



Metropolitan Transportation Commission

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

Meeting Agenda

Programming and Allocations Committee

Committee Members:

David Rabbitt, Chair Gina Papan, Vice Chair

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

Miley, Hillary Ronen, Amy R. Worth

Non-Voting Member: Dina El-Tawansy

Wednesday, July 14, 2021

9:45 AM

Board Room - 1st Floor (REMOTE)

The Programming and Allocations Committee is scheduled to meet on Wednesday, July 14, 2021 at 9:45 a.m., in the Bay Area Metro Center (Remotely), or immediately following the 9:40 a.m. Administration Committee meeting. In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 issued by Governor Newsom on March 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, the meeting will be conducted via webcast, teleconference, and Zoom for committee, commission, or board members who will participate in the meeting from individual remote locations. A Zoom panelist link for meeting participants will be sent separately to committee, commission, or board members.

The meeting webcast will be available at

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

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

Attendee Link: <https://bayareametro.zoom.us/j/87879522870>

Or iPhone one-tap: US: +14086380968,,87879522870# or +16699006833,,87879522870#

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

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

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

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

Webinar ID: 878 7952 2870

International numbers available: <https://bayareametro.zoom.us/j/87879522870>

Detailed instructions on participating via Zoom are available at:

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

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

1. Call to Order / Roll Call / Confirm Quorum

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

2. Consent Calendar

- 2a. [21-0843](#) Minutes of the June 9, 2021 meeting
- Action:** Committee Approval
- Attachments:** [2a - 21-0843 - June 9 Prog&Allocations Draft Minutes.pdf](#)
- 2b. [21-0113](#) Quarterly Report of the Executive Director Delegation of Authority Actions
- Action:** Information
- Presenter:** Cheryl Chi
- Attachments:** [2b - 21-0113 - Delegated Authority Quarterly Report.pdf](#)
- 2c. [21-0891](#) MTC Resolution No. 4273, Revised. Transit Performance Initiative - Investment Program Semi-Annual Update and Reprogramming of VTA FY2019 Award
- Action:** Commission Approval
- Presenter:** Anne Spevack
- Attachments:** [2c - 21-0891 - Reso 4273 - TPI Investment Update.pdf](#)
[2c - 21-0891 - Reso 4273 - TPI Investment Update Presentation.pdf](#)
- 2d. [21-0885](#) MTC Resolution No. 4250, Revised. Allocation of \$3.8 million in Regional Measure 2 (RM2) funds to MTC for the construction phase of the West Grand HOV/Bus-Only Lane (Phase 2) project, part of Bay Bridge Forward.
- Action:** Commission Approval
- Presenter:** Kenneth Kao
- Attachments:** [2d - 21-0885 - Reso 4250 - West Grand HOV-Bus Only Lane.pdf](#)
- 2e. [21-0831](#) MTC Resolution No. 4446, Revised. Revision of Lifeline Cycle 6 to program approximately \$1.6 million for Santa Clara Valley Transportation Authority's (VTA) Lifeline Program of Projects.
- Action:** Commission Approval
- Presenter:** Judis Santos
- Attachments:** [2e - 21-0831 - Reso 4446 - Lifeline Cycle 6.pdf](#)

- 2f. [21-0902](#) MTC Resolution No. 4473. Programming for FY2020-21 and allocation of approximately \$0.3 million in Five Percent Unrestricted State Fund Revenues and \$1.1 million in Two Percent Bridge Toll Revenues for the Water Emergency Transportation Authority and the San Francisco Bay Trail project.
- Action:** Commission Approval
- Presenter:** William Bacon
- Attachments:** [2f - 21-0902 - Reso 4473 - 2% and 5% Bridge Toll Allocations.pdf](#)
- 2g. [21-0844](#) MTC Resolution No. 4475, Revised. 2021 Transportation Improvement Program (TIP) Amendment 2021-07.
- Action:** Commission Approval
- Presenter:** Adam Crenshaw
- Attachments:** [2g - 21-0844 - Reso 4475 - TIP Amendment 2021-07.pdf](#)
- 2h. [21-0886](#) MTC Resolution Nos. 3989, Revised; 4123, Revised; 4169, Revised; 4202, Revised; 4411, Revised; 4412, Revised; 4479 and 4480. Funding programming, exchange, and agreements with the Solano Transportation Authority (STA) and Bay Area Infrastructure Financing Authority (BAIFA) for the I-80 managed lanes project in Solano County.
- Action:** Commission Approval
- Presenter:** Kenneth Kao
- Attachments:** [2h - 21-0886 - STA-BAIFA Program-Exchange-Agreements.pdf](#)
- 2i. [21-0910](#) FY 2020-21 Federal Earmark Repurposing. Potential projects to receive Federal Highway Administration (FHWA) repurposed earmark funds under the earmark repurposing provision of the Consolidated Appropriations Act, 2021.
- Action:** Commission Approval
- Presenter:** Mallory Atkinson
- Attachments:** [2i - 21-0910 - Earmark Repurposing.pdf](#)
- 2j. [21-0860](#) MTC Resolution Nos. 4035, Revised and 4202, Revised. Revisions to the One Bay Area Grant programs (OBAG 1 and 2), including revisions within the Contra Costa and Santa Clara County programs, and a time-limited increase in the regional exchange amount the Executive Director is authorized to approve.
- Action:** Commission Approval
- Presenter:** Mallory Atkinson
- Attachments:** [2j - 21-0860 - Resos 4035-4202 OBAG 1&2 Revisions.pdf](#)

- 2k.** [21-0967](#) MTC Resolution No. 4456, Revised. FY2020-21 Transit Capital Priorities Program Revisions
- Action:** Commission Approval
- Presenter:** Margaret Doyle
- Attachments:** [2k - 21-0967 - Reso 4456 - FY21 TCP Revisions.pdf](#)
-
- 2l.** [21-0888](#) MTC Resolution Nos. 4450, Revised; 4464, Revised; 4465, Revised; 4466, Revised and 4472. Revises the FY 2021-22 Fund Estimate, allocates \$73.6 million in FY 2021-22 Transportation Development Act (TDA), State Transit Assistance (STA), and Regional Measure 2 (RM2) funds to six transit operators to support transit operations and capital projects in the region, and approves the FY 2021-22 State of Good Repair project list.
- Action:** Commission Approval
- Presenter:** Terence Lee
- Attachments:** [2l - 21-0888 - Resos 4450-4464-4465-4466-4472.pdf](#)
-
- 3. Federal**
-
- 3a.** [21-0909](#) MTC Resolution 4481. American Rescue Plan Act of 2021 Phase 1 Distribution
- Proposed programming of approximately \$912 million of American Rescue Plan Act of 2021 (ARP) funding to Bay Area transit operators to provide funding relief for revenue losses and ongoing financial uncertainty as a result of the COVID-19 pandemic.
- Action:** Commission Approval
- Presenter:** Theresa Romell and William Bacon
- Attachments:** [3a - 21-0909 - Reso 4481 - ARP Phase 1 Distribution.pdf](#)
-
- 3b.** [21-0911](#) One Bay Area Grant (OBAG 3) Considerations.
- Staff will present an overview of the One Bay Area Grant (OBAG 3) initial program considerations and development schedule for Committee discussion and feedback.
- Action:** Information
- Presenter:** Mallory Atkinson
- Attachments:** [3b - 21-0911 - OBAG 3 Considerations.pdf](#)
 [3b - 21-0911 - OBAG 3 Considerations_Presentation.pdf](#)

4. Information

4a. [21-0887](#) California Transportation Commission (CTC) Update

An update on the June 23-24, 2021 CTC Meeting and other state funding activities

Action: Information

Presenter: Kenneth Kao

Attachments: [4a - 21-0887 - PAC CTC Update.pdf](#)

5. Public Comment / Other Business

6. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee is scheduled to be held on Wednesday, September 8, 2021 at 9:45 a.m. remotely and by webcast. Any changes to the schedule will be duly noticed to the public.

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

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0843 **Version:** 1 **Name:**
Type: Minutes **Status:** Committee Approval
File created: 5/21/2021 **In control:** Programming and Allocations Committee
On agenda: 7/14/2021 **Final action:**
Title: Minutes of the June 9, 2021 meeting
Sponsors:
Indexes:
Code sections:
Attachments: [2a - 21-0843 - June 9 Prog&Allocations Draft Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:
Minutes of the June 9, 2021 meeting

Recommended Action:
Committee Approval



Metropolitan Transportation Commission Meeting Minutes

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

Programming and Allocations Committee

Committee Members:

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

Wednesday, June 9, 2021

9:45 AM

Board Room - 1st Floor (REMOTE)

Call Remote Meeting to Order

1. Roll Call / Confirm Quorum

Present: 6 - Commissioner Glover, Commissioner Miley, Vice Chair Papan, Chair Pedroza, Commissioner Ronen, and Commissioner Worth
Absent: 3 - Commissioner Abe-Koga, Commissioner Chavez, and Chair Rabbitt

Commission Chair Pedroza was deputized to make quorum of the Committee.

Non-Voting Member Absent: Commissioner El-Tawansy

Ex Officio Voting Member Present: Commission Vice Chair Josefowitz

Ad Hoc Non-Voting Members Present: Commissioner Canepa, Commissioner Connolly, Commissioner Giacomini, and Commissioner Spring

2. Consent Calendar

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

Aye: 6 - Commissioner Glover, Commissioner Miley, Vice Chair Papan, Chair Pedroza, Commissioner Ronen and Commissioner Worth

Absent: 3 - Commissioner Abe-Koga, Commissioner Chavez and Chair Rabbitt

2a. [21-0717](#) Minutes of the May 12, 2021 meeting

Action: Committee Approval

2b. [21-0590](#) Regional Measure 3 (RM3): Preserving RM3 Eligibility for Salesforce Center

Action: Committee Approval

Presenter: Cheryl Chi

-
- 2c. [21-0719](#) Regional Cap and Trade Priorities: Affordable Housing and Sustainable Communities. Recommended priorities, based on the Commission's adopted criteria, for Round 6 of the statewide, Cap and Trade-funded Affordable Housing and Sustainable Communities (AHSC) program.
- Action:** Commission Approval
- Presenter:** Anne Spevack
- 2d. [21-0722](#) Concurrence Request for STIP Amendments. State Transportation Improvement Program (STIP) Amendment Request for Alameda, Marin, Napa, San Francisco, Solano, and Sonoma Counties. Concurrence with STIP Amendment Requests to program \$13.5 million in federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) as a part of the 2021 Mid-Cycle STIP.
- Action:** Committee Approval
- Presenter:** Karl Anderson
- 2e. [21-0721](#) MTC Resolution Nos. 4169, Revised, and 4457, Revised. Re-allocate and extend approximately \$10.0 million in expired BATA Project Savings funds and \$16.5 million in BATA Project Savings funds set to expire in 2021. Revise FY2020-21 AB 664 Bridge Toll funds program of projects to program approximately \$0.6 million in residual funds from expired prior-year allocations.
- Action:** Commission Approval
- Presenter:** Margaret Doyle
- 2f. [21-0720](#) MTC Resolution No. 4428, Revised and 4429, Revised. Proposal to increase the FY 2020-21 Regional Measure 2 (RM2) Operating Program to add approximately \$478,000 for Clipper and allocate these funds to Clipper.
- Action:** Commission Approval
- Presenter:** Cheryl Chi
- 2g. [21-0632](#) MTC Resolution Nos. 3989, Revised and 4469. Funding exchange agreement with the Solano Transportation Authority (STA) for the I-80 managed lanes project.
- Action:** Commission Approval
- Presenter:** Ross McKeown

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

Action: Commission Approval

Presenter: Cheryl Chi

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

Action: Commission Approval

Presenter: Adam Crenshaw

3. Regional

- 3a. [21-0750](#) MTC Resolution No. 4320, Revised. Clipper® START Pilot Extension

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

Action: Commission Approval

Presenter: Drennen Shelton

Written public comment was received from SPUR.

Laura Tolkoﬀ of SPUR was called to speak.

Commissioner Ronen left during agenda item 3a.

Upon the motion by Commissioner Glover and the second by Commissioner Worth, the Committee unanimously approved the referral of MTC Resolution No. 4320, Revised to the Commission for approval. The motion carried by the following vote:

Aye: 5 - Commissioner Glover, Commissioner Miley, Vice Chair Papan, Chair Pedroza and Commissioner Worth

Absent: 4 - Commissioner Abe-Koga, Commissioner Chavez, Chair Rabbitt and Commissioner Ronen

3b. [21-0718](#) MTC Resolution Nos. 4411, Revised, and 4412, Revised.

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

Action: Commission Approval

Presenter: Anne Spevack

**Upon the motion by Commissioner Worth and the second by Chair Pedroza, the
Committee unanimously approved the referral of MTC Resolution No. 4411,
Revised to the Commission for approval. The motion carried by the following
vote:**

Aye: 5 - Commissioner Glover, Commissioner Miley, Vice Chair Papan, Chair Pedroza and
Commissioner Worth

Absent: 4 - Commissioner Abe-Koga, Commissioner Chavez, Chair Rabbitt and Commissioner
Ronen

3c. [21-0586](#) MTC Resolution Nos. 4464, 4465, 4466, 4467, and 4471

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

Action: Commission Approval

Presenter: Cheryl Chi

Roland Lebrun was called to speak.

**Upon the motion by Commissioner Worth and the second by Commissioner
Glover, the Committee unanimously approved the referral of MTC Resolution
Nos. 4464, 4465, 4466, 4467, and 4471 to the Commission for approval. The motion
carried by the following vote:**

Aye: 5 - Commissioner Glover, Commissioner Miley, Vice Chair Papan, Chair Pedroza and
Commissioner Worth

Absent: 4 - Commissioner Abe-Koga, Commissioner Chavez, Chair Rabbitt and Commissioner
Ronen

4. Federal

4a. [21-0695](#) MTC Resolution No. 4202, Revised.

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

Action: Commission Approval

Presenter: Mallory Atkinson

Roland Lebrun was called to speak.

Upon the motion by Commissioner Glover and the second by Chair Pedroza, the Committee unanimously approved the referral of MTC Resolution No. 4202, Revised to the Commission for approval. The motion carried by the following vote:

Aye: 5 - Commissioner Glover, Commissioner Miley, Vice Chair Papan, Chair Pedroza and Commissioner Worth

Absent: 4 - Commissioner Abe-Koga, Commissioner Chavez, Chair Rabbitt and Commissioner Ronen

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

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

Action: Information

Presenter: Theresa Romell

Written public comments were received from People's Transit Alliance and SPUR.

The following members of the public were called to speak: Adina Levin, Kathy Scott-Smith of People's Transit Alliance, Joty Dhaliwal, Andrea Lowe of People's Transit Alliance, and Ian Griffiths of Seamless Bay Area.

5. Information

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

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

Action: Information

Presenter: Kenneth Kao

6. Public Comment / Other Business

Roland Lebrun was called to speak.

Nathan of People's Transit Alliance was called to speak.

7. Adjournment / Next Meeting

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0113 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 12/14/2020 **In control:** Programming and Allocations Committee

On agenda: 7/14/2021 **Final action:**

Title: Quarterly Report of the Executive Director Delegation of Authority Actions

Sponsors:

Indexes:

Code sections:

Attachments: [2b - 21-0113 - Delegated Authority Quarterly Report.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:

Quarterly Report of the Executive Director Delegation of Authority Actions

Presenter:

Cheryl Chi

Recommended Action:

Information

Metropolitan Transportation Commission Programming and Allocations Committee

July 14, 2021

Agenda Item 2b - 21-0113

Subject: Quarterly Report of the Executive Director Delegation of Authority Actions

Background: MTC Resolution No. 3620, Revised, adopted by the Commission in March 2004, allows the Executive Director to make administrative allocations of local funds up to \$1 million, with authority to take action on any rescission amounts requested by claimants. To keep the Commission informed of actions approved by the Executive Director, staff reports quarterly on all 'delegated authority' allocations or rescissions.

The fourth quarter report for FY 2020-21 covers the period of April through June 2020. There are two Transportation Development Act (TDA) rescissions for SFMTA of around \$6.6 million because revenue in San Francisco was significantly lower due to the pandemic and shelter-in-place orders. Allocations must be reduced to equal available funding. The Executive Director approved the following allocation and rescission actions summarized below and detailed in Attachment A:

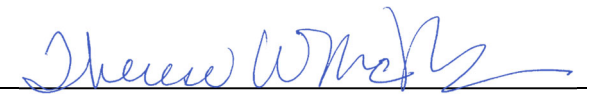
Delegated Authority FY 2020-21	Fourth Quarter	Fiscal Year to Date
Allocations		
Transportation Development Act	\$ 2,033,317	\$ 26,782,451
State Transit Assistance	\$ 3,821,956	\$ 24,418,111
Regional Measure 2	\$ 715,643	\$ 7,627,880
Bridge Tolls (Other)	\$ 616,161	\$ 648,699
2% Bridge Tolls	\$ -	\$ 50,000
Total Allocations	\$ 7,187,077	\$ 59,527,141
Rescissions		
Transportation Development Act	\$ (6,758,677)	\$ (7,907,651)
State Transit Assistance	\$ (500,000)	\$ (600,000)
Regional Measure 2	\$ (20,000)	\$ (2,032,090)
Total Rescissions	\$ (7,278,677)	\$ (10,539,741)

Final State Transit Assistance (STA) revenue for FY 2020-21 has not been received. However, for FY 2020-21, rescissions are not expected since the State increased its revenue forecast in January and again in May 2021. If needed, the next quarterly report of the Executive Director's Delegation of Authority will include any necessary rescissions of STA funds so that allocations of these funds do not exceed available revenue in FY2020-21.

Issues: None

Recommendation: Information

Attachments: Attachment A—FY 2020-21 Delegated Authority


Therese W. McMillan

FY 2020-21 Delegated Authority

Allocation and Rescission of Transportation Development Act, State Transit Assistance, Regional Measure 2,
Bridge Toll and Feeder Bus Funds pursuant to MTC Resolution 3620

Fourth Quarter

Transportation Development Act - Allocation (001)				Approval	Apportionment/
Claimant	Description	Amount	Code	Date	Notes
5800 - 99233.3 Pedestrian & Bicycle Facilities - Capital					
El Cerrito	Carlson Blvd and San Diego St Crosswalks	75,000	089	04/28/21	Contra Costa County
Emeryville	Install Bicycle Counter	30,000	094	06/23/21	Alameda County
Dublin	Update Bike and Ped Master Plan	17,317	095	06/23/21	Alameda County
Sunnyvale	Green Bike Lane Pavement Markings	79,000	096	06/23/21	Santa Clara County
5802 - 99260A Transit - Operations					
Union City	Transit Operations	200,000	090	04/28/21	Union City
Sonoma County	Transit Operations	616,000	092	05/26/21	Sonoma County
5803 - 99260A Transit - Capital					
Santa Rosa	Transit Capital	900,000	091	04/28/21	Santa Rosa
5807 - 99400C Transit - Operations					
Sonoma County	Transit Operations	116,000	093	05/26/21	Sonoma County
Total		2,033,317			
State Transit Assistance - Allocation (002)				Approval	Apportionment/
Claimant	Description	Amount	Code	Date	Notes
5820 - 6730A Operations - County Block Grant					
WCCTA	Transit Operations	134,014	039	04/28/21	Contra Costa County
AC Transit	Transit Operations	253,071	066	04/28/21	Contra Costa County
GGBHTD	Transit Operations	255,249	067	04/28/21	Marin County
Marin Transit	Transit Operations	180,304	028	04/28/21	Marin County
SMART	Transit Operations	16,017	056	04/28/21	Marin County
Petaluma	Transit Operations	113,624	054	04/28/21	Sonoma County
SMART	Transit Operations	83,409	055	04/28/21	Sonoma County
5822 - 6731C Paratransit - Operations - Population-Based County Block Grant					
SamTrans	Paratransit Operations	475,842	068	04/28/21	San Mateo County
Sonoma County	Transit Operations	179,235	69	04/28/21	Sonoma County
5820 - 6730A Operations - Revenue-based					
SJRRC	Transit Operations	164,909	070	04/28/21	ACCMA ACE
AC Transit	Transit Operations	829,316	077	06/23/21	BART Coordination
5821 - 6730B Capital Costs - Population-based MTC Coordination					
MTC	Regional Transit Card Transition	151,200	074	05/26/21	MTC
5821 - 6730B Capital Costs - County Block Grant					
Solano TA	Parking Lot and Mobility Call Center	500,000	075	06/23/21	Solano County
5820 - 6730A Operations - Population-based Lifeline					
SamTrans	Cycle 5: Transportation Assistance for Low-Income Re	36,000	071	04/28/21	San Mateo County
SamTrans	Cycle 4 & Cycle 5: Menlo Park Crosstown Shuttle	344,345	072	04/28/21	San Mateo County
SamTrans	Cycle 5: Operating Support for SamCoast Service	25,420	073	04/28/21	San Mateo County

5820 - 6730A Operations - Population-based MTC Coordination

MTC	Transit Planning Tools	20,000	041	04/28/21	MTC
MTC	Clipper START	60,000	076	06/23/21	MTC

Total 3,821,956

Regional Measure 2 Funds - Allocation (006)	Claimant	Description	Amount	Code	Approval Date	Notes
---	----------	-------------	--------	------	---------------	-------

Operating Allocations

Performance standards identified in MTC Res. 3636, Revised are currently suspended due to the COVID-19 pandemic.

SamTrans	Project № 7: Route 397	215,643	018	04/28/21	
----------	------------------------	---------	-----	----------	--

Marketing

AC Transit	Marketing for AC Transit Services	500,000	019	04/28/21	
------------	-----------------------------------	---------	-----	----------	--

Total 715,643

Net Toll Revenues (AB 664) - Allocation (007)	Claimant	Description	Amount	Code	Approval Date	Notes
---	----------	-------------	--------	------	---------------	-------

5850 - Capital Allocations

AC Transit	Various Capital Projects: Match to Federal Funds	47,230		06/23/21	21416515
SamTrans	Various Capital Projects: Match to Federal Funds	568,931		06/23/21	21421409

Total 616,161

Allocations Grand Total 7,187,077

Rescission - Transportation Development Act	Claimant	Description	Amount	Approval Date	Allocation Instruction
---	----------	-------------	--------	---------------	------------------------

El Cerrito	Carlson Blvd and San Diego St Crosswalks	(75,000)		04/28/21	19001092
Emeryville	Bike and Ped Improvements throughout the City	(30,000)		06/23/21	19001075
Dublin	Update Bike and Ped Master Plan	(17,317.05)		06/23/21	19001063
Sunnyvale	Green Bike Lane Pavement Markings	(79,000)		06/23/21	19001019
SFMTA	Transit Operations	(6,208,180)		06/23/21	21443018
SFMTA	Transit Operations	(349,180)		06/23/21	21443019

Total (6,758,677.05)

Rescission - State Transit Assistance	Claimant	Description	Amount	Approval Date	Allocation Instruction
---------------------------------------	----------	-------------	--------	---------------	------------------------

Solano TA	Parking Lot in Suisun City	(500,000)		06/23/21	21002033
-----------	----------------------------	-----------	--	----------	----------

Total (500,000)

Rescission - Regional Measure 2 Funds	Claimant	Description	Amount	Approval Date	Allocation Instruction
---------------------------------------	----------	-------------	--------	---------------	------------------------

MTC	511 Program	(20,000)		04/28/21	21006003
-----	-------------	----------	--	----------	----------

Total (20,000)

Recissions Grand Total (7,278,677)



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	21-0891	Version:	1	Name:	
Type:	Report	Status:		Commission Approval	
File created:	6/2/2021	In control:		Programming and Allocations Committee	
On agenda:	7/14/2021	Final action:			
Title:	MTC Resolution No. 4273, Revised. Transit Performance Initiative - Investment Program Semi-Annual Update and Reprogramming of VTA FY2019 Award				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	2c - 21-0891 - Reso 4273 - TPI Investment Update.pdf 2c - 21-0891 - Reso 4273 - TPI Investment Update_Presentation.pdf				

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:

MTC Resolution No. 4273, Revised. Transit Performance Initiative - Investment Program Semi-Annual Update and Reprogramming of VTA FY2019 Award

Presenter:

Anne Spevack

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

July 14, 2021

Agenda Item 2c - 21-0891

MTC Resolution No. 4273, Revised. Transit Performance Initiative – Investment Program Semi-Annual Update and Reprogramming of VTA FY2019 Award

Subject: Semi-annual update on the progress of projects awarded under the Transit Performance Initiative (TPI) Investment Program and reprogramming of the VTA FY2019 Award, 2021 Zero Emission Bus Procurement, to the Charging Infrastructure and Microgrid Technology Project.

Background: The TPI Investment program funds low-cost capital investments that can be implemented rapidly to improve operations and customer experience on major transit corridors and systems. Since 2012, \$98.3 million has been programmed to 35 projects, and 19 of these have been completed or are substantially completed.

The first four rounds of the TPI program were funded by federal Cycle 2 STP/CMAQ funds. In May 2016, the Commission committed one-third of the region's annual population-based Low Carbon Transit Operations Program (LCTOP) funds to augment the TPI program, subject to the region's Cap and Trade Framework in MTC Resolution No. 4130, Revised. Four cycles of LCTOP funds have been programmed by MTC, including \$2.7 million in FY21 LCTOP funds programmed in March 2021 but still under review by Caltrans. TPI projects awarded this year will begin reporting during the next semi-annual report period.

The COVID-19 crisis has caused delays on many ongoing projects due to staffing issues, communication difficulties, and suspended construction activities. Most projects that were suspended or delayed have begun to move forward again with completion dates pushed back by a year or more. Some project schedules remain uncertain as agencies recover from COVID-19 impacts.

This program update covers the period from December 2020 through May 2021. Please refer to attachments A and B for further information.

Reprogramming VTA 2021 Zero Emission Bus Procurement

To prioritize procurement of charging infrastructure to support electrification of the bus fleet before procuring additional zero-emission vehicles, VTA has requested to reprogram their FY 2018-19 LCTOP award for the 2021 Zero Emission Bus Procurement Project to the new Charging Infrastructure and Microgrid Technology Project. VTA previously committed local funds to the Eastridge to BART Regional Connector project (EBRC) to count as their TPI award for that year, and EBRC will continue to count as their FY2018-19 TPI award.

Staff recommends approving VTA's request to reprogram these funds. This change will require updating MTC Resolution No. 4273, Revised, to reprogram the Low-Carbon Transit Operations Program (LCTOP) funds.

Future Calls for Projects

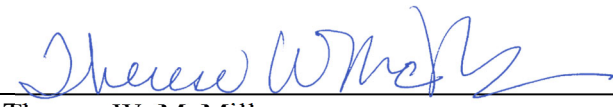
Through this funding program, operators have completed projects that improve transit reliability, speed, and rider experience. Not only has transit service benefitted from these projects, but agencies have built up toolkits and experience on how to get transit out of traffic. With additional funding, more projects can be implemented to improve transit service.

Consistent with Blue Ribbon Transit Recovery Task Force strategies to focus on Bus Priority, and in continuing with the ongoing goals of the TPI program, staff is initiating regional discussions as to the support for a larger call for projects for late 2021/early 2022. Funding for this call could include up to \$15 million in Transit Priority OBAG 2 funds in addition to future LCTOP funds. Staff will return to the Commission for direction in releasing the call for projects.

Issues: None

Recommendation: Refer MTC Resolution No. 4273, Revised, to the Commission for approval.

Attachments: Attachment A: Summary of TPI Investment Program Projects by Round
Attachment B: TPI Investment Program Project Updates Presentation Slides
MTC Resolution No. 4273, Revised


Therese W. McMillan

Transit Performance Initiative - Investment Program Projects by Round (\$ in millions)

1st Round (Approved May 2012)

Agency	Project	TPI Award (\$ millions)
AC Transit	Line 51 Corridor Delay Reduction & Sustainability Project Complete	\$10.5
San Francisco Municipal Transportation Authority (SFMTA)	Mission Customer First Substantially Complete	\$5.4
	N-Judah Customer First* Substantially Complete	\$2.4
	Colored Lanes on MTA Rapid Network* Original Scope Complete (added scope ongoing)	\$3.0
	Bus Stop Consolidation and Roadway Modification (9-San Bruno)** Complete	\$4.1
	Light Rail Transit Signal Priority Improvements	\$1.6
Santa Clara Valley Transportation Authority (SCVTA)	Stevens Creek — Limited 323 Transit Signal Priority Complete	\$0.7
Total		\$27.7

*In July 2015, MTC approved reprogramming of \$3 million from the SFMTA Round 1 N-Judah Customer First project to the Colored Lanes on MTA Rapid Network project

**Scope determined Sept. 2014. Project is reporting with Round 2 projects

2nd Round (Approved September 2014)

Agency	Project	TPI Award (\$ millions)
Various – Small Operators	Clipper Phase 3 Implementation Complete	\$8.0
Santa Clara Valley Transportation Authority (SCVTA)	Mountain View Double Track Improvements – Phase 1 Complete	\$8.0
City of Dublin/ Livermore Amador Valley Transit Authority (LAVTA)	Dublin Boulevard Transit Performance Initiative Complete	\$1.0
AC Transit	South Alameda County Major Corridors Travel Time Improvement Complete	\$5.0
San Francisco Municipal Transportation Authority (SFMTA)*	Colored Lanes on MTA Rapid Network Original Scope Complete (added scope ongoing)	\$1.0
	Geary BRT Phase 1	\$4.0
Total		\$27.0

*In January 2017, MTC approved reprogramming \$4 million from the SFMTA Round 2 Colored Lanes and Muni Forward projects to Geary BRT Phase 1, which was also awarded TPI Round 3 funds.

