Project Delivery	LTD Actual as of Dec 2020	Budget LTD Thru FY 2020-21	FY 2021-22 Draft Budget	LTD Thru FY 2021-22
<b>Freeway Performance Initiative I-880 (2660)</b>				
Revenue:				
STP	\$ 76,526	\$ 2,754,204	\$ 61,440	\$ 2,815,644
SAFE	-	250,000	-	250,000
<b>Total Revenue</b>	<b>\$ 76,526</b>	<b>\$ 3,004,204</b>	<b>\$ 61,440</b>	<b>\$ 3,065,644</b>
Expense:				
Staff Costs	\$ -	\$ -	\$ 61,440	\$ 61,440
Consultants	76,526	3,004,204	-	3,004,204
<b>Total Expense</b>	<b>\$ 76,526</b>	<b>\$ 3,004,204</b>	<b>\$ 61,440</b>	<b>\$ 3,065,644</b>
<b>Freeway Performance Initiative US - 101 (2661)</b>				
Revenue:				
CMAQ	\$ 156,209	\$ 3,000,000	\$ -	\$ 3,000,000
STP (FS 1841)	-	-	61,440	61,440
<b>Total Revenue</b>	<b>\$ 156,209</b>	<b>\$ 3,000,000</b>	<b>\$ 61,440</b>	<b>\$ 3,061,440</b>
Expense:				
Staff Costs	\$ -	\$ -	\$ 61,440	\$ 61,440
Consultants	156,209	3,000,000	-	3,000,000
<b>Total Expense</b>	<b>\$ 156,209</b>	<b>\$ 3,000,000</b>	<b>\$ 61,440</b>	<b>\$ 3,061,440</b>
<b>Dumbarton Forward (2662)</b>				
Revenue:				
STP	\$ -	\$ 1,000,000	\$ 2,350,361	\$ 3,350,361
RM2 Capital	-	-	4,800,000	4,800,000
<b>Total Revenue</b>	<b>\$ -</b>	<b>\$ 1,000,000</b>	<b>\$ 7,150,361</b>	<b>\$ 8,150,361</b>
Expense:				
Staff Costs	\$ -	\$ -	\$ 100,361	\$ 100,361
Consultants	-	1,000,000	7,050,000	8,050,000
<b>Total Expense</b>	<b>\$ -</b>	<b>\$ 1,000,000</b>	<b>\$ 7,150,361</b>	<b>\$ 8,150,361</b>
<b>Napa Forward (2663)</b>				
Revenue:				
STP	\$ -	\$ 1,000,000	\$ 1,261,800	\$ 2,261,800
<b>Total Revenue</b>	<b>\$ -</b>	<b>\$ 1,000,000</b>	<b>\$ 1,261,800</b>	<b>\$ 2,261,800</b>
Expense:				
Staff Costs	\$ -	\$ -	\$ 161,800	\$ 161,800
Consultants	-	1,000,000	1,100,000	2,100,000
<b>Total Expense</b>	<b>\$ -</b>	<b>\$ 1,000,000</b>	<b>\$ 1,261,800</b>	<b>\$ 2,261,800</b>
<b>Total Revenue Bay Area Forward</b>	<b>\$ 16,895,192</b>	<b>\$ 55,854,348</b>	<b>\$ 16,637,164</b>	<b>\$ 72,491,512</b>
<b>Total Expense Bay Area Forward</b>	<b>\$ 16,895,192</b>	<b>\$ 55,854,348</b>	<b>\$ 15,713,164</b>	<b>\$ 71,567,512</b>

# MTC PROPOSED FY 2022 OPERATING BUDGET

## MTC EXCHANGE FUND

- The Exchange Fund distributes funds exchanged with other agencies for regional projects
  - Balance FY 2021 \$25.6 million
  - FY 2022 funding
    - TAM \$ 75.7 million
    - STA \$ 65.0 million
- Total project funding \$140.7 million
- Project funds were exchanged for equal amount of MTC
- Funds will be repaid to MTC after RM3 funds are released