3rd Round (Approved January 2017)

Agency	Project	TPI Amount (\$ millions)
Various	Bay Bridge Forward (AC Transit Double Deckers + Bus Wash + West Grand TSP)	\$10.0
SFMTA	Geary BRT Phase 1	\$5.6
SamTrans	Traffic Signal Priority on El Camino Real Substantially	\$3.5
BART	Train Seat Modification Project Complete	\$1.5
AC Transit*	San Pablo and Telegraph Rapid Bus Upgrades Project	\$5.0
VTA	Santa Clara Light Rail Crossovers and Switches Complete	\$0.5
Total		\$26.1

*AC Transit received a total of \$5M in combined federal STP/CMAQ funds and state Cap and Trade LCTOP funds.

4th Round - North Bay (Approved July 2017)

County	Project	TPI Amount (\$ millions)
Marin	Novato Downtown SMART Station Phase 2 Complete	\$0.5
Sonoma	Santa Rosa CityBus New Transit System Optimization	\$0.4
Napa	NVTA Imola Ave and SR-29 Express Bus Improvements	\$0.4
Solano	SolanoExpress Fairgrounds Drive/SR-37 Bus Stop Complete	\$1.0
Total		\$2.3

**Transit Performance Initiative - Investment Program
Projects by Round - *Continued*** (\$ in millions)

Low Carbon Transit Operations Program FY 2017-18 (Approved March 2018)

Agency	Project	TPI Amount (\$ millions)
SFMTA	Mission Bay Loop <i>Complete</i>	\$1.4
VTA	Eastridge to BART Regional Connector*	\$0.9
AC Transit	San Leandro BART -- Transit Access Improvements <i>Substantially Complete</i>	\$0.6
AC Transit	South Alameda County Major Corridors Travel Time Improvement Project <i>Complete</i>	\$0.2
Total		\$3.1

*In December 2020, MTC approved reprogramming of VTA's North First Street Light Rail Speed and Safety Improvements Project - Phase 1 to the Eastridge to BART Regional Connector

Low Carbon Transit Operations Program FY 2018-19 (Approved April 2019)

Agency	Project	TPI Amount (\$ millions)
SFMTA	West Portal Optimization and Crossover Activation <i>Complete</i>	\$2.2
VTA	Eastridge to BART Regional Connector*	\$1.3
AC Transit	Dumbarton Innovative Deployments to Enhance Arterials (IDEA)	\$1.2
Total		\$4.7

*VTA's FY 2018-19 LCTOP TPI award went to the 2021 Zero-Emission Bus Purchase program, which was ineligible under the TPI program. VTA has committed the same amount of local funds to the Eastridge to BART Regional Connector as a TPI-eligible replacement project.

Low Carbon Transit Operations Program FY 2019-20 (Approved March 2020)

Agency	Project	TPI Amount (\$ millions)
NVTA	Imola Park and Ride and Express Bus Stop Improvements	\$1.1
ECCTA	Wi-Fi for Bus and Paratransit Rider Connectivity <i>Substantially Complete</i>	\$0.3
SFMTA	27 Bryant Tenderloin Transit Reliability Project	\$3.3
Total		\$4.7

Low Carbon Transit Operations Program FY 2020-21 (Approved March 2021)

Agency	Project	TPI Amount (\$ millions)
SFMTA	5 Fulton: Arguello to 25th Ave Muni Forward	\$1.2
VTA	Eastridge to BART Regional Connector	\$0.7
AC Transit	AC Transit Quick Build Transit Lanes	\$0.7
Total		\$2.7

TPI Program Grand Total	\$98.3
--------------------------------	---------------

Transit Performance Initiative - Investment Program Projects by Operator (\$ in millions)

SFMTA	TPI Award (\$ millions)
Mission Customer First <i>Substantially Complete</i>	\$5.4
N-Judah Customer First <i>Substantially Complete</i>	\$2.4
Bus Stop Consolidation and Roadway Modification (9-San Bruno) <i>Complete</i>	\$4.1
Colored Lanes on MTA Rapid Network <i>Original Scope Complete (added scope ongoing)</i>	\$4.0
Geary BRT Phase 1	\$9.6
Mission Bay Loop	\$1.4
West Portal Optimization and Crossover Activation <i>Complete</i>	\$2.2
27-Bryant Tenderloin Transit Reliability Project	\$3.3
5 Fulton: Arguello to 25th Ave Muni Forward	\$1.2
Total SFMTA	\$33.7

AC Transit	TPI Award (\$ millions)
Line 51 Corridor Delay Reduction & Sustainability Project <i>Complete</i>	\$10.5
South Alameda County Major Corridors Travel Time Improvement <i>Complete</i>	\$5.2
San Pablo and Telegraph Rapid Bus Upgrades Project	\$5.0
San Leandro BART -- Transit Access Improvements <i>Substantially Complete</i>	\$0.6
Dumbarton Innovative Deployments to Enhance Arterials (IDEA)	\$1.2
Quick Build Transit Lanes	\$0.7
Subtotal AC Transit Awards	\$23.2
Bay Bridge Forward (AC Transit Double Deckers + Bus Wash + West Grand TSP)	\$10.0
Total AC Transit	\$33.2

VTA	TPI Award (\$ millions)
Light Rail Transit Signal Priority Improvements	\$1.6
Stevens Creek — Limited 323 Transit Signal Priority <i>Complete</i>	\$0.7
Mountain View Double Track Improvements — Phase 1 <i>Complete</i>	\$8.0
Santa Clara Light Rail Crossovers and Switches <i>Complete</i>	\$0.5
Eastridge to BART Regional Connector*	\$2.9
Total VTA	\$13.7

Other Operators/Projects	TPI Award (\$ millions)
LAVTA/Dublin — Dublin Boulevard Transit Performance Initiative <i>Complete</i>	\$1.0
SamTrans — Traffic Signal Priority on El Camino Real	\$3.5
BART — Train Seat Modification Project <i>Complete</i>	\$1.5
Novato — Downtown SMART Station <i>Phase 2 Complete</i>	\$0.5
Santa Rosa CityBus — New Transit System Optimization	\$0.4
NVTA — Imola Ave and SR-29 Express Bus Improvements	\$1.5
SolanoExpress — Fairgrounds Drive/SR-37 Bus Stop <i>Complete</i>	\$1.0
Clipper — Phase 3 Implementation <i>Complete</i>	\$8.0
Tri-Delta Transit — Wi-Fi for Bus and Paratransit Rider Connectivity <i>Substantially Complete</i>	\$0.3
Total Other	\$17.7

TPI Program Grand Total	\$98.3
--------------------------------	---------------

Date: March 22, 2017
W.I.: 1515
Referred by: PAC
Revised: 03/22/17-ED 04/26/17-C
05/24/17-ED 03/28/18-C
05/23/18-ED 04/24/19-C
06/26/19-C 03/25/20-C
06/24/20-ED 11/20/20-ED
12/16/20-C 03/24/21-C
07/28/21-C

ABSTRACT

Resolution No. 4273, Revised

This resolution adopts the allocation requests for the Cap and Trade Low Carbon Transit Operations Program for the San Francisco Bay Area.

This resolution includes the following attachments:

Attachment A – Cap and Trade Low Carbon Transit Operations Program – Population-based Funds Project List

This resolution was amended through Executive Director’s Administrative Authority on March 22, 2017 to update the name of the GGBHTD project.

This resolution was revised via Commission Action on April 26, 2017 to replace the SFMTA Geary Bus Rapid Transit Phase 1 project with the AC Transit San Pablo and Telegraph Rapid Bus Upgrades project.

This resolution was amended through Executive Director’s Administrative Authority on May 24, 2017 to replace the City of Union City Convert New Cutaway Vans from Gasoline to Gasoline-Hybrid project with the AC Transit East Bay Bus Rapid Transit project.

This resolution was revised via Commission Action on March 28, 2018 to add the FY 2017-18 LCTOP Population-based Funds Project List to Attachment A, and to add the Transit Performance Initiative Project Savings Policy as Attachment B.

ABSTRACT

MTC Resolution No. 4273

Page 2

This resolution was amended through Executive Director's Administrative Authority on May 23, 2018 to replace the FY 2017-18 AC Transit East Bay Bus Rapid Transit project with the AC Transit San Leandro BART – Transit Access Improvements project.

This resolution was revised via Commission Action on April 24, 2019 to add the FY 2018-19 LCTOP Population-based Funds Project List to Attachment A.

This resolution was revised via Commission Action on June 26, 2019 to replace the FY 2018-19 VTA Fast Transit Program: Speed Improvement Project with the VTA 2021 Zero Emission Bus Procurement project.

This resolution was revised via Commission Action on March 25, 2020 to add the FY 2019-20 LCTOP Population-based Funds Project List to Attachment A and to revise LAVTA's FY2017-18 project.

This resolution was revised through Executive Director's Administrative Authority on June 24, 2020 to replace the FY 2016-17 City of Fairfield Local Bus Fleet Replacement – Diesel-Electric Hybrid Buses project with the City of Fairfield Destination Sign and Voice Announcement System Upgrade Project, replace the FY2017-18 City of Fairfield Electric Bus Infrastructure Upgrade Project with the City of Fairfield COVID-19 Response and Recovery Free and/or Reduced Fare Program, and replace the FY2018-19 City of Fairfield Electric Infrastructure Upgrade Phase I Project with the City of Fairfield COVID-19 Response and Recovery Free and/or Reduced Fare Program.

This resolution was revised through Executive Director's Administrative Authority on November 20, 2020 to reprogram \$100,824 in savings from the FY2018-19 Solano County Transit SolTrans All-Electric Bus Purchase project to the FY2018-19 Solano County Transit Electrical Infrastructure for Charging All-Electric Buses project.

This resolution was revised through Commission Action on December 16, 2020 to replace the FY 2017-18 VTA North First Street Light Rail Speed and Safety Improvement Project – Phase 1 with the VTA Eastridge to BART Regional Connector project, and to update the footnote on VTA's FY 2018-19 project.

This resolution was revised through Commission Action on March 24, 2021 to add the FY 2020-21 LCTOP Population-based Funds Project List to Attachment A.

This resolution was revised through Commission Action on July 28, 2021 to replace the FY 2018-19 VTA 2021 Zero Emission Bus Procurement Project with the VTA Charging Infrastructure and Microgrid Technology Project.

Further discussion of these actions is contained in the Programming and Allocations Summary Sheets dated March 8, 2017, April 12, 2017, March 7, 2018, April 10, 2019, June 12, 2019, March 11, 2020, December 9, 2020, March 10, 2021, and June 14, 2021.

Date: March 22, 2017
W.I.: 1515
Referred by: PAC

RE: Cap and Trade Low Carbon Transit Operations Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4273

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, Plan Bay Area (“Plan”), the region’s integrated long-range transportation and land use plan adopted by MTC, provides the planning foundation for transportation improvements and regional growth throughout the San Francisco Bay Area through 2040; and

WHEREAS, the Plan includes a \$3.1 billion reserve from future Cap and Trade funding; and

WHEREAS, the Plan identifies the expected uses of Cap and Trade funding as including but not limited to transit operating and capital rehabilitation/replacement, local streets and roads rehabilitation, goods movement, and transit-oriented affordable housing, consistent with the Plan's focused land use strategy; and

WHEREAS, the Plan states that Cap and Trade revenues will be allocated to specific programs through a transparent and inclusive regional public process; and

WHEREAS, the Plan calls for the process to ensure that at least 25 percent of the Cap and Trade revenues will be spent to benefit disadvantaged communities in the Bay Area; and

WHEREAS, Senate Bill 852 (Statutes 2014) establishes the Low Carbon Transit Operations Program (LCTOP) from the Greenhouse Gas Reduction Fund; and

WHEREAS, MTC is the recipient of the population-based funding in LCTOP funds pursuant to Public Utilities Code Section 99313 and 99314; and

WHEREAS, MTC has adopted Resolutions 4123 and 4130, a Programming Framework for the Cap and Trade funds and Transit Core Capacity Challenge Grant program; and

WHEREAS, staff has prepared a LCTOP population-based funding allocation request list, Attachment A, for submittal to Caltrans based on the distribution formula in Resolution 4130, said attachment attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC is an eligible project sponsor and may receive state funding from the LCTOP now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, MTC wishes to implement the LCTOP program of projects attached hereto as Attachment A; now, therefore, be it

RESOLVED, that MTC adopts LCTOP program of projects, attached hereto as Attachment A, and finds it consistent with the RTP; and, be it further


RESOLVED, that MTC agrees to comply with all conditions and requirements set forth in the applicable statutes, regulations and guidelines for all LCTOP funded transit projects; and, be it further

RESOLVED, that MTC hereby authorizes the submittal of the project nominations and allocation requests to the Department in LCTOP funds attached hereto as Attachment A; and, be it further

RESOLVED, that the Executive Director is authorized to make changes to Attachment A, including revisions to existing allocation requests up to \$1,000,000, and authorize new

allocations up to \$1,000,000 to conform to sponsor requests, and Caltrans and State Controller's actions.

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in San Francisco, California, on March 22, 2017.

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C 05/24/17-ED 03/28/18-C

05/23/18-ED 04/24/19-C 06/26/19-C 03/25/20-C

06/24/20-ED 11/20/20-ED 12/16/20-C 3/24/21-C

07/28/21-C

FY 2016-17 Low Carbon Transit Operations Program Requests

Based on State Controller's Office Letter dated 2/1/2017

Agency	Project(s)	FY 2016-17 LCTOP Population-Based Funding	Date
CCCTA	Martinez Shuttle	\$ 228,378	3/22/17
ECCTA	Pittsburg eBART Connector Service Demonstration Project	\$ 137,935	3/22/17
LAVTA	Las Positas College Easy Pass Fare Voucher Program	\$ 94,419	3/22/17
NVTA	Vine ZEB Procurement Program	\$ 65,105	3/22/17
AC Transit (from Union City) ⁴	East Bay Bus Rapid Transit Project	\$ 33,064	5/24/17
WCCTA	Continue Expanded Service on Route 11	\$ 30,450	3/22/17
GGBHTD ¹	Purchase Sixty-seven (67) 40-Foot Diesel-Electric Hybrid Buses	\$ 74,635	3/22/17
Marin Transit ¹	MCTD 2016 Transit Service Expansion	\$ 45,803	3/22/17
City of Fairfield ²	Destination Sign and Voice Announcement System Upgrade	\$ 67,091	6/24/20
Solano County Transit ²	SolTrans Electric Bus Purchase	\$ 129,018	3/22/17
City of Petaluma ³	Weekday Afternoon Service Enhancements	\$ 27,715	3/22/17
City of Santa Rosa ³	Increased Frequency on Trunk Routes - Santa Rosa CityBus Operating	\$ 80,639	3/22/17
Sonoma County Transit ³	Electric Bus Purchase	\$ 122,069	3/22/17
North Counties / Small Operators Subtotal		\$ 1,136,320	
MTC	Clipper Fare Payment System	\$ 1,118,681	3/22/17
AC Transit	San Pablo and Telegraph Rapid Bus Upgrades	\$ 1,118,681	4/26/17
TOTAL		\$ 3,373,683	

* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$120,438, and distributed between Marin Transit and GGBHTD as noted.

2. Solano County received \$196,109, and distributed between City of Fairfield and Solano County Transit as noted.

3. Sonoma County received \$230,423, and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

4. City of Union City received \$33,064 and released funds back to MTC. These funds have been re-programmed to AC Transit for FY16-17 as noted. When MTC distributes population-based funds for the FY17-18 LCTOP program according to the Cap and Trade Funding Framework (MTC Resolution No. 4130, Revised), the same amount will be redirected from the Transit Performance Initiative category to the North Counties/Small Operators category, provided that sufficient funds are available.

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C 05/24/17-ED 03/28/18-C

05/23/18-ED 04/24/19-C 06/26/19-C 03/25/20-C

06/24/20-ED 11/20/20-ED 12/16/20-C 3/24/21-C

07/28/21-C

FY 2017-18 Low Carbon Transit Operations Program Requests

Based on State Controller's Office Letter dated 2/7/2018

Agency	Project(s)	FY 2017-18 LCTOP Population-Based Funding	Date
CCCTA	New Service and Additional Weekend Trips (Martinez DAC)	\$ 375,378	3/28/18
CCCTA	Low/No Electric Bus	\$ 265,319	3/28/18
ECCTA	Continue Service -- New Route 381	\$ 386,968	3/28/18
LAVTA	Fare-Free Summer Rides Promotion	\$ 264,885	3/25/20
NVTA	Vine Zero Emission Bus (ZEB) Procurement Program	\$ 182,646	3/28/18
Union City ¹	Paratransit Vehicle Replacement	\$ 125,822	3/28/18
WCCTA	Purchase and Install New AVL/CAD/APC System	\$ 85,426	3/28/18
GGBHTD ²	Purchase Sixty-four (64) 40-foot Diesel-Electric Hybrid Buses	\$ 202,999	3/28/18
Marin Transit ²	MCTD 2016 Transit Expansion [Third year]	\$ 134,881	3/28/18
City of Fairfield ³	Fairfield COVID-19 Response and Recovery Free and/or Reduced Fare Program	\$ 189,628	6/24/20
Solano County Transit ³	SolTrans Electric Bus Purchase	\$ 360,542	3/28/18
City of Petaluma ⁴	Enhanced Weekday Afternoon Transit Service	\$ 77,990	3/28/18
City of Santa Rosa ⁴	Maintain Increased Frequency on Trunk Routes and Improve Route 15 Service - Santa Rosa CityBus Operating	\$ 226,261	3/28/18
Sonoma County Transit ⁴	Electric Bus Purchase	\$ 342,183	3/28/18
North Counties / Small Operators Subtotal		\$ 3,220,928	
MTC	Clipper Fare Payment System	\$ 3,138,381	3/28/18
SFMTA	Mission Bay Loop	\$ 1,440,568	3/28/18
VTA	Eastridge to BART Regional Connector	\$ 874,631	12/16/20
AC Transit	San Leandro BART -- Transit Access Improvements	\$ 579,338	5/23/18
AC Transit	South Alameda County Major Corridors Travel Time Improvement	\$ 210,780	3/28/18
TOTAL		\$ 9,464,626	

* MTC approval conditioned on local support documentation submitted to Caltrans

1. City of Union City amount includes \$33,064 in funds from Transit Performance Initiative category as discussed in note 4 of FY2016-17 table.

2. Marin County received \$337,880, and distributed between Marin Transit and GGBHTD as noted.

3. Solano County received \$550,170, and distributed between City of Fairfield and Solano County Transit as noted.

4. Sonoma County received \$646,434 and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C 05/24/17-ED 03/28/18-C

05/23/18-ED 04/24/19-C 06/26/19-C 03/25/20-C

06/24/20-ED 11/20/20-ED 12/16/20-C 3/24/21-C

07/28/21-C

FY 2018-19 Low Carbon Transit Operations Program Requests

Based on State Controller's Office Letter dated 1/31/2019

Agency	Project(s)	FY 2018-19 LCTOP Population-Based Funding	Date
CCCTA	Martinez to Amtrak BART II	\$ 375,378	4/24/19
CCCTA	Free Fares for Routes 11, 14, and 16 Serving the Monument Corridor	\$ 596,332	4/24/19
ECCTA	New Route 383	\$ 586,893	4/24/19
LAVTA	Purchase Four (4) Zero-Emission Replacement Buses and Related Support Infrastructure	\$ 401,737	4/24/19
NVTA	NVTA Zero Emission Bus Procurement Project	\$ 277,010	4/24/19
Union City	Electric Vehicle Charging Infrastructure for Union City Transit Fleet	\$ 140,680	4/24/19
WCCTA	"Spare the Fare" -- Free Rides on Weekday Spare the Air Days	\$ 129,561	4/24/19
GGBHTD ¹	Purchase Sixty-four (64) 40-foot Diesel-Electric Hybrid Buses	\$ 307,876	4/24/19
Marin Transit ¹	Purchase Four 40ft Electric Transit Vehicles	\$ 204,568	4/24/19
City of Fairfield ²	Fairfield COVID-19 Response and Recovery Free and/or Reduced Fare Program	\$ 287,598	6/24/20
Solano County Transit ²	SolTrans All-Electric Bus Purchase	\$ 39,176	11/20/20
Solano County Transit ²	Electrical Infrastructure for Charging All-Electric Buses	\$ 507,369	11/20/20
City of Petaluma ³	Purchase One Zero-Emission Replacement Bus	\$ 122,145	4/24/19
City of Santa Rosa ³	Maintain Increased Frequency on Routes 1 and 2	\$ 347,666	4/24/19
Sonoma County Transit ³	Electric Bus Purchases	\$ 510,600	4/24/19
North Counties / Small Operators Subtotal		\$ 4,834,589	
MTC	Infrastructure for Regional Means-Based Transit Fare Pilot	\$ 4,759,808	4/24/19
SFMTA	West Portal Optimization and Crossover Activation	\$ 2,184,830	4/24/19
VTA	Charging Infrastructure & Microgrid Technology ⁴	\$ 1,326,504	7/28/21
AC Transit	Dumbarton Innovative Deployments to Enhance Arterials (IDEA)	\$ 1,248,474	4/24/19
TOTAL		\$ 14,354,205	

* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$512,444, and distributed between Marin Transit and GGBHTD as noted.

2. Solano County received \$834,413 and distributed between City of Fairfield and Solano County Transit as noted.

3. Sonoma County received \$980,411 and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

4. This project is not considered eligible for the TPI category but will count toward VTA's minimum set-aside. VTA has committed a like amount of local funds to the Eastridge to BART Regional Connector, which is TPI eligible, as a replacement project

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C 05/24/17-ED 03/28/18-C

05/23/18-ED 04/24/19-C 06/26/19-C 03/25/20-C

06/24/20-ED 11/20/20-ED 12/16/20-C 3/24/21-C

07/28/21-C

FY 2019-20 Low Carbon Transit Operations Program Requests

Based on State Controller's Office Letter dated 2/14/2020

Agency	Project(s)	FY 2019-20 LCTOP Population-Based Funding	Date
CCCTA	Martinez Amtrak to BART III	\$ 215,710	3/25/20
CCCTA	Free Fares for Routes 11, 14, and 16 serving the Monument Corridor II	\$ 748,023	3/25/20
ECCTA	Hydrogen Fueling Station	\$ 582,076	3/25/20
LAVTA	Purchase four (4) Zero-Emission Replacement Buses and Related Support Infrastructure	\$ 398,439	3/25/20
NVTA	NVTA Zero Emissions Bus	\$ 274,736	3/25/20
Union City	Electric Vehicle Charging Infrastructure for Union City Transit Fleet	\$ 139,526	3/25/20
WCCTA	Spare the Fare - Free Rides on Spare the Air Days	\$ 128,498	3/25/20
GGBHTD ¹	Golden Gate High Speed Ferry Vessel Acquisition	\$ 304,638	3/25/20
Marin Transit ¹	Purchase four 40ft Electric Transit Vehicles	\$ 203,600	3/25/20
City of Fairfield ²	Electric Infrastructure Upgrade, Phase 1	\$ 231,718	3/25/20
Solano County Transit ²	Electrical Infrastructure for Charging All-Electric Buses	\$ 595,846	3/25/20
City of Petaluma ³	Purchase One Replacement Zero-Emission Bus	\$ 120,890	3/25/20
City of Santa Rosa ³	Maintain Increased Frequency on Routes 1 and 2	\$ 341,082	3/25/20
Sonoma County Transit ³	Electric Bus Purchase	\$ 510,392	3/25/20
North Counties / Small Operators Subtotal		\$ 4,795,174	
MTC	Discount Fare Subsidy for BART, Caltrain, GGBHTD, and SFMTA, Regional Means-Based Transit Fare Pilot	\$ 4,720,738	3/25/20
NVTA	Imola Park and Ride and Express Bus Stop Improvements	\$ 1,052,102	3/25/20
ECCTA	Wi-Fi for Bus and Paratransit Rider Connectivity	\$ 340,505	3/25/20
SFMTA	27 Bryant Tenderloin Transit Reliability Project	\$ 3,328,131	3/25/20
TOTAL		\$ 14,236,650	

* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$508,238 and distributed between Marin Transit and GGBHTD as noted.

2. Solano County received \$827,564 and distributed between City of Fairfield and Solano County Transit as noted.

3. Sonoma County received \$972,364 and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C 05/24/17-ED 03/28/18-C

05/23/18-ED 04/24/19-C 06/26/19-C 03/25/20-C

06/24/20-ED 11/20/20-ED 12/16/20-C 3/24/21-C

07/28/21-C

FY 2020-21 Low Carbon Transit Operations Program Requests

Based on State Controller's Office Letter dated 2/26/2021

Agency	Project(s)	FY 2020-21 LCTOP Population-Based Funding	Date
CCCTA	Martinez Amtrak to BART IV	\$ 215,710	3/24/21
CCCTA	Free Fares for Routes 11, 14, and 16 Serving the Monument corridor III	\$ 326,828	3/24/21
ECCTA	Install EV Bus Chargers	\$ 105,780	3/24/21
ECCTA	New Tri MyRide Service Zone	\$ 221,902	3/24/21
LAVTA	Restart Operations for School-Serving Routes	\$ 224,303	3/24/21
NVTA	NVTA Zero Emission Bus Electrification	\$ 154,664	3/24/21
Union City	Electric Vehicle Charging Infrastructure for Union City Transit Fleet	\$ 78,547	3/24/21
WCCTA	Spare the Fare - Free Rides on Spare the Air Days	\$ 72,338	3/24/21
GGBHTD ¹	Golden Gate High Speed Ferry Vessel Acquisition	\$ 161,769	3/24/21
Marin Transit ¹	Purchase Four 40ft Electric Transit Vehicles	\$ 114,217	3/24/21
SMART ¹	Restart Operations on SMART	\$ 10,129	3/24/21
Solano County Transit ²	SolTrans Electrification Project	\$ 465,881	3/24/21
City of Petaluma ³	Purchase Four Zero-Emission Replacement Buses	\$ 68,703	3/24/21
City of Santa Rosa ³	Electric Bus Purchase	\$ 192,793	3/24/21
Sonoma County Transit ³	Electric Buses	\$ 285,901	3/24/21
North Counties / Small Operators Subtotal		\$ 2,699,465	
MTC	Regional Means-Based Transit Fare Pilot	\$ 2,657,562	3/24/21
SFMTA	5 Fulton: Arguello to 25th Ave Muni Forward	\$ 1,219,864	3/24/21
AC Transit	AC Transit Quick Build Transit Lanes	\$ 697,065	3/24/21
VTA	Eastridge to BART Regional Connector	\$ 740,632	3/24/21
TOTAL		\$ 8,014,588	

* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$286,115 and distributed between Marin Transit, GGBHTD, and SMART as noted.

2. Solano County received \$465,881 and distributed to Solano County Transit as noted.

3. Sonoma County received \$547,397 and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

Date: March 28, 2018
W.I.: 1515
Referred by: PAC

Attachment B
MTC Resolution No. 4273
Page 1 of 1

Transit Performance Initiative Project Savings Policy

The following policy is adopted for projects funded through the Transit Performance Initiative Investment Program, including those projects funded with federal STP/CMAQ funds and Low Carbon Transit Operations Program funds:

Savings following project completion may be used to expand the scope of the project, if the expanded scope provides additional quantifiable benefits to the original transit corridor. The expanded scope must be approved by MTC staff prior to expenditure. All other project savings will be returned to MTC proportionally.

Staff will update the Commission on any such actions through the semi-annual Transit Performance Initiative updates.

Transit Performance Initiative – Investment Program

Project Updates



San Leandro TEMPO BRT Terminal

TPI Investment Program Summary

- \$98 million distributed since 2012 (federal STP/CMAQ funds and Cap and Trade LCTOP program).
- 3 projects (totaling \$2.7 million) added to program in March 2021 via LCTOP.
- 19 projects have been completed or substantially completed. Projects have benefitted transit service and helped agencies build up toolkits and experience on how to get transit out of traffic.
- Remaining Round 1, 2, and 3 projects in construction, other projects either in design or under construction. Multiple projects expected to be complete in the next reporting period.
- Some projects still recovering from delays due to COVID-19 shelter-in-place effects.
- A larger call for projects using both LCTOP and OBAG 2 funds is planned in late 2021/early 2022, focusing on transit priority projects consistent with Blue Ribbon Transit Recovery Task Force priorities. This additional funding will help implement more projects to get transit out of traffic.

TPI Investment Awards Summary

Project Sponsor	Total TPI Awards
AC Transit (7 awards*)	\$33.2
SFMTA (9 awards)	\$33.7
VTA (7 awards)	\$13.7
Other (11 awards)	\$17.7
Total	\$98.3

*Includes Bay Bridge Forward award to MTC implemented in coordination with AC Transit

Ongoing Projects (Projects completed this reporting period shown in Green)			
AC Transit	SFMTA	VTA	Other
<ul style="list-style-type: none"> San Pablo and Telegraph Rapid Bus Upgrades Project San Leandro BART -- Transit Access Improvements Dumbarton Innovative Deployments to Enhance Arterials (IDEA) Bay Bridge Forward – Double Decker Bus Wash Bay Bridge Forward – West Grand TSP 	<ul style="list-style-type: none"> Mission Customer First N-Judah Customer First Colored Lanes on MTA Rapid Network Geary BRT Phase 1 Mission Bay Loop West Portal Optimization and Crossover Activation 27-Bryant Tenderloin Transit Reliability Project 	<ul style="list-style-type: none"> Light Rail Transit Signal Priority Improvements Stevens Creek Ltd 323 TSP Santa Clara Light Rail Crossovers and Switches Eastridge to BART Regional Connector 	<ul style="list-style-type: none"> SamTrans — Traffic Signal Priority on El Camino Real Novato — Downtown SMART Station Santa Rosa CityBus — New Transit System Optimization NVTA — Imola Ave and SR-29 Express Bus Improvements Tri-Delta Transit — Wi-Fi for Bus and Paratransit Rider Connectivity

1st Round Project Updates



Light Rail TSP

- Equipment has been manufactured and shipped
- Agreements with Cities of Santa Clara and San José have been executed
- Pilot intersection in Sunnyvale installed, testing expected to begin summer 2021
- Construction contract will be awarded by late 2021
- Completion expected in FY 2023

Stevens Creek – Limited 323 TSP

- Original scope complete
- Savings on original scope directed towards a TSP Central Monitoring System
- COVID-19 and the cyber attack have delayed progress on the additional scope



14-Mission

- Installation of info panels complete
- Stop branding is partially complete; remaining locations delayed due to COVID-19, but expected by end of 2021
- Bus branding design issues remain; staffing reassignments during COVID-19 have further delayed installation

N-Judah

- TSP, lane colorization, camera elements complete
- Stop branding installation delayed due to COVID-19, but expected by end of 2021

2nd Round Project Updates



Geary Rapid Project Phase 1

- Initial implementation resulted in 1-2 minutes of peak hour transit travel time savings
- Two of four construction contracts completed, two underway and construction progress remains on-schedule
- Expected to be complete in September
- Transit lane colorization to occur after repaving

Colored Lanes on Rapid Network

- Fremont St, Clay St, and additional lanes near Transbay Terminal completed
- SFMTA experiencing a backlog of work due to crews working on emergency COVID-19 response
- Fourth St anticipated to be complete in 2021
- Stockton (additional scope added in 2019) expected to be complete in 2021
- Additional lane colorization on Mission St added in Dec 2020; awaiting local approval but expected to move forward quickly
- Investment in institutional capacity for implementing transit lanes has aided in quickly implementing COVID-19 emergency transit lanes



3rd Round Project Updates



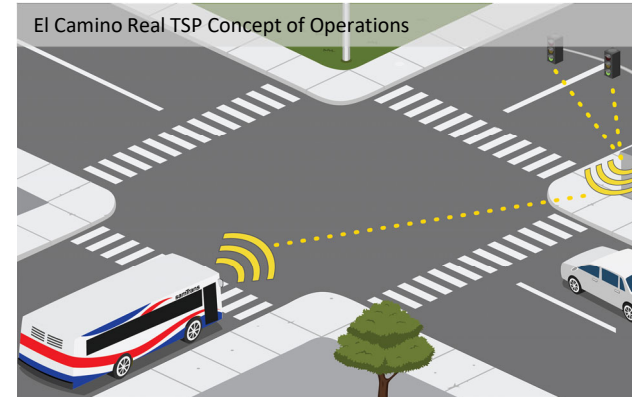
Bay Bridge Forward

- **West Grand TSP** – Design is complete; construction contract will be advertised in summer 2021
- **Double-Decker Bus Wash** – Installation is complete, facility is operational, and project is in closeout



AC Transit San Pablo/Telegraph

- **Telegraph Avenue**
 - Currently in design
 - Outreach will take place online Summer 2021
 - Construction planned for 2022
- **San Pablo Avenue**
 - Design complete, entering construction phase.
 - Construction contract is expected to be awarded in 2021



El Camino Real TSP

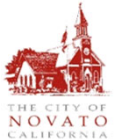
- Installations complete
- Testing ongoing
- Benefits difficult to measure due to ongoing pandemic effects
- Closeout expected soon



Light Rail Crossovers and Switches Project

- TPI-funded scope completed in 2020
- Project is part of a larger contract expected to closeout in 2022

4th Round (North Bay) Project Updates



Novato Downtown SMART Station

Phase 2 (signaling, systems, station amenities)

- Construction complete, commuter train service commenced in January 2020

Phase 3 (former Depot site improvements)

- Construction suspended due to COVID-19
- Additional funding and agreement with developer/operator needed to complete improvements



NVTA Imola Ave and SR-29 Express Bus Improvements

- Design, engineering, and environmental complete
- Construction procurement underway
- Additional FY20 LCTOP funds awarded to help cover the construction costs of expanded scope, including bus lanes, new signals, and reconstruction of the park-and-ride lot



Santa Rosa CityBus New Transit System Optimization

- Modem and kiosk installation complete
- Procurement for mobile ticketing, real time signage, and transit hubs underway
- Delay in procuring mobile ticketing component exacerbated by COVID-19
- All elements expected complete by end of 2022

Low Carbon Transit Operations Program (LCTOP) Project Updates



Mission Bay Loop

- Project is complete and closed out

West Portal Optimization and Crossover Activation

- Construction completed and switch activated in 2020
- Successfully tested and in revenue service
- Savings on this project may be directed to additional West Portal scope

27-Bryant

- Design complete, construction not yet started
- Project delayed due to COVID-19
- Anticipated complete in 2023

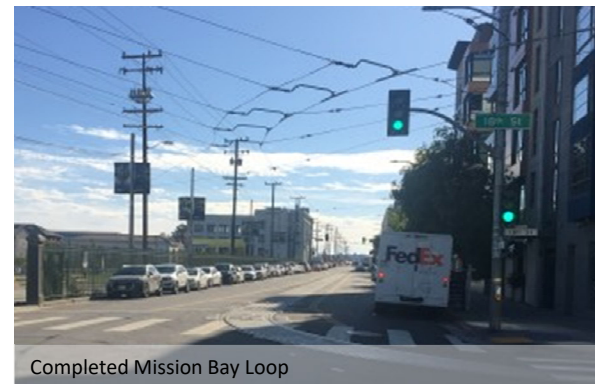


Wi-Fi for Bus and Paratransit Rider Connectivity

- All equipment has been installed
- Testing in progress
- WiFi expected to be in operation by summer 2021



Completed Mission Bay Loop



Completed Mission Bay Loop

Low Carbon Transit Operations Program (LCTOP) Project Updates (continued)



San Leandro BART Transit Access Improvements

- Construction complete and terminal is in operation
- Closeout pending resolution of stormwater compliance issue

Dumbarton IDEA

- Design is complete and stakeholder agency comments have been received.
- Agreements signed but awaiting master TSP agreement with Caltrans
- Construction contract expected to be awarded in 2021
- Project expected to be complete in Summer 2021



Eastridge to BART Regional Connector

- Current TPI funding for this project includes:
 - Reprogrammed FY 19 LCTOP funds
 - Replacement project for the LCTOP-funded FY 2019 ZEB project (which is not TPI eligible)
- Design is nearly complete
- ROW and utility relocation underway and expected to be complete in 2021
- Waiting on availability of RM3 funds before moving forward with construction

New LCTOP Projects

- MTC's LCTOP programming for FY 21 includes the following projects, which are still under review by Caltrans and will begin reporting next cycle if approved
 - **VTA** – Eastridge to BART Regional Connector
 - **SFMTA** - 5 Fulton: Arguello to 25th Ave Muni Forward
 - **AC Transit** – Quick Build Transit Lanes



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	21-0885	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	6/2/2021	In control:		Programming and Allocations Committee	
On agenda:	7/14/2021	Final action:			
Title:	MTC Resolution No. 4250, Revised. Allocation of \$3.8 million in Regional Measure 2 (RM2) funds to MTC for the construction phase of the West Grand HOV/Bus-Only Lane (Phase 2) project, part of Bay Bridge Forward.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	2d - 21-0885 - Reso 4250 - West Grand HOV-Bus Only Lane.pdf				

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:

MTC Resolution No. 4250, Revised. Allocation of \$3.8 million in Regional Measure 2 (RM2) funds to MTC for the construction phase of the West Grand HOV/Bus-Only Lane (Phase 2) project, part of Bay Bridge Forward.

Presenter:

Kenneth Kao

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

July 14, 2021

Agenda Item 2d - 21-0885

MTC Resolution No. 4250, Revised

Subject: Allocation of \$3.8 million in Regional Measure 2 (RM2) funds to MTC for the construction phase of the West Grand HOV/Bus-Only Lane (Phase 2) project, part of Bay Bridge Forward.

Background: In July 2016, the Commission approved the One Bay Area Grant (OBAG 2) framework. This framework includes \$40 million for Bay Bridge Forward (BBF), a suite of projects that aims to increase person throughput within the Bay Bridge corridor. Of the \$40 million, \$21 million comes from RM2 funds. This month, MTC's BBF team requests an allocation of RM2 funds for the West Grand HOV/Bus-Only Lane (Phase 2) project, summarized below.

Table 1: January Allocation Summary

BBF Sub-Element	Previous RM2 Allocations	Current (Jul.) RM2 Request	Total RM2 Allocations
West Grand HOV/Bus-Only Lane (Phase 2)	\$1,150,000	\$3,770,000	\$4,920,000

West Grand HOV/Bus-Only Lane

MTC completed construction of Phase 1 of the West Grand HOV/Bus-Only Lane project in 2019. Phase 1 converted approximately 1,300 feet of the right shoulder on the West Grand Avenue on-ramp and northbound I-880 connector approach to San Francisco-Oakland Bay Bridge (SFOBB) to a Bus Lane, which is open to high occupancy vehicles during the peak periods. RM2 contributed \$3.9 million to Phase 1.


MTC requests allocation of \$3.8 million in RM2 funds to complete the construction phase of Phase 2 of the West Grand HOV/Bus-Only Lane project. Phase 2 extends the HOV/Bus-Only Lane from its current terminus just west of Maritime Street further east to Frontage Road and adds a multi-use path on West Grand between Maritime Street and Mandela Parkway. Staff expects construction to begin in Fall 2021.

Issues: None.

Recommendation: Refer MTC Resolution No. 4250, Revised, to the Commission for approval.

Attachments:

1. Map of West Grand HOV/Bus-Only Lane Phases 1 and 2
2. MTC Resolution No. 4250, Revised


Therese W. McMillan

West Grand HOV/Bus Lane Extension (Phase 2)



Date: December 21, 2016
W.I.: 1255
Referred by: PAC
Revised: 05/24/17-DA 06/28/17-C
12/20/17-C 02/28/18-DA
06/27/18-DA 07/25/18-C
09/26/18-DA 07/24/19-C
01/22/20-C 11/20/20-DA
07/28/21-C

ABSTRACT

MTC Resolution No. 4250, Revised

This resolution approves the allocation of Regional Measure 2 funds for the Bay Bridge Forward project, an element of the Regional Express Bus South program, sponsored by AC Transit, Alameda County Transportation Commission, the Dumbarton Bridge Regional Operations Consortium member agencies, and the Metropolitan Transportation Commission.

This resolution includes the following attachments:

- Attachment A - Allocation Summary Sheet
- Attachment B - Project Specific Conditions for Allocation Approval
- Attachment C - MTC staff's review of the Initial Project Report (IPR) for this project
- Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution allocates \$2.3 million in RM2 funds to the planning, environmental, and preliminary engineering phases of the Bay Bridge Forward project.

This resolution was amended via delegated authority on May 24, 2017 to allocate \$730,000 in RM2 funds for the study of High-Occupancy Vehicle Enforcement Pilot, and to allocate \$200,000 in RM2 funds for the final design of the West Grand HOV/Bus Only Lane project. Both are part of the Bay Bridge Forward program.

This resolution was amended via Commission Action on June 28, 2017 to allocate \$750,000 in RM2 funds for the Flexible Transit Pilot, part of the Bay Bridge Forward program.

This resolution was amended via Commission Action on December 20, 2017 to allocate \$2.5 million in RM2 funds for the construction of the West Grand HOV/Bus-Only Lane (Phase 1), and \$168,000 for the final design phase of the Commuter Parking project, both part of the Bay

Bridge Forward program. Allocation for the commuter parking project is conditioned on approval of the environmental document, expected in early December.

This resolution was amended via delegated authority on February 28, 2018 to allocate \$417,000 in RM2 funds for the final design of the Commuter Parking project, \$200,000 for the study of Vehicle Occupancy Detection pilot, and \$100,000 for the study of High-Occupancy Vehicle Enforcement pilot, all of which are part of the Bay Bridge Forward program.

This resolution was amended via delegated authority on June 27, 2018 to allocate \$880,000 in RM2 funds for the construction of the Commuter Parking project, and \$120,000 in additional RM2 funds for the construction of the West Grand HOV/Bus-Only Lane (Phase 1) project, both part of the Bay Bridge Forward program.

This resolution was amended via Commission action on July 25, 2018 to allocate \$700,000 in additional RM2 funds for the construction of the West Grand HOV/Bus-Only Lane (Phase 1) project, \$310,000 for the study phase of the CHP Enforcement Pilot, and \$1,250,000 for the environmental and project study phases of various Bay Bridge Forward projects, all of which are part of the Bay Bridge Forward program.

This resolution was amended via delegated authority on September 26, 2018 to allocate \$1 million in additional RM2 funds for the construction of the Commuter Parking project, part of the Bay Bridge Forward program.

This resolution was amended via Commission action on July 24, 2019 to allocate \$2.3 million in additional RM2 funds for the construction of the Commuter Parking project, part of the Bay Bridge Forward program.

This resolution was amended via Commission action on January 22, 2020 to allocate \$600,000 in RM2 funds for the environmental and preliminary engineering phases of the West Grand HOV/Bus-Only Lane (Phase 2) project, part of the Bay Bridge Forward program.

This resolution was amended via delegated authority on November 20, 2020 to rescind a total of \$847,010 in RM2 funds from three allocations originally for the CHP Enforcement Pilot, and to

allocate \$550,000 in RM2 funds for the final design phase of the West Grand HOV/Bus-Only Lane (Phase 2) project, part of the Bay Bridge Forward program.

This resolution was amended via Commission action on July 28, 2021 to allocate \$3,770,000 in RM2 funds for the construction phase of the West Grand HOV/Bus-Only Lane (Phase 2) project, part of the Bay Bridge Forward program.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated December 14, 2016, June 14, 2017, December 13, 2017, July 11, 2018, July 10, 2019, January 8, 2020, and July 14, 2021.

Date: December 21, 2016
W.I.: 1255
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 Funds for the Bay Bridge Forward Project

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4250

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

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

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

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and lists specific capital projects and programs and transit operating assistance eligible to receive RM2 funding as identified in Streets and Highways Code Sections 30914(c) & (d); and

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

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by transferring RM2 authorized funds to MTC; and

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan, specifying the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636); and

WHEREAS, the Alameda Contra Costa Transit (AC Transit), Alameda County Transportation Commission, the Dumbarton Bridge Regional Operations Consortium member agencies, and MTC are

the project co-sponsors, and MTC will be the lead project sponsor and implementing agency for the Bay Bridge Forward project; and

WHEREAS, MTC has submitted a request for the allocation of RM 2 funds for the Bay Bridge Forward project; and

WHEREAS, the Bay Bridge Forward project is an element of the Regional Measure 2 Express Bus South program, identified as capital project number 29 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c)(29); and

WHEREAS, the project sponsor has submitted an Initial Project Report (IPR), as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the project sponsor is requesting RM2 funding and the reimbursement schedule and amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM2 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff's review of the Initial Project Report ("IPR") for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM2 funds and complementary funding for the deliverable/useable RM2 project segment; and

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

RESOLVED, that MTC approves MTC staff's review of the project sponsor's IPR for this project as set forth in Attachment C; and be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM2 funds in accordance with the amount and reimbursement schedule for the phase, and activities as set forth in Attachment A; and, be it further

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

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

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and be it further

RESOLVED, that reimbursement of RM2 funds as set forth in Attachment A is subject to the availability of RM2 funding; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



David Correse, 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 December 21, 2016.

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

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Bay Bridge Forward
Sponsor: Metropolitan Transportation Commission
Project Number: 29.7

Activities to be funded with Allocation #1:						
This allocation will fund the planning, environmental, and preliminary engineering phase for the Bay Bridge Forward suite of projects, including but not limited to (1) West Grand HOV/Bus-Only Lane; (2) Sterling Street Express Lane and HOV Enforcement; (3) Casual Carpool; (4) Integrated Bridge Corridor; (5) Commuter Parking; and (6) Flexible On-Demand Transit.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
17425001	21-Dec-16	\$ 2,312,000	ENV/PE	FY 2016-17	\$	2,312,000

Activities to be funded with Allocation #2:						
Allocation 17425002 will fund the study of high-occupancy vehicle enforcement pilot by the California Highway Patrol. The study will measure the impacts of increased CHP enforcement at specific HOV on-ramps and produce a study for future use.						
Allocation 17425003 will fund the final design phase of the West Grand HOV/Bus Only Lane (approach to the San Francisco-Oakland Bay Bridge) in Oakland.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
17425002	24-May-17	\$ 730,000	ENV/PE	FY 2016-17	\$	3,042,000
17425003	24-May-17	\$ 200,000	PS&E	FY 2016-17	\$	3,242,000

Activities to be funded with Allocation #3:						
Allocation 17425004 will fund the study of Flexible Transit Pilot among large employers in San Francisco, for underserved routes between San Francisco and the East Bay.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
17425004	28-Jun-17	\$ 750,000	ENV/PE	FY 2016-17	\$	3,992,000

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

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Bay Bridge Forward
Sponsor: Metropolitan Transportation Commission
Project Number: 29.7

Activities to be funded with Allocation #4:						
Allocation 18425005 will fund the construction of the West Grand Avenue HOV/Bus-Only Lane project (Phase 1), and allocation 18425006 will fund the final design of the BBF Commuter Parking project.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
18425005	20-Dec-17	\$ 2,500,000	CON	FY 2017-18	\$	6,492,000
18425006	20-Dec-17	\$ 168,000	PS&E	FY 2017-18	\$	6,660,000

Activities to be funded with Allocation #5:						
Allocation 18425007 will augment allocation 18425006 to fund the final design of the BBF Commuter Parking project; allocation 18425008 will fund the study of Vehicle Occupancy Detection (VOD) pilot; and allocation 18425009 will augment allocation 17425002 to fund the study of high-occupancy vehicle enforcement pilot by the California Highway Patrol.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
18425007	28-Feb-18	\$ 417,000	PS&E	FY 2017-18	\$	7,077,000
18425008	28-Feb-18	\$ 200,000	ENV/PE	FY 2017-18	\$	7,277,000
18425009	28-Feb-18	\$ 100,000	ENV/PE	FY 2017-18	\$	7,377,000

Activities to be funded with Allocation #6:						
Allocation 18425010 will fund the construction of the BBF Commuter Parking project; and Allocation 18425011 will augment allocation 18425005 for the construction of the West Grand Avenue HOV/Bus-Only Lane project (Phase 1).						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
18425010	27-Jun-18	\$ 880,000	CON	FY 2017-18	\$	8,257,000
18425011	27-Jun-18	\$ 120,000	CON	FY 2017-18	\$	8,377,000

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

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Bay Bridge Forward
Sponsor: Metropolitan Transportation Commission
Project Number: 29.7

Activities to be funded with Allocation #7:						
Allocation 19425012 will augment allocations 18425005 and 18425011 for the construction of the West Grand Avenue HOV/Bus-Only Lane project (Phase 1); Allocation 19425013 will augment allocations 17425002 and 18425009 to fund the study of high-occupancy vehicle enforcement pilot by the CHP; and Allocation 19425014 will augment allocation 17425001 for the planning, environmental, and preliminary engineering phases for the Bay Bridge Forward suite of projects.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
19425012	25-Jul-18	\$ 700,000	CON	FY 2018-19	\$	9,077,000
19425013	25-Jul-18	\$ 310,000	ENV/PE	FY 2018-19	\$	9,387,000
19425014	25-Jul-18	\$ 1,250,000	ENV/PE	FY 2018-19	\$	10,637,000

Activities to be funded with Allocation #8:						
Allocation 19425015 will augment allocation 18425010 for the construction of the BBF Commuter Parking project.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
19425015	26-Sep-18	\$ 1,000,000	CON	FY 2018-19	\$	11,637,000

Activities to be funded with Allocation #9:						
Allocation 20425016 will augment allocations 18425010 and 19425015 for the construction of the BBF Commuter Parking project.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
20425016	24-Jul-19	\$ 2,300,000	CON	FY 2019-20	\$	13,937,000

Activities to be funded with Allocation #10:						
Allocation 20425017 will fund the environmental and preliminary engineering phases of the West Grand HOV/Bus-Only Lane (Phase 2) project.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
20425017	22-Jan-20	\$ 600,000	ENV/PE	FY 2019-20	\$	14,537,000

Revised: 05/24/17-DA 06/28/17-C

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

12/20/17-C 02/28/18-DA
06/27/18-DA 07/25/18-C
09/26/18-DA 07/24/19-C
01/22/20-C 11/20/20-DA
07/28/21-C

Project Title: Bay Bridge Forward
Sponsor: Metropolitan Transportation Commission
Project Number: 29.7

Activities to be funded with Allocation #11:

Allocations 17425002, 18425009, and 19425013 rescinds funds originally dedicated to the CHP enforcement pilot. Allocation 20425017 will fund the final design phase of the West Grand HOV/Bus-Only Lane (Phase 2) project.

Funding Information:

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
17425002	20-Nov-20	\$ (437,010)	ENV/PE	FY 2016-17	\$ 14,099,990
18425009	20-Nov-20	\$ (100,000)	ENV/PE	FY 2017-18	\$ 13,999,990
19425013	20-Nov-20	\$ (310,000)	ENV/PE	FY 2018-19	\$ 13,689,990
21425018	20-Nov-20	\$ 550,000	PS&E	FY 2020-21	\$ 14,239,990

Activities to be funded with Allocation #12:

Allocation 22425019 will fund the construction phase of the West Grand HOV/Bus-Only Lane (Phase 2) project.

Funding Information:

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
22425019	28-Jul-21	\$ 3,770,000	CON	FY 2021-22	\$ 18,009,990

REGIONAL MEASURE 2 PROGRAM Project Specific Conditions

Project Title: Bay Bridge Forward
Sponsor: Metropolitan Transportation Commission
Project Number: 29.7

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

1. Allocation 18425006 is conditioned upon the approval of the environmental document for the Commuter Parking project.



Regional Measure 2 Regional Traffic Relief Plan

02/28/18-DA; 06/27/18-DA; 07/25/18-C; 09/26/18-DA; 01/22/20-C; 11/20/20-DA; 07/28/21-C

December 21, 2016

Attachment C

MTC Resolution No. 4250

Revised: 06/28/17-C; 12/20/17-C

RM2 Project Number: 29.7

Bay Bridge Forward

Lead Sponsor	Other Sponsors(s)	Implementing Agency (if applicable)
Metropolitan Transportation Commission	None.	Metropolitan Transportation Commission
Legislated Project Description Regional Express Bus Service and Operational Improvements for San Mateo, Dumbarton, and Bay Bridge Corridors. Expand park and ride lots, improve HOV and express lane access, construct ramp improvements, purchase rolling stock, deploy corridor management technologies, and improve transit and carpooling between the East Bay and San Francisco. The project sponsors are AC Transit, Alameda County Transportation Commission, the Dumbarton Bridge Regional Operations Consortium member agencies, and the Metropolitan Transportation Commission.		
RM2 Legislated Funding (in \$1,000) Total Overall Funding \$54,933 29.1 AC Transit Rolling Stock (\$5,300) 29.2 Route 84 WB-Newark Boulevard HOV On-ramp (\$39) 29.3 Route 84 WB - HOV Lane Extension between I-880/Newark Blvd (\$4,063) 29.4 Grand-MacArthur Express Bus Corridor (\$3,515) 29.5 Ardenwood Boulevard Park and Ride Lot (\$6,173) 29.6 Dumbarton Express Bus Replacement (\$10,042) 29.7 Bay Bridge Forward (\$21,000) 29.8 Reserve (\$4,801)		Total Estimated Project Cost (in \$1,000) \$33,100
Project Purpose and Description Implementation of near-term, cost-effective operational improvements that offer travel time savings and reliability for carpooling and transit use will not only increase person throughput but also reduce congestion, incidents, and emissions in the San Francisco-Oakland Bay Bridge corridor.		
Funding Description Committed Funds: Fully funded by RM2, federal, and other regional funds. Uncommitted Funds: None. Operating Capacity: Caltrans will own and operate improvements on the State Highway System, while MTC and local agencies would cooperatively maintain improvements on streets off the State Highway System.		

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Environmental Document/Preliminary Engineering	11/2016	2/2020	\$5,674
2	Designs, Plans, Specs, & Estimates	3/2017	7/2020	\$1,635
3	Right-of-Way Acquisition	n/a	n/a	\$0
4	Construction	6/2017	8/2022	\$25,791

Total: \$33,100

December 21, 2016

Attachment C

MTC Resolution No. 4250

Revised: 06/28/17-C; 12/20/17-C

02/28/18-DA; 06/27/18-DA; 07/25/18-C; 09/26/18-DA; 01/22/20-C; 11/20/20-DA; 07/28/21-C

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	Bay Bridge Forward	Project No.	29.7
Lead Sponsor	Metropolitan Transportation Commission	Last Updated	7/28/2021

Fund Source	Phase	Prior	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Future	Total
Committed										
RM2	Env./ PE		3,792	300	1,560	600	-847			5,405
Local/Regional	Env./ PE		269							269
RM2	PS&E		200	585			550	300		1,635
RM2	CON			3,500	1,700	2,300		6,460		13,960
Federal Funds	CON				2,500					2,500
Local/Regional	CON				9,331					9,331
Total:		0	4,261	4,385	15,091	2,900	-297	6,760	0	\$ 33,100
Uncommitted										
Total:		0	0	0	0	0	0	0	0	\$ -
Total Project Committed and Uncommitted										
		Prior	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Future	Total
Total:		0	4,261	4,385	15,091	2,900	-297	6,760	0	\$ 33,100

REGIONAL MEASURE 2 PROGRAM

Project Cash Flow Plan

December 21, 2016
Attachment D
MTC Resolution No. 4250
Org. Key: 840-8829-07
Page 8 of 8

Project Title: Bay Bridge Forward
Sponsor: Metropolitan Transportation Commission
RM2 Project Number: 29.7

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

RM2 Project No. 29.7	PRIOR	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21+	TOTAL
RM2 Funds Total		3,992,000	4,385,000	3,260,000	2,900,000	3,472,990	18,009,990
Environmental, PE	0	4,061,000	300,000	1,560,000	600,000	-847,010	5,673,990
RM2		3,792,000	300,000	1,560,000	600,000	-847,010	5,404,990
Local/Regional Funds		269,000					269,000
Final Design (PS&E)	0	200,000	585,000	0	0	550,000	1,335,000
RM2		200,000	585,000			550,000	1,335,000
							0
							0
Right of Way	0	0	0	0	0	0	0
							0
							0
							0
Construction	0	0	3,500,000	13,531,000	2,300,000	3,770,000	23,101,000
RM2			3,500,000	1,700,000	2,300,000	3,770,000	11,270,000
Federal Funds				2,500,000			2,500,000
Other Local Funds				9,331,000			9,331,000
TOTAL FUNDING							
Environmental	0	4,061,000	300,000	1,560,000	600,000	-847,010	5,673,990
Final Design (PS&E)	0	200,000	585,000	0	0	550,000	1,335,000
Right of Way	0	0	0	0	0	0	0
Construction	0	0	3,500,000	13,531,000	2,300,000	3,770,000	23,101,000
PROJECT TOTAL	0	4,261,000	4,385,000	15,091,000	2,900,000	3,472,990	30,109,990



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0831 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 5/20/2021 **In control:** Programming and Allocations Committee
On agenda: 7/14/2021 **Final action:**
Title: MTC Resolution No. 4446, Revised. Revision of Lifeline Cycle 6 to program approximately \$1.6 million for Santa Clara Valley Transportation Authority's (VTA) Lifeline Program of Projects.