Exchange Fund	As of 12/31/2020	FY 2020-21 Budget	FY 2021-22 Draft	% Inc./Dec	Change \$ Inc./Dec
Revenue - TAM	\$ -	\$ -	\$ 75,651,097	100%	\$ 75,651,097
Revenue from STA	-	-	65,000,000	100%	65,000,000
Interest income	6,142	-	-	100%	-
<b>Total revenue</b>	<b>\$ 6,142</b>	<b>\$ -</b>	<b>\$ 140,651,097</b>	<b>100%</b>	<b>\$ 140,651,097</b>
Professional Fees	\$ 104,889	\$ 25,744,038	\$ -	100%	\$ (25,744,038)
Equipment Capital Expense	-	-	-	100%	-
Transfer out	-	-	-	100%	-
<b>Total expense</b>	<b>\$ 104,889</b>	<b>\$ 25,744,038</b>	<b>\$ -</b>	<b>100%</b>	<b>\$ (25,744,038)</b>
<b>Revenue over expense</b>	<b>\$ (98,747)</b>	<b>\$ (25,744,038)</b>	<b>\$ 140,651,097</b>	<b>100%</b>	<b>\$ 166,395,135</b>
Beginning Balance	\$ 25,744,038	\$ 25,744,038	\$ -		
Ending Balance	<u>\$ 25,645,291</u>	<u>\$ -</u>	<u>\$ 140,651,097</u>		

## RESOLUTION NO.4559

- **Sets parameters for administration of the FY 2022 Budget**

- Authorizes adjustments within the approved budget
- All increases to the budget must have Commission approval
- Delegates approval of contract and other services to Administration Committee
- Establishes the total authorized fulltime positions which cannot be exceeded without Commission approval

- **Establishes reserve designations**

- |  |         |
|--|---------|
| ▪ Encumbrance  | \$6M    |
| ▪ Benefits   | \$6M    |
| ▪ Compensated absence  | \$6M    |
| ▪ Capital  | \$0.6M  |
| ▪ Liability  | \$0.5M  |
| Unfunded pension   | \$15.7M |
| ▪ OPEB   | --      |
| ▪ No use of the designated reserve funds is authorized except through the FY 2022 Budget or with the express authorization of the Commission |         |



# 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:** [10a - 21-0750 - Reso-4320 - Clipper START Extension.pdf](#)  
[10a - Public Comment - SPUR.pdf](#)  
[3a - 21-0750 - Reso-4320 - Clipper START Extension.pdf](#)  
[3a - Public Comment - SPUR.pdf](#)

Date	Ver.	Action By	Action	Result
6/9/2021	1	Programming and Allocations Committee		

**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® START<sup>SM</sup> Pilot Extension

**Subject:** Request to extend the Clipper® START<sup>SM</sup> 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® START<sup>SM</sup>. 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® START<sup>SM</sup> pilot has been low. To date, approximately 4,500 Bay Area residents have qualified to participate in the pilot, receiving their Clipper® START<sup>SM</sup> 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® START<sup>SM</sup> 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® START<sup>SM</sup> 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® START<sup>SM</sup> 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;

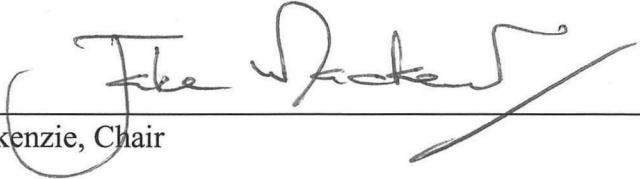
WHEREAS, MTC has conducted the Regional Means-Based Fare Pricing Study;

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

June 8, 2021

**Re: RESUBMISSION- Agenda Items:**

- **3a - 21-0750, Clipper® START<sup>SM</sup> Pilot Extension, and**
- **4b - 21-0692, American Rescue Plan Act Transit Funding Policy Considerations**

Dear Committee Members,

**We strongly support extending the Clipper® START<sup>SM</sup> Pilot by 18 months.** This extension brings a more coherent and logical schedule for fare programs during transit recovery. In particular, this extension:

- Ensures transit affordability and maintains focus on equity during a period of unique economic challenges and when economic disparities are immense;
- Affords an opportunity to meet the original intent of the pilot by granting the time necessary to reach the enrollment target;
- Allows for broader agency participation at a time when the value of interagency fare coordination and strategic pricing are being considered in greater depth; and
- Maintains this interim equity solution until the scheduled Clipper® 2 update in 2023 allows for a more comprehensive approach.