Sponsors:

Indexes:

Code sections:

Attachments: [2e - 21-0831 - Reso 4446 - Lifeline Cycle 6.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:

MTC Resolution No. 4446, Revised. Revision of Lifeline Cycle 6 to program approximately \$1.6 million for Santa Clara Valley Transportation Authority's (VTA) Lifeline Program of Projects.

Presenter:

Judis Santos

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

July 14, 2021

Agenda Item 2e - 21-0831

MTC Resolution No. 4446, Revised

Subject: Revision to the Lifeline Transportation Cycle 6 to program \$1.6 million for Santa Clara Valley Transportation Authority's (VTA) Program of Projects.

Background: MTC's Lifeline Transportation Program (LTP) funds projects that improve mobility for the region's low-income communities. Cycle 6 is administered by MTC in coordination with transit agencies or county transportation agencies (CTAs). Today's item proposes programming of approximately \$1.6 million in Lifeline Transportation Program Cycle 6 funds.

Cycle 6 Funding Overview

In June 2020, MTC adopted Resolution No. 4416, which established guidelines for Cycle 6 of the Lifeline Transportation Program. Under Cycle 6, \$7 million (covering FY2018-19 to FY2019-20) in Federal Transit Administration (FTA) Section 5307 funding was made available to transit agencies by formula. In October 2020, MTC adopted Resolution No. 4446, which programmed approximately \$5 million of the \$7 million available to eligible Lifeline transit operators. A balance of \$1.6 million remained unprogrammed for Santa Clara Valley Transportation Authority (VTA), pending County of Santa Clara and VTA Board approvals.

Update on Santa Clara Valley Transportation Authority and County of Santa Clara Cooperative Agreement (Agreement)

In February 2021, VTA initiated the mutual dissolution of the Cooperative Agreement executed in February 2006 between the County of Santa Clara and VTA to jointly administer the Lifeline Transportation Program. The original Agreement established a Joint Lifeline Transportation Committee (JLTC) made up of two VTA staff, two County staff, and three Community Partners selected by the County. The JLTC reviewed and prioritized projects. During the Covid-19 pandemic, county staff had been unavailable to co-administer the Lifeline program and struggled to maintain a full committee. In addition, the composition of LTP funding has evolved and now consists of State and Federal transit funds which can only be used by VTA. The dissolution letter provided sixty days for the County to respond to stop the dissolution; the County did not respond. Therefore, VTA considers the agreement dissolved. In May, the VTA Board approved its LTP Cycle 6 program of projects and adopted the Resolution of Local support that acknowledges the dissolution of the Agreement. VTA now solely administers the Lifeline Transportation Program.

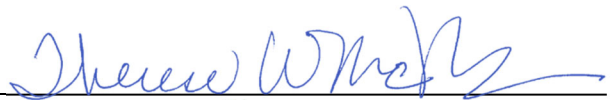
Recommended Program

Staff recommends programming 2 projects totaling approximately \$1.6 million to VTA's Cycle 6 projects. The projects include \$1.2 million for the Downtown San Jose Wayfinding Project and \$370,000 for the Clipper/EZfare Engagement and Marketing for Low-Income and Minority Communities Project.

Issues: None.

Recommendation: Refer MTC Resolution No. 4446, Revised to the Commission for approval.

Attachments: MTC Resolution No. 4446, Revised



Therese W. McMillan

Date: October 28, 2020
W.I.: 1311
Referred by: PAC
Revised: 7/28/21-C

ABSTRACT

Resolution No. 4446, Revised

This resolution adopts the FY2018-19 through FY2019-20 Program of Projects for MTC's Cycle 6 Lifeline Transportation Program, funded with FTA Section 5307 Urbanized Area funds.

The evaluation criteria established in Resolution No. 4416 were used to develop the program of projects.

The following attachments are provided with this resolution:

Attachment A — Cycle 6 Lifeline Transportation Program of Projects -
FY2018 - 19 and FY2019 - 20

This resolution was amended on July 28, 2021 to program \$1,647,290 in Federal Transit Administration (FTA) Section 5307 funds to Santa Clara Valley Transportation Authority's Lifeline Cycle 6 Projects: Downtown San Jose Wayfinding Project; and the Clipper/EZfare Engagement and Marketing for Low-Income and Minority Communities Project.

Further discussion of this action is contained in the Programming and Allocations Committee summary sheets dated October 14, 2020 and July 14, 2021.

Date: October 28, 2020
W.I.: 1311
Referred by: PAC

RE: Cycle 6 Lifeline Transportation Program of Projects – FY2018-19 and FY2019-20

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4446

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 adopted Resolution No. 4416, which establishes program guidelines to be used for the funding and oversight of the Cycle 6 Lifeline Transportation Program, Fiscal Years 2018-19 and 2019-20; and

WHEREAS, MTC used the process and criteria set forth in Attachment A of Resolution No. 4416 to fund a Program of Projects for the Cycle 6 Lifeline Transportation Program with Section 5307 Urbanized Area funds; and

WHEREAS, the Cycle 6 Lifeline Transportation Program of Projects is set forth in Attachment A of this resolution, attached hereto and incorporated herein as though set forth at length; now therefore be it

RESOLVED, that MTC approves the Program of Projects for the Cycle 6 Lifeline Transportation Program, as set forth in Attachment A of this resolution; and be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required, to the Governor, Caltrans, and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations, on October 28, 2020.

Revised Cycle 6 Lifeline Transportation Program of Projects (FY2018-19 and FY2019-20)

#	Transit Operator	Project	Other Project Sponsor	Project Description	5307			Notes
					TOTAL Available Funding	Programmed	Unprogrammed Balance	
1	AC Transit	Preservation of Existing Services in Communities of Concern	n/a	The funds will be used to continue and improve transit service to several key MTC Communities of Concern in Alameda County and Contra Costa counties. The three routes in the project (Routes 36,76,86) provide services to approximately 1.5 million passengers annually to and from areas in low-income communities. The communities that the project serves have a high concentration of minority populations that speak limited English, an average of 16 percent of total households do not own a car, and therefore rely on alternative means of transportation to get to and from their daily destinations. This project is estimated to serve 2,933 low income persons daily, 267,667 low income persons quarterly and 1,070,669 low income persons yearly.	1,026,784	1,026,784	0	
2		Line 97	Union City Transit	Lifeline funds will be utilized to continue bus service for Line 97 serving Union City BART.		12,674	0	(1)
3	BART	Embarcadero Station Platform Elevator Capacity and Redundancy Project	n/a	This project will purchase and install a new redundant elevator at the North end (exit towards Ferry Building) of the Embarcadero BART/Muni Station to improve mobility and access for customers. The Embarcadero BART/Muni Station is in the City and County of San Francisco, a regional hub for employment. Hence, the station serves a diverse population, including Communities of Concern, who travel to and from jobs and activities related to employment. The new elevator at this station will primarily serve BART's platform; however, the elevator will also be able to stop at the Muni platform. The design vision includes a glass enclosed cab and hoistway to increase visual transparency. The scope of work also includes refurbishing Muni's elevator, which will exclusively provide access to Muni's platform once the project is complete. In addition, both the North and South end of station stairs will be rebuilt wider.	1,172,942	1,172,942	0	
4	Central Contra Costa Transit Authority	Lifeline Service Preservation	n/a	The Lifeline funds will be utilized to continue service to Communities of Concern in the Central portions of Contra Costa County. These include routes 11, 14, 16, 18, 19, 311, 314, and 316.	83,785	83,785	0	
5	Eastern Contra Costa Transit Authority (Tri Delta Transit)	Operations Funding for Routes Support for Route 200 and 201	n/a	Provision of lifeline, public transit bus service between Bay Point, a community of concern, and Central County (Route 200) and Concord (Route 201) lifeline destinations. Service includes fixed route and adjunct ADA services.	199,621	199,621	0	
6	Fairfield and Suisun Transit	Partial Restoration of Local and Commuter Saturday Service	City of Vacaville	This project will help offset expenses to reinstate Saturday service on Fairfield and Suisun Transit (FAST) local routes and the Solano Express Blue Line eliminated due to a significant drop off in ridership and fare revenue during the COVID-19 pandemic.	246,299	246,299	0	
7	Vacaville - City Coach	Partial Restoration of Local and Commuter Saturday Service	FAST/City of Vacaville	This project will help offset expenses to reinstate Saturday service on Fairfield and Suisun Transit (FAST) local routes and the Solano Express Blue Line eliminated due to a significant drop off in ridership and fare revenue during the COVID-19 pandemic.	106,929	106,929	0	
8	Golden Gate Bridge, Highway and Transportation District - Bus Service	Golden Gate Transit Ambassador Program	n/a	Golden Gate Transit will implement a Transit Ambassador Program, which includes the strengthened regional provision of District-specific transit information to riders from low-income neighborhoods and three Communities of Concern in Marin County.	153,491	138,491	0	
9		Joint Shelter Replacement Project	Marin Transit	Fund transfer from GGBHTD to Marin Transit for a joint shelter replacement project at stops in a community of concern in Novato.		15,000		(3)
10	Livermore Amador Valley Transit Authority	Route 14 Operating Assistance	n/a	Wheels' Route 14 provides service between the North Livermore Low Income Community and a variety of essential destinations including shopping, employment, healthcare, and direct regional rail connections via the Livermore Transit Center/ACE station and Dublin/Pleasanton BART station. Funding would support the project's continued operation from 7/1/2020 through 6/30/2022.	94,183	94,183	0	

Revised Cycle 6 Lifeline Transportation Program of Projects (FY2018-19 and FY2019-20)

#	Transit Operator	Project	Other Project Sponsor	Project Description	5307			Notes
					TOTAL Available Funding	Programmed	Unprogrammed Balance	
11	Marin County Transit District	Novato Bus Stop Shelters	n/a	Purchase bus stop shelters at high ridership stops in Novato that no longer have City advertising shelters. The project improves rider conditions for routes serving communities of concern in the City of Novato.	33,892	33,892	0	
12	Napa VINE	Riverside Pathway Connection to Downtown/Transit	City of Calistoga	The Napa Riverside Pedestrian Pathway will provide a direct, ADA compliant multiuse path along the Napa River connecting the bus stop location on Lincoln Avenue (Hwy 29) to the restrooms (in Fire Station), public parking lot, and Post Office to the east. The project will benefit residents as well as visitors and transit riders.	156,657	62,657	0	
13		Pope St. Pedestrian Crossing Improvement	City of Helena	The project includes the design and installation of a rectangular rapid flashing beacon system (or equivalent) on Pope Street at College Avenue; four ADA compliant curb ramps, and continental crosswalk markings on Pope St. at College Ave. Enhancing the crossing at Pope St. and College will improve access and safety for the transit stops serving both schools and for nearby seniors accessing those stops.		94,000		
14	Petaluma Transit	Petaluma Transit Weekend Service	City of Petaluma	Petaluma Transit seeks funding to continue providing fixed route bus and paratransit service on Saturday and Sunday for one year, in order to meet the needs of riders who have employment and other weekend travel needs.	54,789	54,789	0	
15	San Mateo County Transit District	Route 17 and Demand Response Service on the Coastside	n/a	This project will continue funding the operation of existing Lifeline funded fixed route bus service for SamTrans Route 17 and general public demand response service on the Coastside of San Mateo County. Route 17 operates between the hours of 6 am and 9pm seven days a week with general public demand response service operating during the same hours. The route extends from the Linda Mar Park and Ride lot in the North, through Montara, El Granada, and Half Moon Bay before ending in Pescadero to the south.	262,751	262,751	0	
16	Santa Rosa CityBus	Continuing Lifeline Route Operations	n/a	Funding for this project will provide continued operations of the City of Santa Rosa's CityBus Lifeline Routes (Routes 2, 2B, 3, and 12) that service the Roseland Community of Concern area in the City of Santa Rosa.	203,782	203,782	0	
17	San Francisco Municipal Transportation Agency	Essential Trip Card Program	n/a	The Essential Trip Card (ETC) is a discount program to help seniors and people with disabilities make essential trips in taxis. The program uses taxis to take people to the grocery store, pharmacy or medical trips. Customers pay \$12 to receive \$60 value for taxi trips on a debit card.	1,127,352	1,127,352	0	
18	Solano County Transit	SolTrans Route 7-Maintain Lifeline Fixed Route Service	n/a	This Operating Assistance request is for maintaining SolTrans Route 7 (formerly Route 2) which operates seven days a week and provides service from Vallejo Transit Center to Northeast Vallejo and Solano Community College for low-income and transit-dependent populations.	313,451	313,451	0	
19	Sonoma County Transit	Sonoma County Transit CNG Bus Purchase	n/a	Sonoma County Transit is requesting \$166,459 in JARC Lifeline funding to assist with the purchase of one compressed natural gas (CNG) transit coach. The new CNG bus will be deployed on intercity routes serving the Healdsburg, Lower Russian River and Sonoma Springs CBTP areas. The timely replacement of Sonoma County Transit's CNG buses ensures comfortable and reliable public transit service throughout the fixed-route system.	166,459	166,459	0	
20	Santa Clara Valley Transportation Authority	Downtown San Jose Wayfinding Project	VTA	This project implements San Jose's wayfinding pilot identified through MTC's Regional Mapping and Wayfinding Program to harmonize transit information between the 27 Bay Area transit agencies. This project will develop wayfinding maps, procure, and install totems along VTA's downtown transit mall on the light rail platforms and sidewalks adjacent.	1,276,833	1,276,833	0	(4)
21		Clipper/Ezfare Engagement and Marketing for Low-Income and Minority Communities	VTA	This project would engage low-income and minority communities of Santa Clara County to identify their barriers to Clipper/EZfare usage, develop strategies to eliminate those barriers, and initiate a targeted campaign to market Clipper/EZfare to low-income and minority communities.	370,457	370,457	0	(4)

Revised Cycle 6 Lifeline Transportation Program of Projects (FY2018-19 and FY2019-20)

#	Transit Operator	Project	Other Project Sponsor	Project Description	5307			Notes
					TOTAL Available Funding	Programmed	Unprogrammed Balance	
22	Union City Transit	Line 97	AC Transit	Union City Transit requests transfer of funds to AC Transit for continued operations of Line 97.	12,674		0	(1)
23	Western Contra Costa Transit Authority	Purchase and install new AVL/CAD/APC System	n/a	This funding will support the purchase and installation of a complete AVL/APC system on all fixed-route vehicles within WCCTA's fleet. Once installed and activated, this system will allow WCCTA to improve its real-time information system to give riders better customer information about bus arrivals and departures.	25,311	25,311	0	
Regional Grand Totals								
					Lifeline Program Revenue Source	Total Proposed Programming	Unprogrammed Balance	
					7,088,442	7,088,442	-	

Notes

- (1) Union City Transit requests transferring \$12K to AC Transit for Line 97 project. Pending AC Transit Board action.
- (2) Projects are pending Board approval.
- (3) Projects are pending staff/Board approval for receipt of funds for Lifeline project purpose.
- (4) Proposed action for Commission approval to program VTA's Cycle 6 projects on 7/28/21.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0902 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

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

On agenda: 7/14/2021 **Final action:**

Title: MTC Resolution No. 4473. Programming for FY2020-21 and allocation of approximately \$0.3 million in Five Percent Unrestricted State Fund Revenues and \$1.1 million in Two Percent Bridge Toll Revenues for the Water Emergency Transportation Authority and the San Francisco Bay Trail project.

Sponsors:

Indexes:

Code sections:

Attachments: [2f - 21-0902 - Reso 4473 - 2% and 5% Bridge Toll Allocations.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:

MTC Resolution No. 4473. Programming for FY2020-21 and allocation of approximately \$0.3 million in Five Percent Unrestricted State Fund Revenues and \$1.1 million in Two Percent Bridge Toll Revenues for the Water Emergency Transportation Authority and the San Francisco Bay Trail project.

Presenter:

William Bacon

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

July 14, 2021

Agenda Item 2f - 21-0902

MTC Resolution No. 4473

Subject: Fiscal Year 2021-22 programming and allocation of approximately \$0.3 million in Five Percent Unrestricted State Fund Revenues and \$1.1 million in Two Percent Bridge Toll Revenues for the San Francisco Bay Trail project and the Water Emergency Transportation Authority (WETA).

Background: The Two Percent Bridge Toll Revenues are derived from the transit element of Regional Measure 1 (RM1). The Five Percent Unrestricted State Fund Revenues are state funds derived from a cooperative agreement between the California Department of Transportation, Federal Highway Administration, and the Bay Area Toll Authority (BATA) following state action to “federalize” certain toll bridge projects under BATA’s jurisdiction. The state funds replace the Five Percent Bridge Toll Program funds originally generated from RM1 bridge toll revenues for ferry operations. Programming and allocation policies for both funding sources are outlined in MTC Resolution No. 4015, and further stipulated in the annual Fund Estimate.


Five Percent Revenues in the amount of \$281,706 are proposed to continue to fund the San Francisco Bay Trail project in FY 2021-22. Two Percent Revenues in the amount of \$450,000 are proposed to fund San Francisco Bay Trail program management and capital support.

Two Percent Revenues in the amount of \$438,380 are proposed to support WETA’s Vessel Engines and Fuel Injectors Overhaul project and \$181,700 in Two Percent Revenues are proposed to support WETA’s Passenger Float Rehabilitation project. Note this represents the full allocation to the Bay Trail while funds remain for ferry capital/operators based on the current MTC Fund Estimate. Five Percent Unrestricted State Fund Revenues are subject to approval at the California Transportation Commission.

Issues: None.

Recommendation: Refer MTC Resolution No. 4473 to the Commission for approval.

Attachments: MTC Resolution No. 4473.


Therese W. McMillan

Metropolitan Transportation Commission Programming and Allocations Committee

July 14, 2021

Agenda Item 2f - 21-0902

MTC Resolution No. 4473

- Subject:** Fiscal Year 2021-22 programming and allocation of approximately \$0.3 million in Five Percent Unrestricted State Fund Revenues and \$1.1 million in Two Percent Bridge Toll Revenues for the San Francisco Bay Trail project and the Water Emergency Transportation Authority (WETA).
- Background:** The Two Percent Bridge Toll Revenues are derived from the transit element of Regional Measure 1 (RM1). The Five Percent Unrestricted State Fund Revenues are state funds derived from a cooperative agreement between the California Department of Transportation, Federal Highway Administration, and the Bay Area Toll Authority (BATA) following state action to “federalize” certain toll bridge projects under BATA’s jurisdiction. The state funds replace the Five Percent Bridge Toll Program funds originally generated from RM1 bridge toll revenues for ferry operations. Programming and allocation policies for both funding sources are outlined in MTC Resolution No. 4015, and further stipulated in the annual Fund Estimate.
- Five Percent Revenues in the amount of \$281,706 are proposed to continue to fund the San Francisco Bay Trail project in FY 2021-22. Two Percent Revenues in the amount of \$450,000 are proposed to fund San Francisco Bay Trail program management and capital support.
- Two Percent Revenues in the amount of \$438,380 are proposed to support WETA’s Vessel Engines and Fuel Injectors Overhaul project and \$181,700 in Two Percent Revenues are proposed to support WETA’s Passenger Float Rehabilitation project. Note this represents the full allocation to the Bay Trail while funds remain for ferry capital/operators based on the current MTC Fund Estimate. Five Percent Unrestricted State Fund Revenues are subject to approval at the California Transportation Commission.
- Issues:** None.
- Recommendation:** Refer MTC Resolution No. 4473 to the Commission for approval.
- Attachments:** MTC Resolution No. 4473.

Therese W. McMillan

Date: July 28, 2021
W.I.: 1514
Referred by: PAC

ABSTRACT

Resolution No. 4473

This resolution approves the Five Percent Unrestricted State Fund Revenues and the Two Percent Bridge Toll Revenues program of projects and allocation of funds for FY 2021-22. Attachment A to this resolution lists the projects to be funded.

Further discussion is contained in the MTC Programming and Allocations Summary sheet dated July 14, 2021.

Date: May 27, 2020
W.I.: 1514
Referred by: PAC

RE: Programming and Allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in the Fiscal Year 2021-22 to Various Claimants

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4473

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, with the toll increase authorized by the Regional Measure 1, approved by the voters on November 8, 1988, 3% of the revenue from the toll increase collected on all the state-owned bridges in the region may be allocated by MTC pursuant to Streets and Highways Code §§ 30913 and 30914, for certain projects which are designed to reduce vehicular traffic congestion on these bridges; and

WHEREAS, Streets and Highways Code §§ 30913 and 30914 have been amended to require that an additional 2% of those toll revenues be allocated by MTC for the planning, construction, and acquisition of rapid water transit systems; and,

WHEREAS, pursuant to Streets and Highways Code § 30894, MTC has adopted MTC Resolution No. 4015 which sets forth MTC's Bridge Toll Revenue Allocation Policy and established the Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues Programming and Allocation Policy; and

WHEREAS, the claimants listed on Attachment A have submitted applications to MTC for allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in FY 2021-22; and

WHEREAS, those applications are for projects and purposes that are in conformance with MTC's Regional Transportation Plan, with the requirements of the California Environmental Quality Act (Public Resources Code § 2100 et seq.) and the State Environmental Impact Report Guidelines (14 Cal. Admin. Code § 15000 et seq.); now therefore, be it

RESOLVED, that MTC approves the programming and allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in FY 2021-22 to the claimants, in the amounts, 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.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on July 28, 2021.

ALLOCATION OF FIVE PERCENT UNRESTRICTED STATE FUND REVENUES AND
TWO PERCENT BRIDGE TOLL REVENUES
FOR FISCAL YEAR 2021-22

Five Percent Unrestricted State Fund Revenues

Claimant	Project Title	Allocation Amount	Alloc. Code	Approval Date
MTC	San Francisco Bay Trail Project Operations ¹	281,706	01	7/28/2021
Total - Five Percent Unrestricted State Fund Revenues		\$281,706		

Two Percent Bridge Toll Revenues

Claimant	Project Title	Allocation Amount	Alloc. Code	Approval Date
MTC	Bay Trail Project Management and Capital Support	450,000	02	7/28/2021
WETA	Vessel Engines and Fuel Injectors Overhaul	438,380	03	7/28/2021
WETA	Passenger Float Rehabilitation	181,700	04	7/28/2021
Total - Two Percent Bridge Toll Revenues		\$1,070,080		
TOTAL		\$1,351,786		

¹ Amount reflects adjustment calculated every three years, beginning in FY2011-12, per Bridge Tolls Policy Resolution No. 4015; the next increase will occur in FY2023-24.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0844 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 5/21/2021 **In control:** Programming and Allocations Committee
On agenda: 7/14/2021 **Final action:**
Title: MTC Resolution No. 4475, Revised. 2021 Transportation Improvement Program (TIP) Amendment 2021-07.
Sponsors:
Indexes:
Code sections:
Attachments: [2g - 21-0844 - Reso 4475 - TIP Amendment 2021-07.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:
MTC Resolution No. 4475, Revised. 2021 Transportation Improvement Program (TIP) Amendment 2021-07.

Presenter:
Adam Crenshaw

Recommended Action:
Commission Approval

Metropolitan Transportation Commission

Programming and Allocations Committee

July 14, 2021

Agenda Item 2g - 21-0844

MTC Resolution No. 4475, Revised

Subject: 2021 Transportation Improvement Program (TIP) Amendment 2021-07.

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 2021-07 makes revisions to 53 projects with a net funding increase of approximately \$686 million. Among other changes, this revision will:

- Add seven new projects, delete one existing project and update five other existing projects to reflect recent changes in the regional Surface Transportation Block Grant Program (STP), the Congestion Mitigation and Air Quality Improvement Program (CMAQ), and the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Program;
- Add three new projects to reflect the programming of Transit Capital Priorities (TCP) Program funds;
- Add two new projects and update the funding plans of two existing projects to reflect the award of funding through the Active Transportation Program (ATP), the Federal Transit Administration's Capital Investment Grants (CIG) program, the Road Repair and Accountability Act's Local Partnership Program (SB1-LPP), and the California Natural Resource Agency's grant program; and
- Add seven new projects, combine two existing projects, and update the funding plans of six other existing projects to reflect local programming decisions.

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:

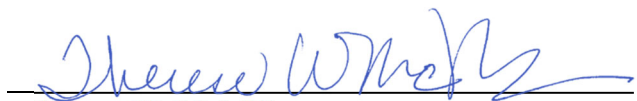
This Amendment contains changes that are contingent upon Commission approval of programming changes included in July 2021 Programming and Allocations Committee:

- Item 2j - MTC Resolution Nos. 4035, Revised and 4202, Revised: Revisions to the One Bay Area Grant programs (OBAG 1 and 2); and
- Item 2k - MTC Resolution No. 4456, Revised. FY2020-21 Transit Capital Priorities Program Revisions.

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 2021-07
MTC Resolution No. 4475, Revised


Therese W. McMillan

**TIP Revision Summary
2021-07**

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Local Road					
ALA130001	Fremont	Kato Rd Complete Sts - Warren Ave to Milmont Dr	Update the scope of the project to extend the northern limit from Warren Ave to Agua Caliente Creek and update the funding plan to add \$1.6M in RTP-LRP	\$1,592,300	12.5%
ALA130005	Dublin	Dougherty Road widening	Archive this project from the TIP as it has been completed	\$0	0.0%
ALA130006	Dublin	Dublin Boulevard widening	Archive this project from the TIP as it has been completed	\$0	0.0%
ALA170085	Alameda County Transportation Commission (ACTC)	7th Street Grade Separation East	Update the funding plan to reprogram \$2M in CON Sales Tax and \$175M in CON SB1-TCEP from FY20 to FY23	\$0	0.0%
ALA170086	Alameda County Transportation Commission (ACTC)	7th Street Grade Separation West	Update the funding plan to reprogram \$2M in CON Sales Tax from FY20 to FY23	\$0	0.0%
ALA210021	Alameda County Transportation Commission (ACTC)	Various Bike Education and Promotion Programs	Amend a new exempt project into the TIP with \$160K in Sales Tax funds	\$160,000	~%
ALA210023	Oakland	West Oakland Howard Terminal Downtown Connectivity	Amend a new project into the TIP with \$6.3M in Local funds and \$308M in RTP-LRP	\$314,475,000	~%
ALA210024	Oakland	Oakland Grand Avenue Roadway Improvements	Amend a new project into the TIP with \$19.8M in RTP-LRP and \$200K in Local funds	\$20,000,000	~%
ALA210025	Oakland	East Oakland Active Connections to Transit	Amend a new exempt project into the TIP with \$600K in Local funds and \$19.4M in RTP-LRP	\$20,000,000	~%
CC-070075	Contra Costa County	Kirker Pass Road NB Truck Climbing Lanes	Archive this project as all funding has been allocated	\$0	0.0%
CC-170001	Danville	San Ramon Valley Blvd Slurry Seal and Striping	Update the funding plan to add \$1.6M in STP and \$455K in new Sales Tax funds and reprogram funds between years and phases.	\$2,060,000	3169.2%
CC-170031	San Pablo	Giant Road Cycletrack & Pavement Rehabilitation	Update the project scope to include the implementation of a cycletrack between Brookside Dr and Miner Ave and add \$700K in STP-SSM and \$150K in TDA funds	\$850,000	121.6%
CC-190001	San Ramon	Crow Canyon Road (Alcosta to Indian Rice) Widening	Update the funding plan to add \$1.5M in prior year PE Local funds, change the source and program year for \$939K in CON from FY20 Sales Tax to FY21 Dev Fees and for \$6.5M in CON from FY25 RTP-LRP to FY21 Dev Fees and add \$5.4M in FY21 CON Dev Fees	\$6,960,475	34.7%
CC-210007	Richmond	Richmond 13th Street Complete Streets Imps	Amend a new exempt project into the TIP with \$2.8M in STP-CRRSAA and \$848K in Local funds	\$3,669,000	~%
CC-210009	Pinole	Safety Improvements at Appian Way and Marlesta Rd.	Amend a new exempt project into the TIP with \$350K in STP, \$129K in TDA and \$35K in Local	\$514,575	~%
NAP190007	Metropolitan Transportation Commission (MTC)	Napa Valley Forward: Safety & Operational Impv	Update the funding plan to add \$1.2M in FY21 PE, \$150K in FY22 ROW and \$5.7M in FY22 CON STP-SSM, and \$1.4M in FY25 PE and \$3.5M in FY25 CON RTP-LRP and update the project scope to reflect the full implementation of this project in the Up Valley Corridor	\$11,900,000	396.7%

**TIP Revision Summary
2021-07**

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SCL170051	Palo Alto	Palo Alto-El Camino Real Ped Safety & Streetscape	Update the funding plan to remove all funding and delete this project as it will not move forward at this time	-\$5,364,000	-100.0%
SM-210005	San Mateo County	Broadmoor Safe Routes to School Ped Impvts	Amend a new exempt project into the TIP with \$1.4M in STP-SSM and \$184K in Local funds	\$1,602,847	~%
SOL050009	Dixon	Parkway Blvd/UPRR Grade Separation	Update project description to include bicycle and pedestrian improvements and remove the Pitt School Rd segment and update the funding plan to add \$1.5M in Local funds	\$1,486,000	9.4%
SOL210002	Vacaville	Vacaville Pavement Preservation	Amend a new exempt project into the TIP with \$1.9M in STP and \$1.35M in Local funds	\$3,250,000	~%
System: Port/Freight-Rail					
ALA210022	Alameda County Transportation Commission (ACTC)	Alameda County Rail Safety Enhancement Program	Amend a new exempt project into the TIP with \$7M in Sales Tax, \$100K in Local funds, and \$52M in RTP-LRP	\$59,000,000	~%
System: Public Lands/Trails					
ALA210019	Fremont	Sabercat Trail: Irvington BART to Ohlone College	Amend a new exempt project into the TIP with \$5.6M in Ca Natural Resource Agency funds (Other State) and \$50.4M in RTP-LRP funds	\$56,000,000	~%
ALA210020	Fremont	I880 Innovation Bridge and Trail (EBGW Reach 6)	Amend a new exempt project into the TIP with \$5.5M in Sales Tax, \$1.4M in Local and \$55M in RTP-LRP funds	\$61,819,000	~%
SCL210018	Saratoga	Blue Hills Elementary Pedestrian Crossing at UPRR	Amend a new exempt project into the TIP with \$1.8M in STP-SSM and \$434K in Local funds	\$2,234,000	~%
System: State Highway					
ALA050014	Alameda County Transportation Commission (ACTC)	SR 84 Expressway Widening	Archive this project as it has been completed	\$0	0.0%
ALA170002	Alameda County Transportation Commission (ACTC)	I-80/Ashby Avenue Interchange Improvements	Update the scope to include a bike/ped overcrossing and ramp meters and update the funding plan to add \$50K in FY23 PSE RIP funds, \$42.5M in Sales Tax and \$61M in RTP-LRP and reprogram funds among years	\$103,490,000	193.2%
ALA170004	Hayward	I-880/West Winton Avenue Interchange	Combine this project with ALA170046 and delete this listing	-\$41,000,000	-100.0%
ALA170005	Alameda County Transportation Commission (ACTC)	I-880/Whipple Rd Industrial Pkwy SW I/C Imps	Update the funding plan to add \$50K in FY23 PSE RIP funds, reprogram \$7.5M in PE Sales Tax and \$3.3M in ROW Sales Tax from FY20 to FY21, reprogram \$1.7M in Sales Tax from FY22 CON to FY21 ROW, and reprogram \$43.5M in CON Sales Tax from FY22 to FY24	\$50,000	0.1%
ALA170046	Hayward	I-880 Interchange Improvements (Winton Ave & A St)	Update the scope and funding plan to combine this project with ALA170004, reprogram funds between years and phases and add \$50K in FY22 PSE mid-cycle RIP funds	\$41,000,000	75.9%
ALA210027	Metropolitan Transportation Commission (MTC)	Bay Bridge Forward I-80/ Powell I/C Transit Access	Amend a new project into the TIP with \$2.25M in Bridge Tolls, \$3M in SB1-LPP, \$250K in VRF and \$2M in RTP-LRP	\$7,500,000	~%
NAP170005	Saint Helena	Main Street St. Helena Pedestrian Improvements	Update the funding plan to add \$321K in FY18 PE Local funds, \$767K in FY22 CON Local and \$3.9M in FY25 CON RTP-LRP	\$4,987,400	358.0%

**TIP Revision Summary
2021-07**

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
REG090003	Metropolitan Transportation Commission (MTC)	Freeway Performance Initiative (FPI)	Update the funding plan to reprogram \$136K in CMAQ from FY15 to FY21	\$0	0.0%
SCL210002	Santa Clara Valley Transportation Authority (VTA)	US 101/SR 152/10th Ramp and Intersection Imp.	Update the project scope to include complete streets improvements	\$0	0.0%
SM-170001	San Mateo County	Hwy 1 Congestion & Safety Improvements	Update the project scope to include bicycle and various other safety improvements	\$0	0.0%
VAR170023	Metropolitan Transportation Commission (MTC)	Freeway Performance Program: SR-84	Update the project description to clarify that improvements will be made along the Dumbarton corridor	\$0	0.0%
System: Tollway					
ALA170006	Bay Area Infrastructure Financing Authority(BAIFA)	ALA-880 Express Lanes	Archive this project as it has been completed	\$0	0.0%
CC-170002	Bay Area Infrastructure Financing Authority(BAIFA)	CC-680 Northern Segment Express Lane - Southbound	Archive project as it has been completed	\$0	0.0%
MRN150009	Metropolitan Transportation Commission (MTC)	Richmond-San Rafael Bridge Access Improvements	Update the funding plan to add \$4.3M in FY22 ATP and \$700K in FY22 Bridge Toll funds for exempt bike/ped elements	\$5,002,000	5.6%
System: Transit					
ALA150004	Alameda Contra Costa Transit District (AC Transit)	AC Transit: East Bay Bus Rapid Transit	Archive project as it as all funding has been obligated	\$0	0.0%
CC-050025	Bay Area Rapid Transit District (BART)	BART to Antioch - East Contra Costa Rail Extension	Archive this project as it has been completed	\$0	0.0%
CC-130002	Bay Area Rapid Transit District (BART)	eBART Railroad Avenue Station	Archive this project as it has been completed	\$0	0.0%
CC-130039	Pittsburg	Pittsburg Multimodal Transit Station Access Imps.	Archive project as all funding has been obligated	\$0	0.0%
CC-150020	Eastern Contra Costa Transit Authority (Tri Delta)	ECCTA: Non-ADA Paratransit to FR Incentive Program	Update the funding plan to remove \$817K in STP and \$204K in Local funds as they are being transferred the new Hydrogen Fueling Maintenance Infrastructure Upgrade project and delete this project	-\$1,021,621	-100.0%
CC-210008	Eastern Contra Costa Transit Authority (Tri Delta)	ECCTA Hydrogen Fueling Maint Infrastructure Upgrad	Amend a new exempt project into the TIP with \$817K in STP and \$204K in Local funds that are being transferred from CC-150020 and add \$100K in Local funds	\$1,121,621	~%
NAP050009	Napa Valley Transportation Authority	Park & Ride Lots in Napa County	Archive project as all funding has been obligated	\$0	0.0%

TIP Revision Summary 2021-07

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SCL210022	Metropolitan Transportation Commission (MTC)	Diridon Station Planning & Studies	Amend a new exempt project into the TIP with \$2M in STP funds	\$2,000,000	~%
SF-050002	Transbay Joint Powers Authority (TBJPA)	Transbay Terminal/Caltrain Downtown Ext. Ph. 2	Update the funding plan to remove \$310M in RTP-LRP funds	-\$310,000,000	-7.3%
SF-070005	San Francisco Municipal Transport Agency (SFMTA)	Van Ness Avenue Bus Rapid Transit	Update the funding plan to add \$21.9M in CON 5309 Capital Investment Grants funds available through the American Recovery Plan Act	\$21,889,182	10.5%
SF-170016	Bay Area Rapid Transit District (BART)	Embarcadero Stn: New North-Side Platform Elevator	Update the funding plan to reprogram funds between years and phases and add \$6.9M in Local funds and \$3.1M in STP-CRRSAA	\$10,039,845	66.9%
SM-210004	Burlingame	Burlingame - Broadway Grade Separation	Amend a new exempt project into the TIP with \$26.6M in Local funds and \$238M in RTP-LRP	\$265,000,000	~%
SOL210003	Vacaville	Vacaville: Electric Bus Charging Infrastructure	Amend a new exempt project into the TIP with \$2M in 5307 and \$500K in TDA funds	\$2,500,000	~%
SOL210004	Vacaville	Vacaville: Electric Bus Fleet	Amend a new exempt project into the TIP with \$5.7M in 5307, \$1.5M in 5339 and \$3M in TDA	\$10,296,000	~%
SOL210005	Vacaville	Vacaville: Transit Building Expansion	Amend a new exempt project into the TIP with \$800K in 5307 and \$200K in TDA	\$1,000,000	~%
Total Funding Change:				\$686,063,624	

TIP Revision Summary

	Federal	State	Regional	Local	Total	2021 TIP Only
Current:	\$339,926,948	\$512,905,367	\$489,920,688	\$5,291,511,632	\$6,634,264,635	\$170,581,516
Proposed:	\$390,146,432	\$525,807,367	\$492,870,688	\$5,911,503,772	\$7,320,328,259	\$511,018,316
Delta:	\$50,219,484	\$12,902,000	\$2,950,000	\$619,992,140	\$686,063,624	\$340,436,800

Date: February 24, 2021
W.I.: 1512
Referred by: PAC
Revised: 04/28/21-C 05/26/21-C
06/23/21-C 07/28/21-C

ABSTRACT

Resolution No. 4475, Revised

This resolution adopts the 2021 Transportation Improvement Program (TIP) for the San Francisco Bay Area, and supporting documents as listed in Attachment A.

Subsequent revisions are listed below and described further in Attachment B to this resolution.

Further discussion of the 2021 TIP adoption is contained in the summaries to the Programming & Allocations Committee dated November 4, 2020, February 10, 2021, April 14, 2021, May 12, 2021, June 9, 2021, and July 14, 2021. This resolution was revised as outlined below. Additional information on each revision is included in Attachment B: 'Revisions to the 2021 TIP'.

2021 TIP Revisions

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
2021-01	Admin. Mod.	25	\$33,457,609	5/17/2021	5/17/2021
2021-02	Admin. Mod.	9	\$278,029,000	6/17/2021	6/17/2021
2021-03	Amendment	57	\$366,721,065	4/28/2021	5/21/2021
2021-04	Admin. Mod.	40	\$110,248,859	6/30/2021	6/30/2021
2021-05	Amendment	22	\$733,155,111	5/26/2021	Pending
2021-06	Amendment	57	\$313,850,305	6/23/2021	Pending
2021-07	Amendment	53	\$686,063,624	7/28/2021	Pending
Net Funding Change		263	\$2,521,525,573		
Absolute Funding Change		263	\$2,521,525,573		

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

Re: 2021 Federal Transportation Improvement Program (TIP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4475

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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

Alfredo Pedroza, Chair

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

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

Attachment A
Resolution No. 4475
Page 1 of 1

2021 Transportation Improvement Program

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

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

Date: February 24, 2021
W.I.: 1512
Referred by: PAC
Revised: 04/28/21-C 05/26/21-C
06/23/21-C 07/28/21-C

Attachment B
Resolution No. 4475
Page 1 of 5

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 an administrative modification that revises nine projects with a net funding increase of approximately \$278 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on June 17, 2021. Among other changes, this revision:

- Updates the funding plans and back-up listings of five State Highway Operation and Protection Program (SHOPP) funded grouped listings to reflect the latest information from Caltrans, including the addition of \$290 million in SHOPP funding to the active years of the TIP, and to split out the scope and funding for one sub-project to the Solano Transportation Authority's Rio Vista State Route 12 Pavement Rehabilitation and Intersection Improvements project; and
- Updates the funding plan of the Napa Valley Transportation Authority's State Routes 12, 29, and 221 Soscol Junction Interchange Improvements project to reflect the award of \$25 million in Road Repair and Accountability Act (SB1) Solutions for Congested Corridors Program funding and \$422,000 in SB1 Local Partnership Program funding.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$25.4 million in SB1 funding and \$290 million in SHOPP funding to reflect the net change in funding over the four years of the TIP. MTC's 2021 TIP, as revised with Revision No. 2021-02, 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 2021-03 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 an administrative modification that revises 40 projects with a net funding increase of approximately \$110 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on June 30, 2021. Among other changes, this revision:

- Updates the funding plan of MTC's 511 Next Generation project to reflect the award of \$200,000 in Work Zone Data Exchange (WZDx) Demonstration Grant funds;
- Updates the funding plans of 10 Regional/County Planning Activities project listings to reflect the award of regional Surface Transportation Block Grant (STP) funding through the Safe and Seamless Mobility Quick-Strike program;
- Updates the funding plan of the Marin County portion of the Marin Sonoma Narrows Project to reflect the programming of Congestion Mitigation and Air Quality Improvement Program (CMAQ) and federal Highway Infrastructure Program (FHIP) funds and to reflect the use of Advance Construction (AC) authorization;
- Updates the funding plans of 10 projects to reflect recently approved changes in the Active Transportation Program (ATP), the State Transportation Improvement Program (STIP), and the Local Partnership Program (LPP); and
- Updates the funding plans of six Transit Capital Priorities (TCP) funded Americans with Disabilities Act (ADA) Operating Support projects to reflect that ongoing funding is being combined into a new grouped listing and updates this grouped listing, two additional grouped listings and two individual listings to reflect recent changes to the TCP program.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$3.8 million in ATP, \$6.3 million in prior year FHIP funds, \$200,000 in WZDx funds, \$2.7 million in STIP funds and \$722,000 in LPP funds to reflect the net change in funding over the four years of the TIP. MTC's 2021 TIP, as revised with Revision No. 2021-04, 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 2021-05 is an amendment that revises 22 projects with a net funding increase of approximately \$733 million. The revision was referred by the Programming and Allocations Committee on May 12, 2021 and approved by the MTC Commission on May 26, 2021. Caltrans approval is expected in late-June 2021, and final federal approval is expected in mid-July 2021. Among other changes, this revision:

- Updates the funding plans of eight projects, adds one new exempt project, and adds one new grouped listing to reflect the adoption of the latest round of the Transit Capital Priorities Program;
- Updates the total cost of the Golden Gate Bridge Seismic Retrofit Phase 3B project by adding \$605 million in uncommitted funding outside of the active years of the 2021 TIP;

- Adds one new exempt regional Surface Transportation Block Grant Program (STP) funded project, updates the scope of one existing STP funded project, and archives one completed STP funded project;
- Adds one new exempt Active Transportation Program funded project;
- Adds one new Federal Lands Highways Program and Tribal Transportation Program funded grouped listing to the TIP; and
- Updates the funding plans of six projects to add funding to the active years of the TIP.

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

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.

Revision 2021-07 is an amendment that revises 53 projects with a net funding increase of approximately \$686 million. The revision was referred by the Programming and Allocations Committee on July 14, 2021, and approved by the MTC Commission on July 28, 2021. Caltrans approval is expected in late-July 2021, and final federal approval is expected in mid-August 2021. Among other changes, this revision:

- Adds seven new projects, deletes one existing project and updates five other existing projects to reflect recent changes in the regional Surface Transportation Block Grant Program (STP), the Congestion Mitigation and Air Quality Improvement Program (CMAQ), and the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Program;
- Adds three new projects to reflect the programming of Transit Capital Priorities (TCP) Program funds;
- Adds two new projects and updates the funding plans of two existing projects to reflect the award of funding through the Active Transportation Program (ATP), the Federal

Transit Administration's Capital Investment Grants (CIG) program, the Road Repair and Accountability Act's Local Partnership Program (SB1-LPP), and the California Natural Resource Agency's grant program; and

- Adds seven new projects, combines two existing projects, and updates the scope or funding plans of six other existing projects to reflect local programming decisions.

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 #: 21-0886 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 6/2/2021 **In control:** Programming and Allocations Committee

On agenda: 7/14/2021 **Final action:**

Title: MTC Resolution Nos. 3989, Revised; 4123, Revised; 4169, Revised; 4202, Revised; 4411, Revised; 4412, Revised; 4479 and 4480. Funding programming, exchange, and agreements with the Solano Transportation Authority (STA) and Bay Area Infrastructure Financing Authority (BAIFA) for the I-80 managed lanes project in Solano County.

Sponsors:

Indexes:

Code sections:

Attachments: [2h - 21-0886 - STA-BAIFA Program-Exchange-Agreements.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:

MTC Resolution Nos. 3989, Revised; 4123, Revised; 4169, Revised; 4202, Revised; 4411, Revised; 4412, Revised; 4479 and 4480. Funding programming, exchange, and agreements with the Solano Transportation Authority (STA) and Bay Area Infrastructure Financing Authority (BAIFA) for the I-80 managed lanes project in Solano County.

Presenter:

Kenneth Kao

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

July 14, 2021

Agenda Item 2h - 21-0886

MTC Resolution Nos. 3989, Revised; 4123, Revised; 4169, Revised; 4202, Revised; 4411, Revised; 4412, Revised; 4479 and 4480

Subject: Funding programming, exchange, and agreements with the Solano Transportation Authority (STA) and Bay Area Infrastructure Financing Authority (BAIFA) for the I-80 managed lanes project in Solano County.

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. In order to maintain the delivery commitment to CTC, and to avoid escalation costs for a project ready to proceed to construction but on hold due to lack of funding, MTC programmed federal discretionary funds as a backstop to RM3 funds in April 2021. At the same meeting, the Commission approved a Letter of No Prejudice (LONP), allowing the Solano Transportation Authority (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.

Need for Non-Federal Funds

STA and the Bay Area Infrastructure Finance Authority (BAIFA) have identified project components that cannot use federal funds due to contracting requirements. These project components include design services during construction and the toll system integrator, and total roughly \$40 million.

To keep the project on track, staff proposes exchanging bridge toll savings as part of the Core Capacity Challenge Grant Program (CCCCGP) with federal discretionary funds earmarked for the I-80 project. To start, staff proposes exchanging funds on an annual basis based on cash flow, with STA and BAIFA needing \$4.7 million through the end of calendar year 2022. Staff has identified a bus purchase project sponsored by AC Transit as the source of the exchange; AC Transit will be made whole with federal discretionary funds which are eligible for bus purchases. This action programs \$4.7 million to AC Transit in Res. 4202, Revised; staff will work with AC Transit to ensure these funds are available timely to correspond with bus procurement schedules. Future exchanges will be subject to additional discussion with STA/BAIFA and MTC, and subject to future Commission approval.

The proposed exchange affects eight MTC resolutions, which can be categorized into three groups:

Group 1: Accurately Capture I-80 Project Programming and LONP in RM3 (currently, only STA is listed as project sponsor, but not BAIFA)

- Action 1.1: Separate BAIFA's toll system contract from the overall RM3 I-80 managed lanes project (MTC Resolution No. 4411, Revised)
- Action 1.2: Update the LONP for STA and approve a new LONP for BAIFA based on the updated RM3 programming (MTC Resolution No. 4412, Revised)

Group 2: Exchange Funds between CCCGP and Federal Discretionary Funds

- Action 2.1: Update the Core Capacity Challenge Grant Program to reflect the revised funding mix to AC Transit (MTC Resolution No. 4123, Revised*)
- Action 2.2: Reduce CCCGP bridge toll project savings programmed to AC Transit by \$4.7 million, and program and allocate the I-80 managed lanes project for \$4.7 million (MTC Resolution No. 4169, Revised)
- Action 2.3: Program \$4.7 million to AC Transit in federal discretionary funds originally earmarked for the I-80 managed lanes project (MTC Resolution No. 4202, Revised)

Group 3: Formalize Funding Agreements and Exchange Program

- Action 3.1: Approve funding agreement for the repayment of unrestricted funds to MTC by STA (MTC Resolution No. 4479) and BAIFA (MTC Resolution No. 4480)
- Action 3.2: Include funds from funding agreements in Exchange Program (MTC Resolution No. 3989, Revised)

The agreements in Action 3.1 outline the terms and conditions under which MTC is to provide bridge toll savings funds, in exchange for STA and BAIFA unrestricted funds, which could include funds paid to STA/BAIFA from the RM3 LONP. Highlights of the agreements include:

- Total amount not to exceed \$4.7 million (roughly \$1.8 million for STA and \$2.8 million for BAIFA).
- STA and BAIFA to repay MTC with unrestricted funds that may be used by MTC anywhere within the region.
- STA and BAIFA are not required to repay these funds if the pending litigation is not resolved in favor of allowing disbursement of RM3 funds.

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

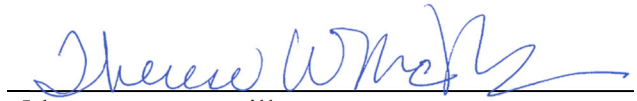
* Additionally, this item includes updates to the Core Capacity Challenge Grant Program (MTC Resolution No. 4123, Revised) to reflect programming commitments made by the Commission in March 2017 as part of the FY2017-FY2020 Transit Capital Priorities program, AB 664 Net Bridge Toll, and BATA Project Savings programs; specifically, the programming of \$152M in bridge tolls previously de-programmed from BART, to SFMTA, offset by a corresponding reduction in FTA/STP funds.

Issues: The exchange assumes RM3 is resolved in favor of allowing disbursement of RM3 funds.

If the pending litigation is not resolved in favor of allowing disbursement of RM3 funds, the bridge toll savings funds would not be required to be paid by STA/BAIFA. 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; 4123, Revised; 4169, Revised; 4202, Revised; 4411, Revised; 4412, Revised; 4479 and 4480 to the Commission for approval. Because Resolution No. 4202 is proposed for revision under item **2j**, it is included once under Agenda Item **2j** with all proposed revisions. Only items referred by the Committee will be forwarded to the Commission.

Attachments: MTC Resolution No. 3989, Revised, Attachment A
MTC Resolution No. 4123, Revised
MTC Resolution No. 4169, Revised, Attachments A and B
MTC Resolution No. 4202, Revised, Attachment B-1 can be found under Agenda Item **2j**.
MTC Resolution No. 4411, Revised, Attachment B
MTC Resolution No. 4412, Revised, Attachments M and O
MTC Resolution No. 4479
MTC Resolution No. 4480


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
07/28/21-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.

Attachment A was revised on July 28, 2021 to add the Solano Transportation Authority's (STA's) Solano I-80 Managed Lanes project for \$1,845,000, and to add the Bay Area Infrastructure Financing Authority's (BAIFA's) Solano I-80 Managed Lanes Toll System project for \$2,822,000.

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, June 9, 2021, and July 14, 2021.

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

Re: MTC Exchange Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3989

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

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

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

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

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

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

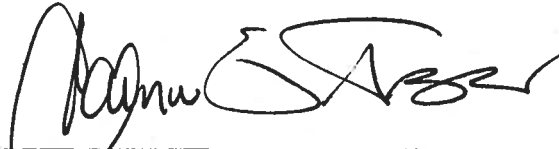
RESOLVED that Attachments A and B reflect the Exchange program balance and agreements approved by the Commission subject to this resolution; and be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

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

**MTC Exchange Program
Funding Agreements
Attachment A
July 28, 2021**

Agency	Project	Res No.	Res Date	Funding Provided by MTC		Funding Provided by Others To-Date	
				To-Date			
1 SCTA	SON US 101 Steele Lane HOV	3731	2/22/2006	CMAQ	\$1,500,000	Meas M	\$1,500,000
2 TAM	MRN US 101 HOV Gap Closure	3842	11/28/2007	CMAQ	\$12,500,000	Meas A	\$13,253,049
3 SFMTA	SFPark Parking Pricing	3963	5/26/2010	CMAQ	\$22,000,000	Parking Rev	\$22,799,802
4 CCTA	I-80 San Pablo Dam Road I/C	4264	12/21/2016	STP	\$1,100,000	Meas J	\$1,100,000
5 SCTA	SON US 101 MSN Phase B	4305	7/26/2017	STP	\$12,000,000	Meas M	\$4,000,000
6 SCVTA	SCL SR 85 Transit Guideway Study	4356	7/25/2018	STP	\$1,200,000	Meas B	\$0
7 CCTA	CC I-680 NB HOV/Express Lane	4357	9/26/2018	STP	\$4,000,000	Meas J	\$4,000,000
8 TAM	MRN US 101 MSN HOV Lane	4468	5/26/2021	STP/CMAQ/FHIP	\$75,651,097	Unrestricted Funds	
9 STA	SOL I-80 Managed Lanes	4469	6/23/2021	STP/CMAQ/FHIP	\$63,464,510	Unrestricted Funds	
10 STA	SOL I-80 Managed Lanes	4479	7/28/2021	Toll Savings	\$1,845,000	Unrestricted Funds	
11 BAIFA	SOL I-80 Managed Lanes	4480	7/28/2021	Toll Savings	\$2,822,000	Unrestricted Funds	
Total:					\$198,082,607		\$46,652,851

Date: December 18, 2013
W.I.: 1512
Referred by: PAC
Revised: 01/27/16-C
07/28/21-C

ABSTRACT

Resolution No. 4123, Revised

This resolution establishes 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.

This resolution includes the following attachments:

A – Funding Plan and Revenue Sources and Assumptions

B – Project Descriptions

C – Terms and Conditions

This resolution was revised by the Commission on January 27, 2016 to revise the funding plan for the BART Rail Car project by increasing the commitment of FTA/STP funds by \$150 million and reducing the commitment of AB 664 Bridge Tolls and BATA Project Savings by a total of \$150 million. The revision also corrected a typographical error in the funding plan table in Attachment A concerning the number of BART Cars included in the program.

This resolution was revised by the Commission on July 28, 2021 to revise the funding plan for AC Transit Fleet Replacement by replacing \$4,677,000 in BATA Project Savings funds with a like amount of STP funds, and to update the funding table to reflect a March 2017 Commission action which replaced \$152,443,401 in FTA funds for SFMTA with \$69,443,401 in AB 664 Bridge Tolls and \$83,000,000 in BATA Project Savings.

Further discussion of these actions is contained in the Programming and Allocations memorandum dated November 13, 2013 and Summary Sheets dated December 11, 2013, January 13, 2016, and July 14, 2021.

Date: December 18, 2013
W.I.: 1512
Referred by: PAC

RE: Transit Core Capacity Challenge Grant Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4123

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

WHEREAS, the San Francisco Bay Area Rapid Transit District (BART) is a rapid transit district providing rail transit service in the San Francisco Bay Area; and

WHEREAS, the San Francisco Municipal Transportation Agency (SFMTA) provides bus, trolley, light rail, and cable car/historic rail car service in the City of San Francisco, California; and

WHEREAS, the Alameda-Contra Costa Transit District (AC Transit) is constituted as a special district under California law and is an Oakland based public transit agency serving the western portions of Alameda and Contra Costa counties in the San Francisco Bay Area; and

WHEREAS, Plan Bay Area (“Plan”), the region’s long-range transportation and housing plan adopted by MTC, provides the planning foundation for transportation improvements and regional growth throughout the San Francisco Bay Area through 2040; and

WHEREAS, the Plan’s in-fill and transit-oriented growth strategy relies on a well-maintained and robust transit system to meet greenhouse gas emissions reduction targets and other Plan performance objectives; and

WHEREAS, the Plan identifies a total funding need of \$47 billion over nearly three decades to achieve an optimal state of repair for the region’s public transit network; and

WHEREAS, the Core Capacity Challenge Grant Program (“the Program”) addresses funding for transit capital replacement and rehabilitation needs as well as for key transit infrastructure enhancements needed to support future transit service expansion for AC Transit, BART and SFMTA; and

WHEREAS, the Program targets federal, state and regional funds to high-priority transit capital projects for AC transit, BART and SFMTA; and

WHEREAS, federal, state and regional funds will continue to be required to finance the Program including those funds which are reasonably expected to be available under current conditions, and new funds which need to be secured in the future through advocacy with state and federal legislatures and the electorate; now therefore be it

RESOLVED, that the Core Capacity Challenge Grant Program is a comprehensive funding strategy of local, regional, state and federal funding sources as outlined in Attachment A, attached hereto and incorporated herein as though set forth at length; and, be it further


RESOLVED, that MTC’s commitment of funding for the Program is limited to the total amount of MTC funding shown in Attachment A; and be it further

RESOLVED, that MTC agrees to program Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) funds as set forth in Attachment A in a timely manner in order to meet cash flow needs and minimize financing costs, subject to Congressional authorization and appropriation of funds, and MTC’s ability to meet other critical regional transit capital needs; and be it further

RESOLVED, that Attachment B lists the descriptions of the AC Transit, BART and SFMTA projects that will be funded under the Program; and be it further

RESOLVED, that the funding commitments included in Attachment A are subject to the terms and conditions outlined in Attachment C, attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION



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 December 18, 2013

Date: December 18, 2013
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 4123
Page 1 of 4

**Core Capacity Challenge Grant Program
Attachment A**

INSERT

Excel document located in

**J / Section / Allstaff / Resolut / Resolutions/
MTC Resolutions / RES-4123-Att-A sheet 1.xls**

Attachment A

Revenue Sources and Assumptions

- Local Funding:
 - BART: For BART, the approximately \$900 million local contribution is comprised of fare revenue and Proposition 1A High Speed Rail connecting operator funds approved for the rail car replacement project. In addition, \$175 million in funding will be provided by the Santa Clara Valley Transit Authority as part of their agreement to contribute to core capacity projects, as BART will soon extend into Santa Clara County and its residents will also benefit from these projects.
 - SFMTA: For SFMTA, the nearly \$1.2 billion in local revenues include existing sales tax and revenue bonds as well as anticipated future sales tax, vehicle license fee, and general obligation bonds. A task force has been convened by the San Francisco Mayor's Office and will be finalizing its recommendations by the close of 2013 with the expectation of going to the ballot in 2014 and 2016 to support this local contribution.
 - AC Transit: For AC Transit, the assumed local contribution of \$340 million would come from a portion of future Alameda County and Contra Costa sales tax measures and/or parcel tax augmentations for AC Transit operations and maintenance needs.
- Regional/Other Funding:
 - FTA/STP Funds: The program assumes \$3.5 billion in FTA formula and STP funds. These funds have historically supported transit capital replacement through the Transit Capital Priorities process. Generally, the program timeframe has been 2 to 3 years in duration. The proposed Core Capacity Challenge Grant Program investment strategy would extend the commitment for the identified projects to 15 years. The program would also accelerate FTA and STP funds availability through financing as needed; roughly \$200 million is assumed to pay for financing for timely delivery of this aggressive capital program. The proposal acknowledges the needs of other transit operators in the region by retaining an estimated 33% of expected FTA formula funds for the remaining operators. The proposal also retains funding for the BART Car Phase 1 and on-going fixed guideway priorities for rail and ferry operators. A portion of the federal funds for the BART Railcar Replacement and Expansion project may be programmed to BART's preventive maintenance or another capital project and exchanged for BART local funds deposited into the BART Railcar Replacement Funding

Exchange Account, depending on the cash flow needs of the project. The table below provides more detail.