Clipper® START<sup>SM</sup> expands access to transit for people for whom cost may be a barrier. Thank you for supporting equity, flexibility, and continuity in the region's transit recovery and growth strategy.

Regarding the distribution of American Rescue Plan (ARP) funds (item 4b), SPUR supports the following:

- **SPUR continues to support putting operators on a level playing field** and addressing inequities among individual transit agencies in the distribution of prior federal relief funds to ensure that agencies that are carrying the most transit-dependent riders most efficiently, on transit-only lanes for instance, should be prioritized for increased funding. This approach will emphasize financial need over urbanized area (UZA) formulas.
- **SPUR supports dedicating ARP resources necessary to advance the Blue Ribbon Transit Recovery Task Force (BTRTF) Transformation Action Plan.** The primary focus of federal funds should be on restoring service hours to support operations, avoid layoffs and improve service on high-demand corridors, where possible. At the same

time, our region has a unique opportunity to advance transit reforms that will support strong, customer-oriented transit performance across the region, ensuring that the transit recovery continues well beyond this brief period of emergency relief. Without resources for implementation, the BTRTF recommendations will have little meaning.

Sincerely,

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

Laura Tolkoff  
Transportation Policy Director  
SPUR





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**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:** [10b - 21-0718 - Reso-4411-4412 - RM3 NorthBayTransit VineMaintenance.pdf](#)  
[3b - 21-0718 - Reso-4411-4412 - RM3 NorthBayTransit VineMaintenance.pdf](#)

Date	Ver.	Action By	Action	Result
6/9/2021	1	Programming and Allocations Committee		

**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

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

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**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

<b>RM3 Project No.</b>	<b>26</b>
<b>Project Title</b>	<b>North Bay Transit Access Improvements</b>
<b>Funding Amount</b>	<b>\$100,000,000</b>
<b>Statute Project Description</b>	
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.	
<b>Statute Project Sponsor Description</b>	
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.	
<b>Other Project Sponsor Action Required for Programming</b>	
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

<b>County</b>	<b>Implementing Agency</b>	<b>Project Title(s)</b>	<b>RM3 Amount (\$ millions)</b>
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
<b>Total</b>			<b>\$100</b>



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 7<sup>th</sup> 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

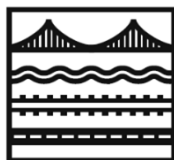
RESOLVED, that an RM3 LONP does not represent a general funding commitment by MTC; in the event that RM3 funds do not become available, there is no expectation that MTC or BATA will provide alternate funds; and be it further

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

<b>RM3 Project Number</b>	26.1
<b>Project Title</b>	Vine Transit Maintenance Facility (under North Bay Transit Access Improvements)
<b>RM3 Replacement Funding Source</b>	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		
<b>Capital Funding Total</b>			\$ 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:** [10c - 21-0586 - Resos-4464-4465-4466-4467-4471 Transit Ops Allocations.pdf](#)  
[3c - 21-0586 - Resos-4464-4465-4466-4467-4471 Transit Ops Allocations.pdf](#)

Date	Ver.	Action By	Action	Result
6/9/2021	1	Programming and Allocations Committee		

### 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
<b>Total</b>	<b>\$228.2</b>	<b>\$52.6</b>	<b>\$15.7</b>	<b>\$41.5</b>	<b>\$5.6</b>	<b>\$343.6</b>

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 <sup>1</sup>	% 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 <sup>1</sup>	% 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.

<sup>1</sup> 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 <sup>1</sup>	% 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 <sup>1</sup>	% 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.

<sup>1</sup> 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 <sup>1</sup>	% 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 <sup>1</sup>	% 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.

<sup>1</sup> 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

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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.

<b>Claimant</b>	<b>Project Description</b>	<b>Allocation Amount</b>	<b>Allocation Code</b>	<b>Approval Date</b>	<b>Project Number</b>
TJPA <sup>1</sup>	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
		<b>Total \$ 15,687,178</b>			

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

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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
<b>5801 - 99233.7, 99275 Community Transit Service - Operations</b>					
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
	<b>Subtotal</b>	<b>11,704,711</b>			
<b>5802 - 99260A Transit - Operations</b>					
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
	<b>Subtotal</b>	<b>209,831,756</b>			
<b>5803 - 99260A Transit - Capital</b>					
SolTrans	Transit Capital	4,012,000	10	06/23/21	Vallejo/Benicia
CCCTA	Transit Capital	2,694,520	11	06/23/21	CCCTA
	<b>Subtotal</b>	<b>6,706,520</b>			
<b>TOTAL</b>		<b>228,242,987</b>			

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

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

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

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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 6<sup>th</sup>, 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

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Alfredo Pedroza, Chair

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

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**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:** [10d - 21-0695 - Reso-4202 - Quick Strike.pdf](#)  
[4a - 21-0695 - Reso-4202 - Quick Strike.pdf](#)

Date	Ver.	Action By	Action	Result
6/9/2021	1	Programming and Allocations Committee		

**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.<sup>1</sup>

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

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

#### *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

<sup>1</sup> 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
<b>Total:</b>	<b>58</b>	<b>\$66.8</b>

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
<b>Regional and Corridor Projects (Co-Nominations)</b>			
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
<b>Regional Planning and Programming</b>			
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
<b>Blue-Ribbon Implementation</b>			
Regional	TBD*	TBD	\$5.9
<b>Total:</b>			<b>\$22.3</b>

\*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.

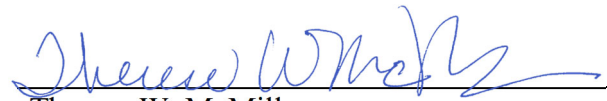
**Issues:**

**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
<b>Alameda County</b>					
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
<b>Contra Costa County</b>					
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
<b>Marin County</b>					
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
<b>Napa County</b>					
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
<b>San Francisco County</b>					
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

Safe Seamless Mobility Quick-Strike Grant Program  
Funding Recommendation

Attachment 1

County	Sponsor	Project Title	Project Score	Funds Requested	Funds Recommended
<b>San Mateo County</b>					
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
<b>Santa Clara County</b>					
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
<b>Solano County</b>					
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
<b>Sonoma County</b>					
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
<b>Regional and Corridor Projects (Co-Nominations)</b>				
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
<b>Regional Planning and Programming</b>				
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
<b>Blue-Ribbon Implementation Projects</b>				
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  
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12/19/18-C 01/23/19-C 02/27/19-C  
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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

Page 2

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

Page 3

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

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

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

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

## ABSTRACT

MTC Resolution No. 4202, Revised

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

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

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

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

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

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

## ABSTRACT

MTC Resolution No. 4202, Revised

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

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

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

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

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

## ABSTRACT

MTC Resolution No. 4202, Revised

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

## ABSTRACT

MTC Resolution No. 4202, Revised

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

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

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

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

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

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



## ABSTRACT

MTC Resolution No. 4202, Revised

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

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

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

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

## ABSTRACT

MTC Resolution No. 4202, Revised

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

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

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

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

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

## 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



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Dave Cortese, Chair

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

**Attachment B-1****MTC Resolution No. 4202****OBAG 2 Regional Programs****FY 2017-18 through FY 2021-22****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  
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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
<b>OBAG 2 REGIONAL PROGRAMS</b>		<b>\$646,914,885</b>	<b>\$99,975,260</b>
<b>1. REGIONAL PLANNING ACTIVITIES</b>			
Regional Planning	MTC	\$9,555,000	
<b>1. REGIONAL PLANNING ACTIVITIES</b>	<b>TOTAL:</b>	<b>\$9,555,000</b>	
<b>2. PAVEMENT MANAGEMENT PROGRAM</b>			
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	
<b>2. PAVEMENT MANAGEMENT PROGRAM</b>	<b>TOTAL:</b>	<b>\$9,250,000</b>	
<b>3. PDA PLANNING &amp; IMPLEMENTATION</b>			
PDA Planning and Implementation			
PDA Implementation	MTC	\$2,000,000	
PDA Supportive Studies	MTC	\$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****MTC Resolution No. 4202****OBAG 2 Regional Programs****FY 2017-18 through FY 2021-22****June 2021**