Projected FTA/STP Revenues 2015-2030:	\$ 7,549	
Core Capacity Challenge Grants	\$ 3,283	43%
Core Capacity Financing Costs	\$ 200	3%
BART & SFMTA Fixed Guideway Caps	\$ 1,235	16%
Remaining BART Car Phase 1 Commitment	\$ 331	4%
Other Operators	\$ 2,500	33%
Total	\$ 7,549	100%

- AB664 Funds: The program assumes \$70 million in AB664 bridge toll funds. These funds have historically supported transit capital replacement by contributing towards local matching funds for eligible operators in the Transit Capital Priorities process. Generally, the funds are programmed annually. The proposed Core Capacity Challenge Grant Program investment strategy would extend the commitment for the identified projects to 15 years, and would accelerate availability of these toll funds by frontloading AB664 revenues that are available as part of a Bay Area Toll Authority (BATA) revenue transfer to MTC in 2010.
- BATA Project Savings: With the completion of the Regional Measure 1 highway and bridge projects and the opening of the New East Span of the Bay Bridge, BATA project savings are proposed to be directed to the Core Capacity Challenge Grant Program. Staff has determined that these transit projects are eligible bridge improvement projects because they will improve functioning or use of one or more of the state-owned bridges. As such, these project expenditures, in an amount of \$250 million, are proposed to be added to BATA's long-range plan and budget. The total includes approximately \$182 million for Core Capacity Challenge Grant Program projects and \$68 million for the BART Rail Car Replacement Phase 1 project (MTC Resolution 4126, Revised).
- SFO Net Operating Revenues: A commitment dating from 1988 and the first rail extension agreement, MTC Resolution 1876, directs \$145 million of the net operating surplus generated by the San Francisco International Airport (SFO) BART Extension to fulfill the remaining SamTrans' capital contribution to the BART system, for the Warm Springs Extension. This proposal would direct these funds to BART's rail car purchase project, which includes rail cars for the Warm Springs extension project. The Warm Springs construction costs were met through other regional funding contributions as part of the 2008 MTC Resolution 3434 Strategic Plan. SFO Net Operating Revenue satisfies SamTrans buy-in to the BART District originally dedicated to the BART to Warm Springs project.

- Cap and Trade Revenues: AB 574 (Lowenthal) seeks to reserve California Cap and Trade allowance revenue from transportation fuels for transportation-related expenditures. Plan Bay Area included an estimated \$3.1 billion over the 28-year period as available to the region. While the distribution of funds to the MPO's has not yet been finalized, a draft framework and set of principles for Cap and Trade revenues, including \$875 million for the Core Capacity Challenge Grant program, has been proposed and is pending Commission approval.
- FTA New Starts Core Capacity: With the enactment of MAP-21, this new category of eligible projects was added to the New Starts Program. Projects eligible for this funding must expand capacity by at least 10% in existing fixed-guideway transit corridors that are already at or above capacity today, or are expected to be at or above capacity within five years. As part of Plan Bay Area's investment strategy, a reserve of \$660 million in New Starts was established for future East Bay and North Bay projects. BART's train control project aligns well with the intent of this new category of FTA competitive funding and the direction outlined in Plan Bay Area.

Date: December 18, 2013
W.I.: 1512
Referred by: PAC

Attachment B
Resolution No. 4123
Page 1 of 3

Attachment B Project Descriptions

BART

BART Railcar Replacement and Expansion includes the purchase of 463 new cars, which, together with previously committed funding, would bring BART's fleet to a total of 873 cars: 669 to replace the current fleet, 91 to increase core capacity, 30 for the Warm Springs extension, 60 for the Berryessa extension, and 23 for the extension to San Jose/Santa Clara. The 23 cars for the Silicon Valley extension is subject to the availability of \$75 million in Cap and Trade funding. 350 of the 669 replacement cars are being funded under MTC Resolution No. 4126 and the 60 cars for the Berryessa extension are being funded by VTA through an agreement with BART. The \$1.52 billion cost is in addition to the \$1.38 billion already committed to the project, including \$871 million in regional funding. A portion of the federal funds for the BART Railcar Replacement and Expansion project may be programmed to BART's preventive maintenance or another capital project and exchanged for BART local funds deposited into the BART Railcar Replacement Funding Exchange Account, depending on the cash flow needs of the project. BART's current fleet is either already overdue or due for replacement by 2019.

BART Train Control System involves implementing a new train control system. The current system is aging and needs replacement to restore and retain reliability. A new train control system would increase peak period/peak direction throughput and allow BART to expand its fleet to meet future demand while maintaining service reliability.

BART Hayward Maintenance Center includes improvements to expand the current Hayward Yard by adding storage and transfer/access tracks on the existing BART property and a primary shop, a vehicle-level overhaul shop, a component repair shop, a central warehouse and an expanded shop and storage facility. This project is needed to store and service BART's expanded fleet and will serve as the primary maintenance shop and storage yard for the Berryessa extension fleet.

SFMTA

SFMTA Fleet Replacement includes replacement of all of SFMTA's vehicles as they reach the end of their useful lives between 2016 and 2030. SFMTA's fleet includes 494 buses, 333 trolleys, 151 light rail vehicles, and 67 paratransit vans. Also included in the project is approximately \$300 million for mid-life overhauls to extend vehicle service life and maintain reliability, and the costs of rehabilitating Muni's cable car and historic streetcar fleets.

SFMTA Fleet Enhancement & Expansion expands Muni's light rail vehicle fleet by 74 cars: 24 for the Central Subway extension and 50 to increase capacity on existing lines. The project would also fund an additional 110 60' articulated buses and the increased cost for replacing 42 40' buses and trolleys with 60' articulated buses and 60' trolleys to increase capacity on high-ridership routes, and the installation of video and data collection systems on Muni vehicles.

SFMTA Facilities Core Improvements provides for the renovation of ageing, overcrowded, and inefficient facilities and the improvements needed to address current and future needs, such as:

- Muni Metro East (MME) Maintenance Facility – construction of a centralized paint and body shop to allow for operational flexibility and added repair bay capacity at Woods Maintenance Facility.
- Burke Central Parts Warehouse – improved retrieval time and productivity through use of high efficiency racking systems and improvements to extend the shelf life of parts and components stored in the facility.
- Woods Maintenance Facility – added repair bay capacity and flexibility to accommodate articulated buses; improvements to extend life of the facility and fully utilize its space efficiently to improve productivity.

AC Transit

AC Transit Fleet Replacement consists of replacement of all of AC Transit's buses as they reach the end of their useful lives between 2015 and 2030. AC Transit's fleet replacement needs during this period include 150 40' standard transit buses, 57 60' articulated buses, 91 30' buses, 67 40' suburban transit buses, and 39 45' over-the-road coaches.

AC Transit Fleet Expansion includes procurement of 79 Diesel Electric Hybrid buses to implement the service expansions called for under AC Transit's Comprehensive Operations Analysis.

AC Transit Facility Replacement & Rehabilitation includes replacement of equipment such as communications and navigation systems, bus lifts, fuel islands, bus washers, waste treatment systems, and underground storage tanks at AC Transit's maintenance and operations facilities as

the equipment reaches the end of its useful life. The funding would also allow for re-opening of the Richmond Maintenance Facility.

Date: December 18, 2013
W.I.: 1512
Referred by: PAC

Attachment C
Resolution No. 4123
Page 1 of 2

Attachment C Terms and Conditions

General Terms

- a) Continue Transit Capital Priorities Process for Other Operators: The FTA revenue assumption acknowledges the needs of other operators in the region by retaining an estimated 33% of expected FTA formula funds for the remaining operators and only commits an estimated 42% of expected FTA formula funds to this program. This percentage attempts to hold all the other operators harmless and retains funding for on-going fixed guideway priorities for rail and ferry operators based on projection of past needs.
- b) Revenues Availability: MTC agrees to program Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) funds as set forth in Attachment A in a timely manner in order to meet cash flow needs and minimize financing costs, subject to Congressional authorization and appropriation of funds, and MTC's ability to meet other critical regional transit capital needs. MTC may substitute other available MTC-controlled funds in place of available FTA funds specified in the Program.
- c) Strategic Review: A strategic review of the Core Capacity Challenge Grant program will be conducted at least every 5 years in order to monitor operator project delivery and local contributions. This will also allow staff to address any changes in the demand for capital projects or the revenue landscape.

Operator Conditions

- a) Local Match Contributions: In order to qualify for challenge grant funding, AC Transit, BART and SFMTA are required to provide a minimum of 30% matching funds overall, and at least 25% for fleet replacement projects. The operators will be required to provide to MTC a board-approved commitment of local match dollars before the Program funds are programmed and allocated to them.
- b) Compliance with TSP Performance Metrics: Plan Bay Area assumed that the recommendations of the Transit Sustainability Project would be implemented to complement cost control and service improvements already implemented by the region's transit operators. In order to qualify for challenge grant funding, this proposal requires AC Transit, BART, and SFMTA to meet the Transit Sustainability Project's performance objectives outlined in MTC Resolution No. 4060 that call for a 5% real reduction in at least

one of three performance measures (cost per service hour, cost per passenger or cost per passenger mile) by FY2016-17 and no growth beyond CPI thereafter.

- c) Compliance with Funding Requirements: AC Transit, BART and SFMTA are required to comply with all the applicable local, state, and federal requirements for funds programmed by MTC.
- d) Cash flow Needs and Updates: AC Transit, BART and SFMTA are required to provide MTC with an initial cash flow before the program funds are programmed and allocated to them; and update MTC whenever there are significant changes to the cash flow or annually at a minimum.

Attachment A

Core Capacity Challenge Grants - Funding Plan (\$ Millions)

Project	Project Cost	Proposed Local \$				Funding Sources for Remaining Need						Total Funding
		BART	SFMTA	AL/CC Sales Tax/Parcel Tax	VTA	FTA/STP	AB664 Bridge Tolls	BATA Project Savings	SFO Net Op Revenue	Cap & Trade	Core Capacity New Starts	
BART Rail Cars (463 cars beyond current funding commitment)	1,521	393				893		15	145	75		1,521
BART Train Control	700	267				163				126	144	700
BART Hayward Maint. Center	433	258			175							433
Subtotal BART	2,654	918	-	-	175	1,056	-	15	145	201	144	2,654
SFMTA Fleet Replacement	2,644		770			1,594	114	167				2,644
SFMTA Fleet Enhance & Expand	648		248							400		648
SFMTA Facilities Core Improvements	209		142							67		209
Subtotal SFMTA (2)	3,502	-	1,160	-	-	1,594	114	167	-	467	-	3,502
AC Transit Fleet Replacement	780			195		481	25	78				780
AC Transit Fleet Expansion	90			40		5				45		90
AC Transit Facility Repl/Rehab	268			106						162		268
Subtotal AC Transit	1,138	-	-	341	-	486	25	78	-	207	-	1,138
Financing	200					200						200
TOTAL	7,494	918	1,160	341	175	3,336	139	261	145	875	144	7,494

- (1) Funding sources for BART Rail Cars were revised by Commission in January 2016 to redirect \$150 million of AB664 Bridge Tolls and BATA Project Savings to the BART Car Phase 1 Funding Plan (MTC Res. 4126), and to replace the bridge tolls with \$150 million of OBAG 2 STP/CMAQ funds transferred from the Phase 1 funding plan.
- (2) SFMTA cost estimates adjusted to use regional cost estimates for buses and LRVs, and converted to year-of-expenditure dollars
- (3) SFMTA AB 664 funding increased \$69,443,401; BATA Project Savings increased \$83,000,000; FTA Amount reduced \$152,443,401 per Commission Action 3/22/2017; Specific usage of those funds discussed in that action, revisions of Res. 4169, Revised and Res. 4262, Revised, and at 1/9/2019 Programming and Allocations Committee.
- (4) AC Transit BATA Project Savings funding decreased \$4,677,000; STP amount increased by like amount on 7/28/2021.

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
07/28/21-C

ABSTRACT

Resolution No. 4169, Revised

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

The following attachment is provided with this resolution:

Attachment A – Program of Projects

Attachment B – Allocations

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

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

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

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

ABSTRACT

MTC Resolution No. 4169, Revised

Page 2

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

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 4169, Revised

Page 3

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

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.

This resolution was revised on July 28, 2021 to program and allocate \$1,845,000 to Solano Transportation Authority for Design Services During Construction on the Solano 80 Express Lanes Project, and to program and allocate \$2,822,000 to BAIFA for the Toll System on the Solano 80 Express Lanes Project, as part of a funding exchange.

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, June 9, 2021, and July 14, 2021.

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

RE: Programming and allocation of BATA Project Savings

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4169

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



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 07/28/21-C

Attachment A
Resolution No. 4169
Page 1 of 2

PROGRAM OF BATA PROJECT SAVINGS FUND PROJECTS

FY2014-15 Program of Projects

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

FY2015-16 Program of Projects

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

FY2016-17 Program of Projects

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

FY2017-18 Program of Projects

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

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

Attachment A
Resolution No. 4169
Page 2 of 2

PROGRAM OF BATA PROJECT SAVINGS FUND PROJECTS

FY2018-19 Program of Projects

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

FY2019-20 Program of Projects

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

FY2020-21 Program of Projects

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

FY2021-22 Program of Projects

Operator	Project	Amount	Conditions
Solano Transportation Authority	Solano 80 Express Lanes - Design Services During Construction		Note: The programming is a part of the exchange of federal funds originally earmarked for the I-80 Managed Lanes project in Solano County.
	<i>Total STA Programming</i>	1,845,000	
BAIFA	Solano 80 Express Lanes - Toll System		Note: The programming is a part of the exchange of federal funds originally earmarked for the I-80 Managed Lanes project in Solano County.
	<i>Total SFMTA Programming</i>	2,822,000	
Total FY2021-22 Programming:		4,667,000	

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 07/28/21-C

Attachment B
Resolution No. 4169
Page 1 of 1

ALLOCATIONS TO BATA PROJECT SAVINGS FUNDED PROJECTS

Operator	Project	Date	Amount	Allocation No.	Notes
AC Transit	Projects Listed on Attachment A	1/27/2016	24,922,916	16-4169-01	See Notes below
AC Transit	Projects Listed on Attachment A	3/22/2017	5,248,522	17-4169-01	See Notes below
SFMTA	Projects Listed on Attachment A	3/22/2017	4,649,495	17-4169-02	See Notes below
AC Transit	Projects Listed on Attachment A	12/20/2017	16,560,759	18-4169-01	See Notes below
SFMTA	Projects Listed on Attachment A	12/20/2017	4,956,713	18-4169-02	See Notes below
SFMTA	Projects Listed on Attachment A	6/27/2018	37,270,041	18-4169-03	See Notes below
SFMTA	Projects Listed on Attachment A	1/23/2019	59,118,014	19-4169-01	See Notes below
SFMTA	Projects Listed on Attachment A	9/25/2019	45,729,959	20-4169-01	See Notes below
AC Transit	Projects Listed on Attachment A	7/22/2020	3,607,227	21-4169-01	See Notes below
SFMTA	Projects Listed on Attachment A	7/22/2020	4,283,126	21-4169-02	See Notes below
SFMTA	Light Rail Vehicle Replacement	4/28/2021	4,912,063	21-4169-03	See Notes below
AC Transit	Replace (50) 40ft Urban Buses -Diesel	4/28/2021	5,992,652	21-4169-04	See Notes below
STA	Solano 80 Express Lanes - DSDC	7/28/2021	1,845,000	22-4169-01	See Notes below
BAIFA	Solano 80 Express Lanes - Toll System	7/28/2021	2,822,000	22-4169-02	See Notes below
Total Allocations:			221,918,487		

Notes:

- 1 Acceptance of allocations requires operator agreement to comply with the provisions of the AB 664 Net Bridge Toll Revenues section of MTC Resolution No. 4015 and that any BATA Project Savings funds received shall be subject to MTC Resolution No. 4015, unless otherwise agreed to herein.
- 2 Allocation 17-4169-01 shall be extended to 6/30/2022 in accordance with the Timely Use of Funds policy in MTC Resolution No. 4015. See PAC memo dated June 9, 2021 for detail.
- 3 Allocations 22-4169-01 and 22-4169-02 are a part of the exchange of federal funds originally earmarked for the I-80 Managed Lanes project in Solano County. See PAC memo dated July 14, 2021 for more detail.

Date: March 25, 2020
W.I.: 1258
Referred by: PAC
Revised: 05/27/20-C 06/23/21-C
07/28/21-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.

This resolution was revised on July 28, 2021 by Commission Action to amend Attachment B – Bay Area Corridor Express Lanes 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, June 9, 2021, and July 14, 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.

RM3 Program of Projects – Bay Area Corridor Express Lanes

RM3 Project No.	2
Project Title	Bay Area Corridor Express Lanes
Funding Amount	\$300,000,000
Statute Project Description	
Fund the environmental review, design, and construction of express lanes to complete the Bay Area Express Lane Network, including supportive operational improvements to connecting transportation facilities. Eligible projects include, but are not limited to, express lanes on Interstate 80, Interstate 580, and Interstate 680 in the Counties of Alameda and Contra Costa, Interstate 880 in the County of Alameda, Interstate 280 in the City and County of San Francisco, Highway 101 in the City and County of San Francisco and the County of San Mateo, State Route 84 and State Route 92 in the Counties of Alameda and San Mateo, Interstate 80 from Red Top Road to the intersection with Interstate 505 in the County of Solano, and express lanes in the County of Santa Clara.	
Statute Project Sponsor	
Eligible project sponsors include the Bay Area Infrastructure Financing Authority, and any countywide or multicounty agency in a bay area county that is authorized to implement express lanes. The Metropolitan Transportation Commission shall make funds available based on performance criteria, including benefit-cost and project readiness.	
Other Project Sponsor Action Required for Programming	
Sponsors must agree to follow regionally consistent toll policies established by MTC/BAIFA	

Program of Projects

Project Sponsor	Project Title	RM3 Amount (\$ millions)
San Mateo County Transportation Authority	US 101 Express Lanes: I-380 to Santa Clara County Line ¹	\$75
Solano Transportation Authority	Interstate 80 Express Lanes: Red Top Road to I-505 ²	\$53.724
Bay Area Infrastructure Financing Authority	Interstate 80 Express Lanes: Red Top Road to I-505 (Toll System) ²	\$31.276
Alameda County Transportation Commission	Interstate 680 Southbound Express Lane: Alcosta Boulevard to SR-84 ²	\$80
Express Lanes Program Reserve	TBD ³	\$60
Total		\$300

¹ Project exempt for requirement to follow regionally consistent toll policies established by MTC/BAIFA since toll funds were committed through prior BATA action.

² Funds programmed to these projects are intended as leverage for 2020 Senate Bill 1 (SB1) Solutions for Congested Corridors Program (SCCP), Trade Corridor Enhancement Program (TCEP), and Local Partnership Program (LPP). If the I-80 project fails to secure sufficient 2020 SB1 funding to fully fund the project and start construction as planned in 2021, the \$80 million in RM3 programmed to this project will be returned to the RM3 Express Lanes Program Reserve. If the I-680 project fails to secure fully funding and meet environmental and regulatory requirements to start construction by the end of calendar year 2022, the \$80 million in RM3 programmed to this project will be returned to the RM3 program reserve.

³ Projects may include development or construction of express lanes or supportive operational improvements. Priority for a portion of this reserve will be given to Interstate 680 Northbound Express Lane: Livorna to Marina Vista, pending completion of environmental review, sufficient design to determine the benefit-cost ratio and development of a full funding plan.

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 07/28/21-C

ABSTRACT

MTC Resolution No. 4412, Revised

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

This resolution includes the following attachments:

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

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

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

Attachment O – I-80 Express Lanes Project Toll System (Bay Area Infrastructure
Financing 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).

This resolution was revised by Commission Action on July 28, 2021 to amend Attachment M, LONP Summary for the I-80 Express Lanes Project in Solano County, and to add Attachment O, LONP Summary for the I-80 Express Lanes Toll System Project in Solano County.

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, June 9, 2021, and July 14, 2021.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4412

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

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



Regional Measure 3

Letter of No Prejudice Project Summary

Project Information

RM3 Project Number		2.1
Project Title		I-80 Express Lanes in Solano County
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Solano Transportation Authority (STA)		STA / Caltrans
Legislated Project Description		RM3 Legislated Funding (in \$1,000s)
(2) Bay Area Corridor Express Lanes. Fund the environmental review, design, and construction of express lanes to complete the Bay Area Express Lane Network, including supportive operational improvements to connecting transportation facilities. Eligible projects include, but are not limited to, express lanes on Interstate 80, Interstate 580, and Interstate 680 in the Counties of Alameda and Contra Costa, Interstate 880 in the County of Alameda, Interstate 280 in the City and County of San Francisco, Highway 101 in the City and County of San Francisco and the County of San Mateo, State Route 84 and State Route 92 in the Counties of Alameda and San Mateo, Interstate 80 from Red Top Road to the intersection with Interstate 505 in the County of Solano, and express lanes in the County of Santa Clara. Eligible project sponsors include the Bay Area Infrastructure Financing Authority, and any countywide or multicounty agency in a bay area county that is authorized to implement express lanes. The Metropolitan Transportation Commission shall make funds available based on performance criteria, including benefit-cost and project readiness. Three hundred million dollars (\$300,000,000).		\$300,000
Sponsor Programming and LONP Request Action		
STA approved Resolution No. 2021-06 on 4/14/2021, approving a \$101,700,000 RM3 LONP request. STA will use SB1 Trade Corridor Enhancement Program, STIP, and MTC-loaned federal discretionary funds to construct the project. STA revised Res 2021-06 on 7/14/21 to change LONP amount to \$70,424,000.		
Detailed Project Description		
The proposed project will construct managed lanes on westbound and eastbound I-80 to reduce public transit travel times, increase vehicle and passenger throughput, and decrease congestion. From Red Top Road to just east of Air Base Parkway, the project will convert the existing high-occupancy vehicle (HOV) lanes to express lanes. From just east of Air Base Parkway to east of I-505, the project will widen I-80 to accommodate managed lanes. The project will install static and dynamic overhead signs, electronic tolling equipment, median lighting, toll collection subsystems, electrical and communication conduits, and traffic control devices. The project will also extend an existing multiuse (Class I) trail across I-80 at Ulatis Creek. The project corridor is approximately 18 miles.		
LONP Phase	LONP Amount (in \$1,000s)	LONP Approval Date
CON	\$70,424	4/28/2021; revised 7/28/2021
Scope - Activities eligible for future allocation and reimbursement if RM3 funds become available		
The LONP preserves future RM3 eligibility for costs related to the construction of the I-80 Express Lanes project incurred after the LONP approval date.		
Conditions - In addition to the successful outcome of RM3 litigation, eligibility for future allocation and reimbursement is conditioned upon the following:		
1	Reimbursement subject to executed funding agreement between MTC and STA defining terms and conditions of MTC loan of federal discretionary funding to STA for the I-80 Express Lanes project.	
2	LONP reimbursement of MTC Federal STP/CMAQ funds from BATA to STA shall be repaid to MTC and deposited into the Exchange Fund Program (Res. 3989) for further distribution via the One Bay Area Grant (OBAG) framework.	



Regional Measure 3

Letter of No Prejudice Project Summary

Project Funding Plan and Schedule

RM3 Project Number	2.1
Project Title	I-80 Express Lanes in Solano County
RM3 Replacement Funding Source	MTC Federal Discretionary Funds, STIP Funds, Bridge Toll Savings

Project Funding Plan				Project Schedule	
Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV	Toll Funds	Yes	\$ 10,900	Jan-11	Dec-15
	ENV Subtotal		\$ 10,900		
PSE	Toll Funds	Yes	\$ 18,400	Jan-16	Jun-21
	PSE Subtotal		\$ 18,400		
ROW	Toll Funds	Yes	\$ 3,200	Jan-17	Apr-21
	ROW Subtotal		\$ 3,200		
CON	SB1 Trade Corridor Enhancement Program	Yes	\$ 123,400	Sep-21	Dec-24
	MTC Federal STP/CMAQ (RM3 Replacement)	Yes	\$ 63,465		
	STIP (CRRSAA) Funds (RM3 Replacement)	Yes	\$ 1,859		
	STIP Funds (Not RM3 Replacement)	Yes	\$ 17,300		
	Bridge Toll Savings (RM3 Replacement)	Yes	\$ 1,845		
	Other Funds (RM3 Replacement)	No	\$ 3,255		
	CON Subtotal		\$ 211,124		
Capital Funding Total			\$ 243,624		



Regional Measure 3

Letter of No Prejudice Project Summary

Project Information

July 28, 2021
Attachment O
MTC Resolution No. 4412
Revised: 07/28/21-C
Page 1 of 2

RM3 Project Number	2.2	
Project Title	I-80 Express Lanes in Solano County (Toll System)	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Bay Area Infrastructure Financing Authority (BAIFA)		BAIFA
Legislated Project Description	RM3 Legislated Funding (in \$1,000s)	
(2) Bay Area Corridor Express Lanes. Fund the environmental review, design, and construction of express lanes to complete the Bay Area Express Lane Network, including supportive operational improvements to connecting transportation facilities. Eligible projects include, but are not limited to, express lanes on Interstate 80, Interstate 580, and Interstate 680 in the Counties of Alameda and Contra Costa, Interstate 880 in the County of Alameda, Interstate 280 in the City and County of San Francisco, Highway 101 in the City and County of San Francisco and the County of San Mateo, State Route 84 and State Route 92 in the Counties of Alameda and San Mateo, Interstate 80 from Red Top Road to the intersection with Interstate 505 in the County of Solano, and express lanes in the County of Santa Clara. Eligible project sponsors include the Bay Area Infrastructure Financing Authority, and any countywide or multicounty agency in a bay area county that is authorized to implement express lanes. The Metropolitan Transportation Commission shall make funds available based on performance criteria, including benefit-cost and project readiness. Three hundred million dollars (\$300,000,000).	\$300,000	
Sponsor Programming and LONP Request Action		
BAIFA approved Resolution No. 23 on 7/28/21, approving a \$31,276,000 RM3 LONP request. BAIFA will use various bridge toll funds and other local funds to construct the toll systems portion of the overall project.		
Detailed Project Description		
The proposed project will construct managed lanes on westbound and eastbound I-80 to reduce public transit travel times, increase vehicle and passenger throughput, and decrease congestion. From Red Top Road to just east of Air Base Parkway, the project will convert the existing high-occupancy vehicle (HOV) lanes to express lanes. From just east of Air Base Parkway to east of I-505, the project will widen I-80 to accommodate managed lanes. The project will install static and dynamic overhead signs, electronic tolling equipment, median lighting, toll collection subsystems, electrical and communication conduits, and traffic control devices. The project will also extend an existing multiuse (Class I) trail across I-80 at Ulatis Creek. The project corridor is approximately 18 miles.		
LONP Phase	LONP Amount (in \$1,000s)	LONP Approval Date
CON	\$31,276	28-Jul-21
Scope - Activities eligible for future allocation and reimbursement if RM3 funds become available		
The LONP preserves future RM3 eligibility for costs related to the construction of the I-80 Express Lanes project incurred after the LONP approval date.		
Conditions - In addition to the successful outcome of RM3 litigation, eligibility for future allocation and reimbursement is conditioned upon the following:		
1 None		



Regional Measure 3

Letter of No Prejudice Project Summary

Project Funding Plan and Schedule

July 28, 2021
Attachment O
MTC Resolution No. 4412
Revised: 07/28/21-C
Page 2 of 2

RM3 Project Number	2.2
Project Title	I-80 Express Lanes in Solano County (Toll System)
RM3 Replacement Funding Source	Bridge Toll Savings and Other Bridge Tolls

Project Funding Plan				Project Schedule	
Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV					
	ENV Subtotal		\$ -		
PSE					
	PSE Subtotal		\$ -		
ROW					
	ROW Subtotal		\$ -		
CON	Bridge Toll Savings (RM3 Replacement)	Yes	\$ 2,822	Sep-21	Dec-24
	Other Bridge Tolls (RM3 Replacement)	No	\$ 28,904		
	CON Subtotal		\$ 31,726		
Capital Funding Total			\$ 31,726		

Date: July 28, 2021
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 4479

Establishes conditions for the exchange of Solano Transportation Authority (STA) unrestricted funds with Bridge Toll Savings funds provided by the Metropolitan Transportation Commission (MTC) and the Bay Area Toll Authority (BATA). 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 July 14, 2021.