MTC Res. No. 4202 Attachment B-1

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<b>OBAG 2 REGIONAL PROGRAMS</b>		<b>\$646,914,885</b>	<b>\$99,975,260</b>
CCTA: Community-Based Transportation Plans	MTC	\$215,000	
TAM: Community-Based Transportation Plans	MTC	\$75,000	
NVTA: Community-Based Transportation Plans	MTC	\$75,000	
SFCTA: Community-Based Transportation Plans	MTC	\$175,000	
C/CAG: Community-Based Transportation Plans	MTC	\$120,000	
VTa: Community-Based Transportation Plans	MTC	\$300,000	
STA: Community-Based Transportation Plans	MTC	\$95,000	
SCTA: Community-Based Transportation Plans	MTC	\$110,000	
CBTP Program Evaluation	MTC	\$35,000	
<b>3. PDA PLANNING &amp; IMPLEMENTATION</b>	<b>TOTAL:</b>	<b>\$20,000,000</b>	
<b>4. CLIMATE INITIATIVES</b>			
Climate Initiatives		\$10,875,000	
Spare the Air & EV Program Outreach (for Electric Vehicle Programs)	BAAQMD	\$10,000,000	
Carsharing Implementation	MTC	\$800,000	
Targeted Transportation Alternatives	MTC	\$325,000	
Spare the Air Youth Program - 2	MTC	\$1,417,000	
<b>4. CLIMATE INITIATIVES</b>	<b>TOTAL:</b>	<b>\$23,417,000</b>	
<b>5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT</b>			
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	

## Attachment B-1

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## OBAG 2 Regional Programs

## FY 2017-18 through FY 2021-22

## June 2021

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<b>OBAG 2 REGIONAL PROGRAMS</b>		<b>\$646,914,885</b>	<b>\$99,975,260</b>
<b>IDEA Category 2</b>			
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	
<b>Connected Bay Area</b>			
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	
<b>Incident Management</b>			
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	
<b>5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT</b>	<b>TOTAL:</b>	<b>\$173,000,000</b>	<b>\$4,000,000</b>
<b>6. TRANSIT PRIORITIES</b>			
BART Car Replacement/Expansion	BART	\$99,800,000	
GGB Suicide Deterrent (for BART Car Replacement/Expansion)	GGBH&TD	\$9,760,668	\$30,239,332
Clipper	MTC	\$34,200,000	
Unprogrammed Balance		\$15,283,000	
<b>6. TRANSIT PRIORITIES</b>	<b>TOTAL:</b>	<b>\$159,043,668</b>	<b>\$30,239,332</b>
<b>7. PRIORITY CONSERVATION AREA (PCA)</b>			
<b>Regional Peninsula, Southern and Eastern Counties PCA Grant Program</b>			
Bay Area GreenPrint: PCA Functionality Imps (Fund Exchange)	MTC/GreenInfo Network		\$30,000
PCA Grant Implementation	MTC/Coastal Conservancy		\$500,000
Alameda County: Niles Canyon Trail, Phase 1	Alameda County		\$321,000
Albany: Albany Hill Access Improvements	Albany		\$251,000
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
<b>North Bay PCA Grant Program</b>			
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	
<b>7. PRIORITY CONSERVATION AREA (PCA)</b>	<b>TOTAL:</b>	<b>\$9,200,000</b>	<b>\$7,200,000</b>