Date: July 28, 2021
W.I.: 1515
Referred by: PAC

RE: Agreement for the Exchange of MTC/BATA Bridge Toll Savings with Solano Transportation Authority Unrestricted funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4479

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 Toll Bridge Project Savings funds directed to the Transit Core Capacity Challenge Grant Program, hereinafter referred as “Toll Savings 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 Toll Savings 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 Toll Savings 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 Toll Savings Funds with STA Unrestricted Funds.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote Locations, on July 28, 2021.

Date: July 28, 2021
W.I.: 1515
Referred by: PAC

MTC Resolution No. 4479
Attachment A

**Agreement for the Exchange of MTC/BATA Bridge Toll Savings
Funds with Solano Transportation Authority (STA) Unrestricted
funds**

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

This AGREEMENT is entered into on the first day of August 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 one million, eight hundred forty five thousand dollars (\$1,845,000) in toll bridge project savings funds directed to the Transit Core Capacity Challenge Grant Program, hereinafter referred to as (“TOLL SAVINGS 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 TOLL SAVINGS 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 TOLL SAVINGS 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 TOLL SAVINGS 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 TOLL SAVINGS FUNDS to AUTHORITY in accordance with this Agreement.
- (2) To program in the federal Transportation Improvement Program (TIP) by December 31, 2021, a maximum total of one million, eight hundred forty five thousand dollars (\$1,845,000) of TOLL SAVINGS FUNDS to AUTHORITY for implementation of PROJECT.

Section II

AUTHORITY AGREES:

- (1) To meet all federal, state, and regional project funding delivery requirements associated with TOLL SAVINGS FUNDS.
- (2) To request allocation and payment/reimbursement of one million, eight hundred forty five thousand dollars (\$1,845,000) 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.
- (3) To provide STA UNRESTRICTED FUNDS in the amount of one million, eight hundred forty five thousand dollars (\$1,845,000) to MTC within sixty (60) days following receipt of RM3 funds from MTC or the Bay Area Toll Authority (BATA).
- (4) 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 August 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 a payment/reimbursement of the TOLL SAVINGS FUNDS by December 31, 2022 and no arrangement for availability of these funds after

December 31, 2022 has been made by MTC to the satisfaction of AUTHORITY. If the Agreement is terminated by AUTHORITY, MTC will reprogram the TOLL SAVINGS 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

Kenneth Kao
Assistant Director, Funding Policy and Programs
Metropolitan Transportation Commission
375 Beale St., Suite. 800
San Francisco, CA 94105
kkao@bayareametro.gov

- (8) This Agreement is the entire agreement among MTC and AUTHORITY relating to the subject matter of this Agreement. MTC and AUTHORITY acknowledge they have not relied upon any promise, representation or warranty not expressly set forth in this Agreement in executing this Agreement.

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

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

SOLANO TRANSPORTATION
AUTHORITY

METROPOLITAN TRANSPORTATION
COMMISSION

Daryl K. Halls, Executive Director

Therese W. McMillan, Executive Director

Date: July 28, 2021
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 4480

Establishes conditions for the exchange of Bay Area Infrastructure Financing Authority (BAIFA) unrestricted funds with Bridge Toll Savings funds provided by the Metropolitan Transportation Commission (MTC) and the Bay Area Toll Authority (BATA). An agreement for the conditions of this exchange of funds between BAIFA 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 July 14, 2021.

Date: July 28, 2021
W.I.: 1515
Referred by: PAC

RE: Agreement for the Exchange of MTC/BATA Bridge Toll Savings with Bay Area Infrastructure Financing Authority Unrestricted funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4480

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 Metropolitan Transportation Commission (“MTC”) and the Bay Area Toll Authority (“BATA”) have executed a joint exercise of powers agreement dated as of August 1, 2006, as amended, which created and established the Bay Area Infrastructure Financing Authority (“BAIFA”); and

WHEREAS, the Bay Area Infrastructure Financing Authority (BAIFA) is the sponsoring agency for the Solano I-80 Managed Lanes project’s toll system component, 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, BAIFA has requested the assistance of MTC to maintain the delivery commitment for the Solano I-80 Managed Lanes project by providing Toll Bridge Project Savings funds directed to the Transit Core Capacity Challenge Grant Program funds, hereinafter referred as “Toll Savings Funds” in the near term in exchange for BAIFA non-federal unrestricted funds hereinafter referred to as “BAIFA Unrestricted Funds” in the longer term; and

WHEREAS, BAIFA agrees to repay MTC for the Toll Savings Funds with BAIFA 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 Toll Savings Funds with BAIFA 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 BAIFA 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 Toll Savings Funds with BAIFA Unrestricted Funds.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote Locations, on July 28, 2021.

Date: July 28, 2021
W.I.: 1515
Referred by: PAC

MTC Resolution No. 4480
Attachment A

**Agreement for the Exchange of MTC/BATA Bridge Toll Savings
Funds with Bay Area Infrastructure Financing Authority
(BAIFA) Unrestricted funds**

Agreement between the Metropolitan Transportation Commission (MTC) and the Bay Area Infrastructure Financing Authority (BAIFA) for the exchange of bridge toll savings funds for BAIFA non-federal unrestricted funds.

This AGREEMENT is entered into on the first day of August 1, 2021, by and between the BAY AREA INFRASTRUCTURE FINANCING AUTHORITY (“AUTHORITY”) created under an executed a joint exercise of powers agreement between the Metropolitan Transportation Commission and Bay Area Toll Authority dated as of August 1, 2006, as amended, 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 Toll Systems 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 two million, eight hundred twenty two thousand dollars (\$2,822,000) in toll bridge project savings funds directed to the Transit Core Capacity Challenge Grant Program, hereinafter referred to as (“TOLL SAVINGS 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 TOLL SAVINGS 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 TOLL SAVINGS 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 TOLL SAVINGS 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 TOLL SAVINGS FUNDS to AUTHORITY in accordance with this Agreement.
- (2) To program in the federal Transportation Improvement Program (TIP) by December 31, 2021, a maximum total of two million, eight hundred twenty two thousand dollars (\$2,822,000) of TOLL SAVINGS FUNDS to AUTHORITY for implementation of PROJECT.

Section II

AUTHORITY AGREES:

- (1) To meet all federal, state, and regional project funding delivery requirements associated with TOLL SAVINGS FUNDS.
- (2) To request allocation and payment/reimbursement of one million, eight hundred forty five thousand dollars (\$1,845,000) 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.
- (3) To provide STA UNRESTRICTED FUNDS in the amount of one million, eight hundred forty five thousand dollars (\$1,845,000) to MTC within sixty (60) days following receipt of RM3 funds from MTC or the Bay Area Toll Authority (BATA).
- (4) 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 August 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 a payment/reimbursement of the TOLL SAVINGS FUNDS by December 31, 2022 and no arrangement for availability of these funds after

December 31, 2022 has been made by MTC to the satisfaction of AUTHORITY. If the Agreement is terminated by AUTHORITY, MTC will reprogram the TOLL SAVINGS 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:

Andrew Fremier
Deputy Executive Director, Ops.
Bay Area Inf. Fin. Authority
375 Beale St., Ste. 800
San Francisco, CA 94105
afremier@bayareametro.gov

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

BAY AREA INFRASTRUCTURE
AUTHORITY

METROPOLITAN FINANCING
COMMISSION

Andrew Fremier, Deputy Exec. Director

Therese W. McMillan, Executive Director



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	21-0910	Version:	1	Name:	
Type:	Report	Status:		Commission Approval	
File created:	6/7/2021	In control:		Programming and Allocations Committee	
On agenda:	7/14/2021	Final action:			
Title:	FY 2020-21 Federal Earmark Repurposing. Potential projects to receive Federal Highway Administration (FHWA) repurposed earmark funds under the earmark repurposing provision of the Consolidated Appropriations Act, 2021.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	2i - 21-0910 - Earmark Repurposing.pdf				

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:

FY 2020-21 Federal Earmark Repurposing. Potential projects to receive Federal Highway Administration (FHWA) repurposed earmark funds under the earmark repurposing provision of the Consolidated Appropriations Act, 2021.

Presenter:

Mallory Atkinson

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

July 14, 2021

Agenda Item 2i - 21-0910

FY 2020-21 Federal Earmark Repurposing

Subject: Potential projects to receive Federal Highway Administration (FHWA) repurposed earmark funds under the earmark repurposing provision of the Department of Transportation Appropriations Act, 2021.

Background: The Department of Transportation Appropriations Act, 2021 includes a provision enabling states to repurpose unused earmark balances from projects that have not substantially progressed (with less than 10% of the earmark funds having been obligated), or that are completed and closed.

Repurposed funds can be directed to any new or existing project that is eligible to receive Surface Transportation Block Grant Program (STBGP) funds. The project must also be located within 25 miles of the original earmark designation in the state.

Earmarks Available for Repurposing

At this time, MTC has not received a list of potential eligible earmarks for repurposing. We expect to receive guidance and a potential project list from Caltrans within the next couple weeks. Upon receipt of this list, staff will work with project sponsors and Caltrans to identify specific earmarked funds to be repurposed. It is expected that the balance available for repurposing will be limited, as many unused earmarks have already been repurposed in prior years.

Recommendation for Projects to Receive Repurposed Funds

For the next step in the process, Caltrans typically requests regions to submit a recommended list of projects to receive repurposed funds (or the projects to which the earmark funds will be directed). Staff will work with project sponsors and County Transportation Agencies (CTAs) to develop this list.

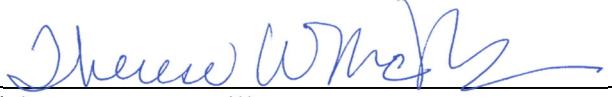
Depending on when MTC receives guidance from Caltrans, the staff recommendation for repurposing may be presented to the Commission at the July 28, 2021 meeting for review and approval. Staff will forward the repurposing recommendation to Caltrans to be included in the State's submission to FHWA. The final complete list of projects is due to FHWA Headquarters by September 10, 2021.

If Caltrans guidance is not released in time to develop a recommendation for the July Commission meeting, staff will forward repurposing recommendations to Caltrans to be included in the State's submission to FHWA by the required deadline and follow-up with an item at the September Committee meeting.

Issues: Federal regulations require repurposed funds to be fully obligated within three fiscal years of repurposing, or by September 30, 2024 for this year's repurposing effort. To reduce the risk of funds being lost to the region, and consistent with MTC's Project Delivery Policy (MTC Resolution No. 3606), Bay Area sponsors are required to fully obligate any repurposed earmark balances one year in advance of federal deadlines. Additionally, once repurposed onto a new project, the earmark funds cannot be repurposed again.

Recommendation: Direct staff to develop the FY 2020-21 repurposed Earmark list and submit to Caltrans by the required deadline.

Attachments: None.


Therese W. McMillan



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0860 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 5/28/2021 **In control:** Programming and Allocations Committee
On agenda: 7/14/2021 **Final action:**
Title: MTC Resolution Nos. 4035, Revised and 4202, Revised. Revisions to the One Bay Area Grant programs (OBAG 1 and 2), including revisions within the Contra Costa and Santa Clara County programs, and a time-limited increase in the regional exchange amount the Executive Director is authorized to approve.

Sponsors:

Indexes:

Code sections:

Attachments: [2j - 21-0860 - Resos 4035-4202 OBAG 1&2 Revisions.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:

MTC Resolution Nos. 4035, Revised and 4202, Revised. Revisions to the One Bay Area Grant programs (OBAG 1 and 2), including revisions within the Contra Costa and Santa Clara County programs, and a time-limited increase in the regional exchange amount the Executive Director is authorized to approve.

Presenter:

Mallory Atkinson

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

July 14, 2021

Agenda Item 2j - 21-0860

MTC Resolution Nos. 4035 and 4202, Revised

- Subject:** Revisions to the One Bay Area Grant programs (OBAG 1 and 2), including revisions within the Contra Costa and Santa Clara County programs, and a time-limited increase in the regional exchange amount the Executive Director is authorized to approve.
- Background:** The OBAG 1 and 2 programs adopted by the Commission establishes the commitments and policies for investing Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds for regional and county programs from FY 2012-13 through FY2021-22.

This month, staff recommends the following revisions to the Project Selection Criteria and Programming Policy, and the regional and county programs:

Regional STP/CMAQ Exchanges

In July 2019, the Commission delegated authority to the Executive Director or designee to sign letters of understanding with other regions for the exchange of up to \$2 million in STP/CMAQ funds. Exchanges are often made between regions and Caltrans to fully utilize apportionment and Obligation Authority (OA) before the funds lapse at the end of the federal fiscal year. Some regions are behind in delivery and unable to use the funds, while other regions would like to advance projects but have run out of apportionment or OA. Letters of understanding for such exchanges facilitate the movement of funds between regions, with repayment in a later year.

This year has been an extremely challenging one for project delivery. As of May 31st, less than 40 percent of the local OA had been delivered statewide. MTC, normally a strong deliverer, has over \$100 million in OA yet to be delivered. In normal years, MTC runs out of OA by the end of May. Obligation Authority is only good for the current federal fiscal year, with any unused OA returned to FHWA.

To address the situation, Caltrans Local Assistance has reached out to facilitate arrangements between regions to fully utilize local apportionment and OA so that the funds do not lapse.

Additionally, if a region is able to over-deliver, then the region can receive additional OA from FHWA as part of the redistribution of unused OA at the end of the federal fiscal year.

We are approaching the end of the year, with outstanding project delivery issues remaining. To help the state use all of the apportionment and OA, and potentially capture additional OA from FHWA, MTC will need to enter into letters of understanding with other regions for additional apportionment. It could also be possible that some large projects in the MTC region may not be ready in time, in which case MTC will need to exchange apportionment with other regions so as not to lose these funds. In either instance we will not know until August, just before the deadline to submit requests to Caltrans/FHWA. Unfortunately, there is no Commission meeting in August to approve such letters of understanding.

To provide greater flexibility, and ensure the region does not lose OA and/or can maximize the potential to capture extra OA, staff recommends temporarily increasing

the delegated authority for such STP/CMAQ letters of understanding from \$2 million to \$100 million for the entirety of letters of understanding through the end of the federal fiscal year (September 30, 2021). Such a delegation will facilitate and streamline such exchanges, which are usually time sensitive and result in no loss of apportionment totals for the region.

To be clear, this proposal is not a programming action, rather a recommendation to preserve regional and state shares of federal funding by providing flexibility to enter into exchange agreements with other regions through the end of the federal fiscal year. Apportionment is returned to the original region on October 1st, the beginning of the new fiscal year.

Contra Costa County Program

Redirect project savings within the OBAG 1 and OBAG 2 County programs to the following projects:

- Danville: San Ramon Valley Blvd Improvements, including Slurry Seal and Restriping (\$1,605,000, OBAG 1 and 2), as part of a fund exchange by Contra Costa Transportation Authority (CCTA) to provide local measure funds for the Diablo Road Trail.
- Pinole: Safety Improvements at Appian Way and Marlesta Rd - On Appian Way and Marlesta Road; Installation of a traffic signal, pavement striping and markings, high visibility crosswalks, and accessible curb ramps (\$350,000, OBAG 2).

Santa Clara County Program

As requested by the Santa Clara Valley Transportation Authority (VTA):


- Deprogram \$4,655,000 from Palo Alto's El Camino Real Pedestrian Safety & Streetscape as the project is being cancelled by the city to be rescoped.
- Direct approximately \$41,000 from the Palo Alto project to Campbell's Harriet Ave Sidewalk Improvements project.

A balance of \$4,614,000 in OBAG 2 funds will be programmed through a future Commission action, following a programming recommendation from the VTA Board.

Issues: None.

Recommendation: Refer MTC Resolution Nos. 4035 and 4202, Revised to the Commission for approval. Because Resolution No. 4202 is proposed for revision under other agenda items, it is included once under this agenda item with all proposed revisions. Only items referred by the Committee will be forwarded to the Commission.

Attachments: MTC Resolution No. 4035, Revised, Attachment B-2
MTC Resolution No. 4202, Revised, Attachment A
MTC Resolution No. 4202, Revised, Attachment B-1
MTC Resolution No. 4202, Revised, Attachment B-2


Therese W. McMillan

Date: May 17, 2012
 W.I.: 1512
 Referred by: Planning
 Revised: 10/24/12-C 11/28/12-C 12/19/12-C
 01/23/13-C 02/27/13-C 05/22/13-C
 09/25/13-C 11/20/13-C 12/18/13-C
 01/22/14-C 02/26/14-C 03/26/14-C
 04/23/14-C 05/28/14-C 06/25/14-C
 07/23/14-C 09/24/14-C 12/17/14-C
 03/25/15-C 05/27/15-C 06/24/15-C
 07/22/15-C 09/23/15-C 10/28/15-C
 11/18/15-C 12/16/15-C 01/27/16-C
 02/24/16-C 03/23/16-C 05/25/16-C
 07/27/16-C 12/21/16-C 01/25/17-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 02/28/18-C 03/28/18-C
 05/23/18-C 06/27/18-C 07/25/18-C
 09/26/18-C 12/19/18-C 01/23/19-C
 04/24/19-C 09/25/19-C 03/25/20-C
 09/23/20-C 11/20/20-C 07/28/21-C

ABSTRACT

Resolution No. 4035, Revised

This resolution adopts the Project Selection Policies and Programming for federal Surface Transportation Authorization Act following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim. The Project Selection Policies 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).

The resolution includes the following attachments:

- Attachment A – Project Selection Policies
- Attachment B-1 – Regional Program Project List
- Attachment B-2 – OneBayArea Grant (OBAG 1) Project List

Attachment A (page 13) was revised on October 24, 2012 to update the PDA Investment & Growth Strategy (Appendix A-6) and to update county OBAG fund distributions using the most current RHNA data (Appendix A-1 and Appendix A-4). The Commission also directed \$20 million of the \$40 million in the regional PDA Implementation program to eight CMAs and the San Francisco Planning Department for local PDA planning implementation. Attachment B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority and Santa Clara Valley Transportation

Authority and to add projects under the Freeway Performance Initiative and to reflect the redirection of the \$20 million in PDA planning implementation funds.

Attachment A (pages 8, 9 and 13) was revised on November 28, 2012 to confirm and clarify the actions on October 24, 2012 with respect to the County PDA Planning Program.

Attachment A (page 12) was revised on December 19, 2012 to provide an extension for the Complete Streets policy requirement. Attachments B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority, Sonoma County Transportation Authority and Santa Clara Valley Transportation Authority; add funding for CMA Planning activities; and to shift funding between two San Francisco Municipal Transportation Agency projects under the Transit Performance Initiatives Program.

Attachments B-1 and B-2 were revised on January 23, 2013 to add new projects selected by various Congestion Management Agencies and to add new projects selected by the Commission in the Transit Rehabilitation Program.

As referred by the Programming and Allocations Committee, Attachment B-1 and Appendix A-2 were revised on February 27, 2013 to add Regional Safe Routes to School programs for Alameda and San Mateo counties, and to reflect previous Commission actions pertaining to the Transit Capital Rehabilitation Program, and to reflect earlier Commission approvals of fund augmentations to the county congestion management agencies for regional planning activities. As referred by the Planning Committee, Attachments A and B-1 were revised to reflect Commission approval of the regional Priority Development Area (PDA) Planning and Implementation program and Priority Conservation Area (PCA) program.

As referred by the Programming and Allocations Committee, Attachments B-1 and B-2 and Appendix A-2 to Attachment A were revised on May 22, 2013 to shift funding between components of the Freeway Performance Initiative Program with no change in total funding; and split the FSP/Incident Management project into the Incident Management Program and FSP/Callbox Program with no change in total funding; and redirect funding from ACE fare collection equipment to ACE positive train control; and add new OBAG projects selected by the Contra Costa Transportation Authority, Napa County Transportation and Planning Agency, City/County Association of Governments of San Mateo (CCAG), and the Solano Transportation Authority, including OBAG augmentation for CCAG Planning activities.

Attachments B-1 and B-2 were revised on September 25, 2013 to add new projects selected by various Congestion Management Agencies in the OneBayArea Grant, Regional Safe Routes to School, and Priority Conservation Area Programs.

Attachment A, Attachments B-1 and B-2 and Appendix A-2 to Attachment A were revised on November 20, 2013 to add new projects and make grant amount changes as directed by various Congestion Management Agencies in the OneBayArea Grant Program. Also the deadline for jurisdictions' adoption of general plans meeting the latest RHNA was updated to reflect the later than scheduled adoption of Plan Bay Area.

Attachment B-1 to the resolution was revised on December 18, 2013 to add an FPI project for environmental studies for the I-280/Winchester I/C modification.

Attachment B-2 was revised on January 22, 2014 to adjust project grant amounts as directed by various Congestion Management Agencies in the OneBayArea Grant Program, including changes as a result of the 2014 RTIP.

Attachments B-1 and B-2 were revised on February 26, 2014 to add six OBAG projects selected by the CMA's, make adjustments between two Santa Clara OBAG projects, and add three PDA Planning Program projects in Sonoma County.

Attachment B-1 was revised on March 26, 2014 to add 15 projects to the Transit Performance Initiative Program and 3 projects in Marin County to the North Bay Priority Conservation Area Program.

On April 23, 2014, Attachment B-1 was revised to add 13 projects to the Priority Conservation Grant Program, revise the grant amount for the BART Car Exchange Preventative Maintenance Project in the Transit Capital Rehabilitation Program, and add three projects to the Climate Initiatives Program totaling \$14,000,000.

As referred by the Planning Committee, Attachment B-1 was revised on May 28, 2014 to reflect Commission approval of the selection of projects for the PDA Planning Technical Assistance and PDA Staffing Assistance Programs.

As referred by the Programming and Allocations Committee, Attachment A and Attachment B-2 were revised on May 28, 2014 to change the program delivery deadline from March 31, 2016 to January 31,

2017, and to adjust two projects as requested by Congestion Management Agencies in the OneBayArea Grant Program.

On June 25, 2014, Attachment B-1 was revised to add an additional \$500,000 to the Breuner Marsh Project in the regional PCA Program and to identify a transportation exchange project (Silverado Trail Phase G) for the Soscot Headwaters Preserve Acquisition in the North Bay PCA Program, and to Redirect \$2,500,000 from Ramp Metering and Traffic Operations System (TOS) elements to the Program for Arterial System Synchronization (PASS), within the Freeway Performance Initiatives (FPI) Program.

On July 23, 2014, Attachment B-1 was revised to redirect \$22.0 million from the Cycles 1 & 2 Freeway Performance Initiatives (FPI) Programs and \$5 million from other projects and savings to the Golden Gate Bridge Suicide Deterrent System.

On September 24, 2014, Attachments B-1 and B-2 were revised to add 5 projects totaling \$19M to the Transit Performance Initiative Program (TPI), to shift funding within the Freeway Performance Initiative Program; to add a project for \$4 million for SFMTA for priority identified TPI funding; to provide an additional \$500,000 to the Freeway Performance Initiative (FPI); and to amend programming for two projects in Santa Clara County: San Jose's The Alameda "Beautiful Way" Phase 2 project, and Palo Alto's US-101/Adobe Creek Bicycle and Pedestrian Bridge project.

On December 17, 2014, Attachments A, B-1, and B-2 and Appendices A-1 and A-2 to Attachment A were revised to add a fifth year – FY 2016-17 - to the Cycle 2/OBAG 1 program to address the overall funding shortfall and provide additional programming in FY 2016-17 to maintain on-going commitments in FY 2016-17; make adjustments within the Freeway Performance Initiatives Program; rescind the Brentwood Wallace Ranch Easement Acquisition from the Priority Conservation Area (PCA) Program reducing the PCA program from \$5 million to \$4.5 million and use this funding to help with the FY 17 shortfall; identify two Santa Clara Local Priority Development Area Planning Program projects totaling \$740,305 to be included within MTC's Regional Priority Development Area Program grants; make revisions to local OBAG compliance policies for complete streets and housing as they pertain to jurisdictions' general plans update deadlines; add five car sharing projects totaling \$2,000,000 under the climate initiatives program; and add the Clipper Fare Collection Back Office Equipment Replacement Project to the Transit Capital Priority Program for \$2,684,772.

On March 25, 2015, Attachments B-1 and B-2 were revised to: add FY 2016-17 regional planning funds to Attachment B-1 per Commission action in December 2014; Redirect \$1.0 million from the ALA-I-

680 Freeway Performance Initiative (FPI) project to Preliminary Engineering (PE) for various FPI corridors and redirect \$270,000 in FPI Right of Way (ROW) savings to the SCL I-680 FPI project to cover an increase in Caltrans support costs; direct funding to the statewide local streets and roads needs assessment; identify specific Priority Development Area (PDA) planning grants in San Mateo County; delete the \$10.2 million Masonic Avenue Complete Streets project and add the SF Light Rail Vehicle Procurement project in San Francisco County; and redirect \$0.5 million from the Capitol Expressway Traffic ITS and Bike/Pedestrian Improvement project to the San Tomas Expressway Box Culvert Rehabilitation project in Santa Clara County.

On May 27, 2015, Attachment B-1 was revised to add Round 3 (\$9,529,829) of the Transit Performance Incentive Program which involves 7 new projects and augmentations to 7 existing projects; and to add the Grand Avenue Bicycle / Pedestrian Improvements Project (\$717,000) in San Rafael to the Safe Routes to School Program, and delete the Bicycle sharing project (\$6,000,000).

On June 24, 2015, Attachment B-1 was revised to identify a \$265,000 Local Priority Development Area Planning Grant for the City of Palo Alto.

On July 22, 2015, Attachments B-1 and Attachment B-2 were revised to redirect \$3,000,000 from the SFMTA N-Judah Mobility Maximization project to the SFMTA Colored Lanes on MTC Rapid Network project within the Transit Performance Initiative program, identify a \$252,000 Safe Routes to Schools grant for San Mateo County, redirect \$2,100,000 in Freeway Performance Initiative funding from the Alameda County I-680 project to the Various Corridors – Caltrans Preliminary Engineering project, delete \$500,000 from the SMART Vehicle Purchase project in Sonoma County (revised from \$6,600,000 to \$6,100,000), and add the SMART Clipper Card Service project in Sonoma County for \$500,000.

On September 23, 2015, Attachment B-2 was revised to redirect \$6,100,000 from the SMART Vehicle Purchase project to the SMART San Rafael to Larkspur Extension project.

On October 28, 2015, Attachment B-1 and B-2 were revised to redirect \$350,000 from Vacaville's Ulatis Creek Bicycle/Pedestrian Pathway and Streetscape project to Vallejo's Downtown Streetscape – Phases 3 and 4 project, and to redirect \$122,249 from Marin Transit's Preventive Maintenance program to the preliminary engineering phase of Marin Transit's Relocate Transit Maintenance Facility project.

On November 18, 2015, Attachment B-1 and Appendix A-3 to Attachment A were revised to increase the program amount for the Safe Routes to School Program by \$2.35 million increasing the FY 2016-17 program amount to \$5.0 million.

On December 16, 2015, Attachment B-1 was revised to add six parking management and transportation demand management projects totaling \$6,000,000 under the Climate Initiatives Program.