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<b>OBAG 2 REGIONAL PROGRAMS</b>		<b>\$646,914,885</b>	<b>\$99,975,260</b>
<b>8. BAY AREA HOUSING INITIATIVES</b>			
Bay Area Preservation Pilot (BAPP) (Funding Exchange)	MTC		\$10,000,000
Housing Incentive Pool	TBD	\$25,000,000	
Sub-HIP Pilot Program			
Fairfield: Pavement Preservation/Rehabilitation (for One Lake Apts. Linear Park Trail)	Fairfield	\$2,100,000	
Vacaville: Pavement Preservation/Rehabilitation (for Allison PDA Affordable Housing)	Vacaville	\$1,900,000	
Marin County: Marin City Pedestrian Crossing Imps.	Marin County	\$300,000	
NVTA: Imola Park and Ride	NVTA	\$300,000	
Santa Rosa: Downtown Multi-modal and Fiber Improvements	Santa Rosa	\$400,000	
<b>8. BAY AREA HOUSING INITIATIVES</b>	<b>TOTAL:</b>	<b>\$30,000,000</b>	<b>\$10,000,000</b>
<b>9. SAFE &amp; SEAMLESS MOBILITY QUICK-STRIKE</b>			
<b>TBD</b>	<b>TBD</b>	<b>\$52,900,000</b>	<b>\$34,593,076</b>
County & Local			
<b>Alameda</b>			
CTA planning & programming (for Youth and Adult Bicycle Promotion & Education)	ACTC	\$160,000	
Alameda County Safe Routes to Schools	ACTC	\$1,500,000	
CTA planning & programming	ACTC	\$354,000	
AC Transit Tempo Quick Build Transit Lane Delineation	AC Transit	\$300,000	
AC Transit Quick Builds Transit Lanes	AC Transit	\$954,000	
Anita Avenue Safe and Accessible Route to School and Transit	Alameda County	\$2,000,000	
BART Fare Collection Equipment (for Oakland East Bay Greenway Segment II)	BART/Oakland		\$1,000,000
Fremont Boulevard/Walnut Avenue Protected Intersection	Fremont	\$1,271,000	
Fremont Boulevard/Grimmer Boulevard Protected Intersection	Fremont	\$1,415,000	
LAVTA Passenger Facilities Enhancements	LAVTA		\$2,000,000
Oakland 14th Street Complete Streets	Oakland		\$1,000,000
<b>Contra Costa</b>			
CTA planning & programming	CCTA	\$242,000	
BART Fare Collection Equipment (for Lafayette Town Center Pathway and BART Bike Station P)	BART / Lafayette		\$1,825,000
BART Fare Collection Equipment (for Bicycle, Pedestrian, and ADA Imps. at Pittsburg/Bay Point)	BART		\$1,510,000
East Downtown Concord PDA Access & Safe Routes to Transit	Concord	\$2,164,000	
Richmond 13th Street Complete Streets	Richmond		\$2,821,000
<b>Marin</b>			
CTA planning & programming	TAM	\$141,000	
Marin County Bus Stop Improvements	Marin Transit	\$1,200,000	
SMART Pathway - San Rafael McInnis Pkwy to Smith Ranch Road	SMART	\$1,858,000	
<b>Napa</b>			
CTA planning & programming	NVTA	\$162,000	
Napa Valley Safe Routes to School	NVTA	\$100,000	
Napa Valley Forward: SR 29/Rutherford & Oakville Roundabouts	MTC	\$1,000,000	
<b>San Francisco</b>			
CTA planning & programming	SFCTA	\$180,000	
Downtown San Francisco Congestion Pricing Study	SFCTA	\$200,000	
Embarcadero Station Platform Elevator Capacity & Redundancy	BART	\$3,144,000	
San Francisco Folsom Streetscape	SFMTA		\$5,000,000
Safe Routes to School Non-Infrastructure Program	SFMTA	\$2,100,000	
<b>San Mateo</b>			
CTA planning & programming	C/CAG	\$183,000	
Planning and Programming of safe and seamless mobility	C/CAG	\$200,000	
Burlingame City-Wide Pedestrian Safe Routes and Mobility Imps	Burlingame	\$200,000	
San Bruno Transit Corridor Pedestrian Connection Phase 4	San Bruno	\$385,000	
Broadmoor SRTS Pedestrian Safety & Mobility Imps	San Mateo County	\$1,419,000	
El Camino Real Grand Boulevard Initiative Phase III	South San Francisco	\$2,120,000	
East of 101 Transit Expansion Project	South San Francisco	\$49,924	\$430,076
<b>Santa Clara</b>			
CTA planning & programming	VTA	\$419,000	
Evaluating on-demand shuttle strategies for improved transit access	VTA	\$200,000	
VTA Electronic Locker Upgrade and Replacement	VTA	\$1,987,000	
Mountain View Stierlin Road Bicycle and Pedestrian Improvements	Mountain View	\$2,521,000	\$1,486,000
San Jose Julian Street & McKee Road Vision Zero Complete Streets	San Jose		\$705,000
San Jose Bascom Avenue Protected Bike Lanes & Complete Street	San Jose		\$690,000
En Movimiento Quick Build Network for East San Jose	San Jose		\$1,325,000
San Jose - Downtown Bikeways	San Jose		\$4,025,000
Saratoga Blue Hills Elementary Pedestrian Crossing at UPRR	Saratoga	\$1,800,000	

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<u>Sunnyvale Bicycle, Pedestrian and SRTS Safety Improvements</u>	<u>Sunnyvale</u>		<u>\$1,900,000</u>
<b>Solano</b>			
<u>CTA planning &amp; 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>	
<b>Sonoma</b>			
<u>CTA planning &amp; 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			
<b>Regional Planning</b>			
<u>FasTrak START Pilot Evaluation Study</u>	<u>MTC</u>	<u>\$900,000</u>	
<u>Diridon Station Planning &amp; Studies</u>	<u>MTC</u>	<u>\$1,000,000</u>	
<b>Regional and Corridor</b>			
<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 &amp; 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			
<b>TBD</b>	<b>TBD</b>	<b>\$5,941,538</b>	
<b>9. SAFE &amp; SEAMLESS MOBILITY QUICK-STRIKE</b>	<b>TOTAL:</b>	<b>\$54,466,462</b>	<b>\$34,593,076</b>
<b>10. REGIONAL STRATEGIC INVESTMENTS (RSI)</b>			
CC I-680 NB HOV/Express Lanes Ala Co to Sol Co (Fund Exchange)	CCTA/MTC	\$4,000,000	
GGB Suicide Deterrent System	GGBHTD	\$7,910,000	
Pavement Rehab (for Downtown Novato SMART Station)	Novato	\$617,000	
Old Redwood Highway Multi-Use Pathway	Larkspur	\$1,120,000	
Grand Ave Bridge	San Rafael	\$763,000	
Grand Ave Bike/Ped Imps (for SMART 2nd to Andersen Pathway)	San Rafael	\$1,000,000	
US 101 Marin-Sonoma Narrows	TAM	\$2,000,000	
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (Fund Exchange)	SCTA	\$15,400,000	
US 101 Marin-Sonoma Narrows (MSN) B7 (Loan for RM3)	TAM	\$61,708,245	\$13,942,852
I-80 Express Lanes in Solano County (Loan for RM3)	STA	<u>\$63,464,510</u>	<u>\$36,376,000</u>
<u>Diridon Station Planning &amp; Studies</u>	<u>MTC</u>	<u>\$1,000,000</u>	
<b>10. REGIONAL STRATEGIC INVESTMENTS (RSI)</b>	<b>TOTAL:</b>	<b>\$158,982,755</b>	<b>\$13,942,852</b>
<b>OBAG 2 REGIONAL PROGRAMS</b>	<b>TOTAL:</b>	<b>\$646,914,885</b>	<b>\$99,975,260</b>

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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 #:** 21-0908      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 6/7/2021      **In control:** Metropolitan Transportation Commission  
**On agenda:** 6/23/2021      **Final action:**  
**Title:** Summary of June 9th Special Workshop Discussions and Next Steps for American Rescue Plan Funding Distributions

Summary of the discussion and takeaways from the June 9th Special Programming and Allocations workshop focused on transit operations during the COVID-19 pandemic and expectations for post-pandemic recovery; as well as an update on next steps for the planned programming of American Rescue Plan (ARP) funding in July.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [10e - 21-0908 - Special Workshop Discussions and ARP Next Steps.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

Summary of June 9<sup>th</sup> Special Workshop Discussions and Next Steps for American Rescue Plan Funding Distributions

Summary of the discussion and takeaways from the June 9th Special Programming and Allocations workshop focused on transit operations during the COVID-19 pandemic and expectations for post-pandemic recovery; as well as an update on next steps for the planned programming of American Rescue Plan (ARP) funding in July.

**Presenter:**

Therese McMillan

**Recommended Action:**

Information

# Metropolitan Transportation Commission

June 23, 2021

Agenda Item 10e - 21-0908

## Summary of June 9<sup>th</sup> Special Workshop Discussions and Next Steps for American Rescue Plan Funding Distributions

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**Subject:** Summary of the discussion and takeaways from the June 9th Special Programming and Allocations workshop focused on transit operations during the COVID-19 pandemic and expectations for post-pandemic recovery; as well as an update on next steps for the planned programming of American Rescue Plan (ARP) funding in July.

**Background:** On June 9<sup>th</sup>, Commissioners had the opportunity to hear directly from transit operators on their agencies' experience during the COVID-19 pandemic, as well as their outlooks for Fiscal Years (FY) 2022 and beyond.

### What We Heard

Overall, transit operators expect ridership to partially rebound in FY 2022 and are planning to restore service to approximately 90 percent of pre-pandemic levels. However, optimism over the return of riders was balanced with realism related to the pace of recovery and continued uncertainty over post-pandemic commute patterns and economic activity impacting operator finances. Another challenge that agencies have on the road to recovery is the need to hire and train more operators to provide increased service levels, as over the last fifteen months, many agencies have curbed costs by implementing hiring freezes and maintaining vacancies. Although on average, operators are planning to deliver a level of service that will outpace expected ridership demand in the coming fiscal year, there is significant concern over committing to service and staffing levels that cannot be financially sustained if the pandemic's recovery is not sufficiently robust.

Another concern heard from specific operators related to how COVID relief funding coming to the Bay Area through the federally designated Urbanized Areas (UZAs) has been partially disconnected from the distribution of the funds to individual operators. Some operators feel that there should be a stronger relationship between the level of service provided by operators within a UZA to the proportion of funds received from that UZA.

Lastly, there was discussion at the workshop of the importance of "building transit back better" during recovery and beyond. There was appreciation for the significant coordination occurring among transit

operators that has potential to significantly improve the customer experience. In addition, there was support expressed by Commissioners to prioritize Blue Ribbon Transit Recovery Task Force (BRTF) initiatives within the ARP funding framework, as ARP funds represent the best near-term opportunity with which to make progress on those initiatives.

**Key Staff Takeaways/Recommendations**

1. ***Multiple Tranches Reinforce Financial Sustainability:*** ARP funding should be focused on providing operators the financial resources needed to implement service increases geared towards bringing riders back to transit and accommodating the needs of those who rely on public transit the most. The uncertainty about when and how ridership will return reinforces MTC's guiding principle to distribute ARP funding in multiple tranches – rather than all at once – so that service can be aligned with demand as that evolves post-pandemic. A significant first tranche of funding would allow operators to make considerable service improvements sized to accommodate and attract ridership return, and follow-up distributions would allow MTC to gauge the recovery's progress and fund sustainable service provision that best fits customers' needs.
2. ***Maintain Needs-Based Framework:*** Aligning the distribution of ARP funds to be strictly proportionate with UZA formulaic service provision factors of individual operators is not conducive to sustaining Bay Area operators in this unique and unprecedented emergency driven environment. Such a “return to source” position does not support the Commission's commitment and capacity to address emergency based needs and the mix of recovery considerations that vary substantially among the transit operators (i.e. those that rely moreso on fares and other pandemic impacted operating revenues). COVID-relief funding was intended to provide pandemic-related financial relief to sustain public transit and retain operator jobs in the near-term as a top priority. ARP distribution policies should strongly consider this intent. The Commission may subsequently wish to consider UZA impacts in contexts outside of COVID recovery, as may be appropriate.
3. ***Set Aside Funds for Customer Improvements and Coordination Efforts:*** Given support expressed at the workshop to use a portion of the Bay Area's ARP funding to improve the customer experience through the advancement of BRTF initiatives, staff recommends targeting a percentage of overall ARP funds to be set aside for these initiatives. Funds should be set aside for a later distribution tranche, so that the extent of the initiatives can be more fully defined and



approved by the Commission. Initiatives are likely to include advancements in the areas of regional mapping and wayfinding, fare coordination and integration, transit priority improvements, and implementation of sub-regional/county operator coordination and integration efforts. The amount actually allocated for BRTF initiatives could be informed and adjusted based on several factors including funding needed to deliver projects and programs, availability of alternative fund sources, and the progress of the pandemic recovery.


**Next Steps**

We look forward to the Commission's input on the key staff takeaways/recommendations to inform development of the ARP distribution policy. Between now and early July, staff will be working internally and with our transit operator partners to develop and build consensus on a first tranche ARP funding recommendation that staff intends to bring to the July Programming & Allocations Committee meeting for consideration.

**Issues:** None

**Recommendation:** Information only.

**Attachments:** None

  
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Therese W. McMillan