On January 27, 2016, Attachments B-1 and B-2 were revised to: add the Golden Gate Bridge Highway and Transportation District's Advanced Communications and Information System (ACIS) project for \$2,000,000 under the Transit Capital Rehabilitation program; redirect \$10,000,000 under the Transit Capital Rehabilitation program from SFMTA's New 60' Flyer Trolley Bus Replacement project to SFMTA's New 40' Neoplan Bus Replacement project; and add \$74,000 in grant funding to the City of San Rafael's Grand Avenue Bicycle/Pedestrian Improvements project under the Regional Safe Routes to School program; and redirect \$67,265 from the San Francisco Department of Public Work's ER Taylor Safe Routes to School project to the Chinatown Broadway Complete Streets Phase IV project; and redirect \$298,000 from Menlo Park's Various Streets and Roads Preservation project and \$142,000 from San Bruno's San Bruno Avenue Pedestrian Improvements project to Daly City's John Daly Boulevard Bicycle and Pedestrian Improvements project (\$290,000) and San Carlo's Streetscape and Pedestrian Improvements project (\$150,000); and redirect \$89,980 from Vacaville's Ulatis Creek Bicycle and Pedestrian Path and Streetscape project to Suisun City's Driftwood Drive Path project.

On February 24, 2016, Attachment B-1 and Appendix A-2 were revised to transfer \$75,000 from BCDC Planning to MTC Planning within the Regional Planning Activities program, to enable an equivalent amount of MTC funds to support Bay Area Regional Collaborative Consultant expenses.

On March 23, 2016, Attachment B-1 was revised to transfer \$280,000 from MTC's 511- Traveler Information to MTC's Regional Performance Initiatives Implementation; identify funding for Service Authority for Freeways and Expressways (SAFE) separately from MTC funding (no change in total funding), direct \$1,073,000 to the Alameda County Safe Routes to School Program within the Regional Safe Routes to School Program; and identify three Priority Development Area planning grants in Santa Clara County within the Priority Development Area Planning and Implementation Program.

On May 25, 2016, Attachment B-1 was revised to redirect \$68,228 in cost savings from MTC/VTA's SR 82 Relinquishment Exploration Study to ABAG PDA Planning within the Priority Development Area (PDA) Planning and Implementation Program; redirect \$20.0 million in unobligated balances and

cost savings within the Freeway Performance Initiative (FPI) for Caltrans to direct towards support and capital needs related to the close-out of active ramp metering projects and/or delivery of any outstanding ramp metering projects; transfer \$1,171,461 from Golden Gate Bridge Highway and Transportation District's Advanced Communications and Information System (ACIS) to its MS Sonoma Refurbishment project; and add Round 4 (\$23,457,614) of the Transit Performance Initiative (TPI) Incentive Program, which involves 14 new projects and augmentations to nine existing projects.

On July 27, 2016, Attachment B-1 and B-2 were revised to: reflect updated cost savings numbers within the Freeway Performance Initiative (FPI); direct \$360,000 to the San Francisco Department of Public Health's Safe Routes to School Non-Infrastructure Program, direct \$314,000 to the Solano Transportation Authority's Solano County Safe Routes to School Non-Infrastructure Program and redirect \$791,000 from San Rafael's Grand Avenue Bicycle and Pedestrian Improvements project to Marin County's North Civic Center Drive Bicycle and Pedestrian Improvements project within the Regional Safe Routes to School Program; direct \$9 million to AC Transit's Higher Capacity Bus Fleets/Increased Service Frequencies program and \$1 million to MTC's West Grand Avenue Transit Signal Priority project within the Transit Performance Initiative – Capital Investment Program; identify a transportation exchange project (Vineyard Road Improvements) for Novato's Thatcher Ranch Easement and Pacheco Hill Parkland Acquisitions in the North Bay PCA Program; redirect \$52,251 from San Francisco Department of Public Works' (SF DPW) ER Taylor Safe Routes to School project to the Second Street Complete Streets project in the One Bay Area Grant County Program; and update the Second Street Complete Streets project to reflect that it will be implemented by SF DPW.

On December 21, 2016, Attachments B-1 and B-2 and appendices A-1, A-2 and A-4 were revised to: transfer \$100,000 from BCDC Planning to MTC Planning within the Regional Planning Activities program to support Bay Area Regional Collaborative expenses; redirect \$500,000 from MTC/SAFE's Incident Management Program within the Freeway Performance Initiative and \$338,000 from Hayward's Comprehensive Parking Management Plan Implementation project to MTC's Spare the Air Youth Program within the Climate Initiatives program; revise the project title of the Incident Management Program to clarify the focus on I-880 Integrated Corridor Management and direct \$383,000 in program savings for future use; direct \$5,820,000 from the Regional Performance Initiatives Corridor Implementation project under the Freeway Performance Initiative program as follows: \$1,100,000 to CCTA's San Pablo Dam Road project to facilitate an exchange of an equivalent amount of local funds to support MTC's Bay Bridge Forward Commuter Parking Initiative, \$1,100,000 to CCTA's SR 4 Operational Improvements, and \$3,620,000 for MTC's Bay Bridge Forward Commuter Parking Initiative - Related Activities project; repurpose \$10,000,000 in Transit Oriented Affordable

Housing (TOAH) loan funds to a new Affordable Housing Jumpstart Program; transfer \$40,000 from San Anselmo's Sunny Hill Ridge and Red Hills Trail project to Mill Valley's Bayfront Park Recreational Bay Access project within the North Bay Priority Conservation Area (PCA) program; transfer \$100,000 from Emeryville's Hollis Street Preservation project to Berkeley's Hearst Avenue Complete Streets project within the County Program; and transfer \$14,000 from MTC's Regional Performance Initiatives Corridor Implementation to Caltrans' to reflect actual obligations for their Ramp Metering and TOS Elements Program within the Freeway Performance Initiative. Appendices A-1, A-2 and A-4 were revised to reflect programming actions taken by the Commission with this action or in prior actions pertaining to the overall funding levels for Climate Initiatives, Safe Routes to School, Transit Capital Priorities, and Transit Performance Initiative programs within the Regional Program and the final amounts distributed to each county through the County Program.

On January 25, 2017, Attachment B-1 was revised to add Round 3 of the Transit Performance Initiative (TPI) Capital Investment Program, which involves five new projects; the programming for these projects is derived from \$14,962,000 in unprogrammed balances and \$3,991,000 redirected from Round 2 TPI projects, for a total of \$18,953,000.

On April 26, 2017, Attachment B-1 and B-2 were revised to program \$345,000 in Regional Safe Routes to School Program funding and redirect \$150,000 from Cloverdale's Safe Routes to School Phase 2 project in Sonoma County Program funding to the Sonoma County Safe Routes to School Program; reprogram \$859,506 within the Transit Performance Initiatives (TPI) – Incentive Program, and \$1,118,681 within Round 3 of the TPI – Investment Program.

On May 24, 2017, Attachment B-2 was revised to redirect \$3,440,000 from Sunnyvale's East & West Channel Multi-Use Trail to Milpitas' Montague Expressway Pedestrian Bridge at Milpitas BART; reprogram \$223,065 from Duane Avenue Preservation to Maude Avenue Bikeway and Streetscape within Sunnyvale; reprogram \$550,928 from San Tomas Expressway Box Culvert Rehabilitation to the Capitol Expressway Traffic ITS and Bike/Pedestrian Improvements within Santa Clara County; and rename San Jose's Downtown San Jose Bike Lanes and De-couplet to Almaden Ave. & Vine St. Safety Improvements to reflect a revised scope.

On June 28, 2017, Attachments B-1 and B-2 were revised to redirect \$265,000 from Palo Alto Local PDA Planning to VTA for Local PDA Planning – Santa Clara within the Regional PDA Planning Program; redirect \$412,000 in cost savings from Fremont's Various Streets and Roads Preservation to Fremont's City Center Multi-Modal Improvements within the Alameda County Program; revise the

name of the Sonoma County Safe Routes to School (SRTS) project to clarify that the funds are supplemental to the OBAG County Program base SRTS funds; and redirect \$264,000 in cost savings from the Santa Rosa Complete Streets Road Diet on Transit Corridors project and \$100,000 from the Sonoma County SRTS to an unprogrammed balance for the Sonoma County Program.

On July 26, 2017, Attachment B-1 was revised to program \$2,322,000 in unprogrammed balances within the Transit Performance Initiative (TPI) Capital Investment Program, for four new North Bay projects.

On September 27, 2017, Attachment B-2 was revised to redirect \$94,000 in cost savings from Dixon's West A Street Preservation to Solano County's Redwood-Fairgrounds Drive Interchange Bike/Transit Improvements within the Solano County Program.

On October 25, 2017, Attachment B-1 was revised to redirect \$44,000 from Caltrain's Map-Based Real-Time Train Display to its Control Point Installation project and redirect \$96,000 from Napa Valley Transportation Authority's Comprehensive Operational Analysis to its Imola Avenue and SR 29 Express Bus Improvements project within the Transit Performance Initiative – Incentive Program; and program \$73 in remaining program balances to the NVTa Imola Avenue and SR-29 Express Bus Improvements Project within the Transit Performance Initiative – Investment Program.

On November 15, 2017, Attachment B-1 was revised to program \$105,000 in Regional Safe Routes to School (SRTS) to Napa Valley Transportation Authority for Napa County's SRTS Program, \$225,000 to San Mateo County Office of Education for San Mateo County's SRTS Program, and \$1,000,000 to Los Altos for the Miramonte Ave Bicycle and Pedestrian Access Improvements within Santa Clara County; and to redirect \$783,000 in the Climate Initiatives Program from Walnut Creek's Parking Guidance System Pilot to the N Main St Rehabilitation project as part of a funding exchange arrangement.

On February 28, 2018, Attachments B-1 and B-2 were revised to program \$607,000 to Moraga's Moraga Way and Canyon Rd/Camino Pablo Improvements project and \$215,000 to Concord's Willow Pass Repaving and Safe Routes to School (SRTS) project within the Regional SRTS program; program \$364,000 to Santa Rosa's US 101 Bike/Pedestrian Overcrossing project within the Sonoma County Program; and reprogram the SFPark to Cycle 1 and clarify exchange projects within the program.

On March 28, 2018, Attachments B-1 and B-2 were revised to reduce the amount programmed within the Regional Climate Initiatives Program to the Contra Costa Transportation Authority (CCTA) Car Share4All project to \$573,453 to reflect a change in scope; redirect \$630,000 in project savings from the NextGen

Arterial Operations Program (AOP), a subcomponent of the Program for Arterial System Synchronization (PASS), to the AC Transit South Alameda County Corridors Travel Time Improvements project; and to identify Santa Clara Valley Transportation Authority (VTA) as the sponsor of the Montague Expressway Pedestrian Overcrossing at Milpitas BART.

On May 23, 2018, Attachments B-1 and B-2 were revised to redirect \$20,587 from Union City's Single Point Login Terminals on Revenue Vehicles to its South Alameda County Major Corridor Travel Time Improvements project within the Transit Performance Initiative program; and reflect the redirection of \$4,350,000 in Regional Transportation Improvement Program (RTIP) funds from Palo Alto's US 101/Adobe Creek Bicycle and Pedestrian Bridge to San Jose's West San Carlos Urban Village Streetscape Improvements project within Santa Clara County's OBAG 1 County Program.

On June 27, 2018, Attachment B-1 was revised to redirect \$820,000 from MTC's Bay Bridge Forward Commuter Parking Initiatives Related Activities project to CCTA's I-80 Central Ave Interchange Improvements; \$636,763 from ECCTA's Replacement of Eleven 40' Buses project to the Clipper® Next Generation Fare Collection System project within the Transit Capital Rehabilitation Program; and to program \$400,411 in unprogrammed balances within the Climate Initiatives Program to MTC's Carsharing Implementation project.

On July 25, 2018, Attachment B-1 was revised to redirect \$150,000 from Oakland's Transportation Impact Review Streamlining Technical Assistance grant within the Regional PDA Planning Grant program, with \$65,000 directed to Rohnert Park's Central Rohnert Park PDA/Creekside Neighborhood Subarea Connector Path Technical Assistance grant, and \$85,000 directed to Windsor's PDA Planning and Implementation Staffing Assistance grant.

On September 26, 2018, Attachments B-1 and B-2 were revised to redirect \$1,000,000 from Los Altos' Miramonte Ave Bicycle and Pedestrian Access Improvements project and \$346,000 in Santa Clara County's Safe Routes to School program (SRTS) unprogrammed balances to Sunnyvale's East Sunnyvale Area Sense of Place Improvements project within the Regional SRTS program; redirect \$794,000 from Santa Clara County's Capitol Expressway Traffic Intelligent Transportation Systems (ITS) and Bike/Pedestrian Improvements project to Sunnyvale's East Sunnyvale Area Sense of Place Improvements project within the Santa Clara County Program; direct \$2,332,747 from Caltrain's Control Point Installation project to its Positive Train Control project within the Transportation Performance Initiative (TPI) Incentive program; and direct \$500,000 within the TPI Investment program

from Novato's Downtown SMART Station project to Novato Pavement Rehabilitation as part of a local funding exchange to support the Downtown SMART Station project.

On December 19, 2018, Attachment B-2 was revised to redirect \$794,000 from Sunnyvale's East Sunnyvale Area Sense of Place Improvements project to Sunnyvale's Peery Park Sense of Place Improvements within the Santa Clara County Program.

On January 23, 2019, Attachment B-1 was revised to redirect \$500,000 from Santa Clara Valley Transportation Authority's (VTA's) Santa Clara Pocket Track Light Rail Interlocking to VTA's Light Rail Crossovers and Switches project within the Transit Performance Initiative Capital Investments Program.

On April 24, 2019, Attachment B-1 was revised to redirect \$1,600,000 from AC Transit's Bay Bridge Forward (BBF) Higher Capacity Bus Fleets and Increased Service Frequencies project to its Double Decker Bus Wash project within the Transit Performance Initiative (TPI) Investment Program.

On September 25, 2019, Attachment B-1 was revised to change the sponsor of the I-80 Central Ave Interchange Improvements project from the Contra Costa Transportation Authority (CCTA) to the City of Richmond.

On March 25, 2020, Attachment B-1 was revised to reflect the redirection of \$25,000 from the Bay Bridge Forward Commuter Parking Initiatives to the Fruitvale Quick Build project within the exchange program.

On September 23, 2020, Attachments B-1 and B-2 were revised to reflect actual obligations on various Caltrans' Ramp Metering and Traffic Operating System (TOS) Elements projects within the Freeway Performance Initiative and to redirect \$310,804 in project savings from San Jose's Citywide Safe Routes to School Infrastructure Program to Campbell's Harriet Ave Sidewalk Project within the Santa Clara County Program.

On November 20, 2020, Attachments B-1 and B-2 were revised to redirect \$817,297 from ECCTA's Non-ADA Paratransit to Fixed-Route Program to ECCTA's Hydrogen Fueling Maintenance Infrastructure Upgrade project within the Transit Performance Initiative Incentive Program; and redirect \$241,868 in project savings from San Jose's Better Bikeway project to Campbell's Harriet Ave Sidewalk Improvements project within the Santa Clara County Program.

On July 28, 2021, Attachment B-2 was revised to redirect \$1,475,000 in project close-out savings from the Hercules Transit Center to the City of Danville's San Ramon Valley Blvd. Improvements project (in lieu of the Diablo Road Trail which is receiving non-federal funds from CCTA as part of an exchange, and was nominated for the recent regional safe and seamless quick strike program but did not make the final funding cut) within the Contra Costa County Program.

Further discussion of the Project Selection Criteria and Programming Policies is contained in the memorandum to the Joint Planning Committee dated May 11, 2012; to the Programming and Allocations Committee dated October 10, 2012; to the Commission dated November 28, 2012; to the Programming and Allocations Committee dated December 12, 2012 and January 9, 2013; to the Joint Planning Committee dated February 8, 2013; to the Programming and Allocations Committee dated February 13, 2013, May 8, 2013, September 11, 2013, November 13, 2013, December 11, 2013, January 8, 2014, February 12, 2014, March 5, 2014, April 9, 2014; and to the Planning Committee dated May 9, 2014; and to the MTC Programming and Allocations Committee Summary Sheet dated May 14, 2014, June 11, 2014, July 9, 2014, September 10, 2014, December 10, 2014, March 11, 2015, May 13, 2015, and to the Administration Committee on May 13, 2015, and to the Programming and Allocations Committee on June 10, 2015, July 8, 2015, September 9, 2015, October 14, 2015, November 4, 2015, December 9, 2015, January 13, 2016, February 10, 2016, March 9, 2016, April 13, 2016, May 11, 2016, July 13, 2016, December 14, 2016, January 11, 2017, April 12, 2017, May 10, 2017, June 14, 2017, July 12, 2017, September 13, 2017, October 11, 2017, November 8, 2017, February 14, 2018, March 7, 2018, May 9, 2018, June 13, 2018, July 11, 2018, September 12, 2018, December 12, 2018, January 9, 2019, April 10, 2019, September 4, 2019, March 11, 2020, September 9, 2020, November 4, 2020, and July 28, 2021.

Date: May 17, 2012
W.I.: 1512
Referred By: Planning

RE: Federal Cycle 2 Program covering FY 2012-13, FY 2013-14, FY 2014-15 and FY 2015-16:
Project Selection Policies and Programming

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4035

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 federal funding administered by the Federal Highway Administration (FHWA) assigned to the MPO/RTPA of the San Francisco Bay Area for the programming of projects (regional federal funds); and

WHEREAS, the federal funds assigned to the MPOs/RTPAs for their 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), 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, has or will develop a program of projects to be funded with these funds for inclusion in the federal Transportation Improvement Program (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 Policies and Programming" for projects to be funded with Cycle 2 Program funds as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the federal funding shall be pooled and redistributed 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

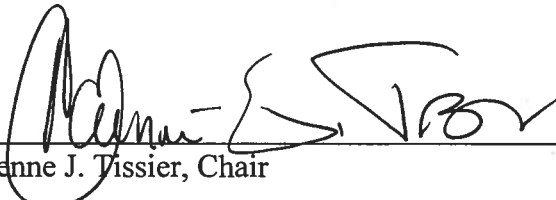
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

RESOLVED that the Executive Director or his designee can make technical adjustments and other non-substantial revisions, including updates to fund distributions to reflect final 2014-2022 FHWA figures; 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 and included in the federal TIP; and be it further

RESOLVED that the Executive Director shall make available a copy of this resolution, and such other information as may be required, to the Governor, Caltrans, and to other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on May 17, 2012

Attachment B-2

MTC Resolution No. 4035, Attachment B-2

OBAG 1 County Program
FY 2012-13 through FY 2016-17
July 2021Close Grouping
Before Printing
Not for Commission Action12/19/12-C 01/23/13-C 05/22/13-C 09/25/13-C 11/20/13-C 01/22/14-C
02/26/14-C 05/28/14-C 09/24/14-C 12/17/14-C 03/25/15-C 07/22/15-C
09/23/15-C 10/28/15-C 01/27/16-C 07/27/16-C 12/21/16-C 04/26/17-C
05/24/17-C 06/28/17-C 09/27/17-C 01/24/18-C 02/28/18-C 03/28/18-C
05/23/18-C 09/26/18-C 12/19/18-C 09/23/20-C 11/20/20-C 07/28/21-C

OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	STP	CMAQ	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		\$176,009,441	\$133,304,559	\$309,314,000	\$18,036,000	\$327,350,000
ALAMEDA COUNTY		\$28,696,000	\$30,643,000			
<i>Specific projects TBD by Alameda CMA</i>						
CMA Base Planning Activities - Alameda	ACTC	\$3,836,000		\$3,836,000	\$0	\$3,836,000
CMA Planning Activities Augmentation - Alameda	ACTC	\$3,270,000		\$3,270,000	\$0	\$3,270,000
CMA Planning Activities FY 2016-17 Supplement	ACTC	\$1,034,000		\$1,034,000	\$0	\$1,034,000
Alameda County Safe Routes to School Program	ACTC	\$1,000,000	\$1,000,000	\$2,000,000	\$0	\$2,000,000
Alameda City Complete Streets	Alameda (City)	\$635,000		\$635,000	\$0	\$635,000
Alameda County Various Streets and Roads Preservation	Alameda County	\$1,665,000		\$1,665,000	\$0	\$1,665,000
Berkeley Downtown BART Plaza Streetscape	BART		\$340,000	\$340,000	\$3,726,000	\$4,066,000
Shattuck Ave Complete Streets and De-Couplet	Berkeley	\$2,777,000	\$0	\$2,777,000	\$0	\$2,777,000
Berkeley - Hearst Avenue Complete Streets	Berkeley	\$2,256,000		\$2,256,000	\$0	\$2,256,000
Dublin Boulevard Preservation	Dublin	\$470,000		\$470,000	\$0	\$470,000
Fremont Various Streets and Roads Preservation	Fremont	\$1,693,000		\$1,693,000	\$0	\$1,693,000
Fremont City Center Multi-Modal Imps	Fremont	\$6,267,000		\$6,267,000	\$0	\$6,267,000
Hayward - Industrial Boulevard Preservation	Hayward	\$1,335,000		\$1,335,000	\$0	\$1,335,000
Livermore Various Streets Preservation	Livermore	\$1,053,000		\$1,053,000	\$0	\$1,053,000
Enterprise Drive Complete Streets and Road Diet	Newark	\$454,000		\$454,000	\$0	\$454,000
Oakland Complete Streets	Oakland	\$3,851,000		\$3,851,000	\$0	\$3,851,000
7th Street West Oakland Transit Village Phase 2	Oakland	\$3,288,000	\$0	\$3,288,000	\$0	\$3,288,000
Lakeside Complete Streets and Road Diet	Oakland	\$4,446,000	\$2,554,000	\$7,000,000	\$0	\$7,000,000
Oakland - Peralta and MLK Jr. Way Streetscape- Phase I	Oakland		\$5,452,000	\$5,452,000	\$0	\$5,452,000
Lake Merritt BART Bikeways	Oakland	\$571,000		\$571,000	\$0	\$571,000
Piedmont Complete Streets	Piedmont	\$129,000		\$129,000	\$0	\$129,000
Pleasanton Complete Streets	Pleasanton	\$832,000		\$832,000	\$0	\$832,000
San Leandro Boulevard Preservation	San Leandro	\$804,000		\$804,000	\$0	\$804,000
Whipple Road Complete Streets	Union City	\$669,000		\$669,000	\$0	\$669,000
Union City BART TLC Phase 2	Union City		\$8,692,000	\$8,692,000	\$0	\$8,692,000
ALAMEDA COUNTY TOTAL:		\$42,335,000	\$18,038,000	\$60,373,000	\$3,726,000	\$64,099,000
CONTRA COSTA COUNTY		\$20,855,000	\$21,965,000			
<i>Specific projects TBD by Contra Costa CMA</i>						
CMA Base Planning Activities - Contra Costa	CCTA	\$3,036,000		\$3,036,000	\$0	\$3,036,000
CMA Planning Activities Augmentation - Contra Costa	CCTA	\$1,214,000		\$1,214,000	\$0	\$1,214,000
CMA Planning Activities FY 2016-17 Supplement - Contra Costa	CCTA	\$818,000		\$818,000	\$0	\$818,000
Antioch 9th Street Preservation	Antioch	\$673,000		\$673,000	\$0	\$673,000
Richmond BART Station Intermodal Imps.	BART		\$2,900,000	\$2,900,000	\$0	\$2,900,000
Balfour Road Preservation	Brentwood	\$290,000		\$290,000	\$0	\$290,000
Clayton Various Streets Preservation	Clayton	\$386,000		\$386,000	\$0	\$386,000
Concord BART Station Bicycle and Ped. Access Imps.	Concord			\$0	\$1,195,000	\$1,195,000
Detroit Avenue Bicycle and Pedestrian Imps.	Concord		\$965,000	\$965,000	\$1,189,000	\$2,154,000
Concord Various Streets Preservation	Concord	\$757,000		\$757,000	\$0	\$757,000
Contra Costa County Various Streets and Roads Preservation	Contra Costa County	\$1,941,000		\$1,941,000	\$0	\$1,941,000
Danville Various Streets and Roads Preservation	Danville	\$933,000		\$933,000	\$0	\$933,000
Danville: San Ramon Valley Blvd. Imps. (for: Diablo Road Trail)	Danville	\$1,475,000		\$1,475,000	\$0	\$1,475,000
El Cerrito Various Streets and Roads Preservation	El Cerrito	\$630,000		\$630,000	\$0	\$630,000
El Cerrito Ohlone Greenway Bike and Ped. Imps.	El Cerrito		\$3,468,000	\$3,468,000	\$0	\$3,468,000
Hercules Intermodal Transit Center	Hercules		\$1,109,000	\$1,109,000	\$0	\$1,109,000
Hercules - Refugio Valley Road Preservation	Hercules	\$702,000		\$702,000	\$0	\$702,000
Lafayette - Mt. Diablo Blvd West Preservation	Lafayette	\$584,000		\$584,000	\$0	\$584,000
Martinez Various Streets and Roads Preservation	Martinez	\$1,023,000		\$1,023,000	\$0	\$1,023,000
Moraga Various Streets and Roads Preservation	Moraga	\$709,000		\$709,000	\$0	\$709,000
Oakley Various Streets and Roads Preservation	Oakley	\$1,031,000		\$1,031,000	\$0	\$1,031,000
Ivy Street Preservation	Orinda	\$552,000		\$552,000	\$0	\$552,000
Pinole - San Pablo Avenue Preservation	Pinole	\$453,000		\$453,000	\$0	\$453,000
Pittsburg - Railroad Avenue Preservation	Pittsburg	\$299,000		\$299,000	\$0	\$299,000
Pittsburg Multimodal Station Bike/Ped Access Imps.	Pittsburg		\$1,300,000	\$1,300,000	\$0	\$1,300,000
Golf Club Road Roundabout and Bike/Ped Imps.	Pleasant Hill	\$650,000	\$4,120,000	\$4,770,000	\$0	\$4,770,000
Pleasant Hill - Contra Costa Boulevard Preservation	Pleasant Hill	\$799,000		\$799,000	\$0	\$799,000
Dornan Drive/Garrard Blvd Tunnel Rehabilitation	Richmond	\$413,000		\$413,000	\$0	\$413,000
Richmond Local Streets and Roads Preservation	Richmond	\$3,030,000		\$3,030,000	\$0	\$3,030,000
San Pablo Various Streets and Roads Preservation	San Pablo	\$454,000		\$454,000	\$0	\$454,000
San Pablo Avenue Bicycle and Pedestrian Imps.	San Pablo		\$5,978,000	\$5,978,000	\$0	\$5,978,000
San Ramon Valley Blvd Preservation	San Ramon	\$291,000		\$291,000	\$0	\$291,000
Walnut Creek North Main Street Preservation	Walnut Creek	\$655,000		\$655,000	\$0	\$655,000
CONTRA COSTA COUNTY TOTAL:		\$23,798,000	\$19,840,000	\$43,638,000	\$2,384,000	\$46,022,000
MARIN COUNTY		\$6,192,000	\$3,129,000			
<i>Specific projects TBD by Marin CMA</i>						
CMA Base Planning Activities - Marin	TAM	\$2,673,000		\$2,673,000	\$0	\$2,673,000
CMA Planning Activities Augmentation - Marin	TAM	\$418,000		\$418,000	\$0	\$418,000
CMA Planning Activities FY 2016-17 Supplement - Marin	TAM	\$720,000		\$720,000	\$0	\$720,000
Central Marin Ferry Bike/Ped Connection	TAM		\$1,500,000	\$1,500,000	\$0	\$1,500,000
Bolinas Avenue and Sir Francis Drake Intersection Imps.	Ross	\$274,000		\$274,000	\$0	\$274,000
San Rafael Various Streets and Roads Preservation	San Rafael	\$457,000		\$457,000	\$0	\$457,000
San Rafael Transit Center Pedestrian Access Imps.	San Rafael		\$1,900,000	\$1,900,000	\$0	\$1,900,000
Fairfax Parkade Circulation and Safety Imps.	Fairfax		\$0	\$0	\$300,000	\$300,000
North Civic Center Bicycle and Pedestrian Imps	Marin County	\$243,000		\$243,000	\$407,000	\$650,000
Donahue Street Preservation	Marin County	\$1,077,000		\$1,077,000	\$0	\$1,077,000
DeLong Ave. and Ignacio Blvd Preservation	Novato	\$779,000		\$779,000	\$0	\$779,000
MARIN COUNTY TOTAL:		\$6,641,000	\$3,400,000	\$10,041,000	\$707,000	\$10,748,000
NAPA COUNTY		\$4,787,000	\$1,443,000			
<i>Specific projects TBD by Napa - NCTPA</i>						
CMA Base Planning Activities - Napa	NCTPA	\$2,673,000		\$2,673,000	\$0	\$2,673,000
CMA Planning Activities FY 2016-17 Supplement - Napa	NCTPA	\$720,000		\$720,000	\$0	\$720,000
Napa City North/South Bike Connection	Napa (City)		\$300,000	\$300,000	\$0	\$300,000
California Boulevard Roundabouts	Napa (City)		\$2,463,000	\$2,463,000	\$431,000	\$2,894,000
Silverado Trail Phase "H" Preservation	Napa County	\$794,000		\$794,000	\$0	\$794,000
NAPA COUNTY TOTAL:		\$4,187,000	\$2,763,000	\$6,950,000	\$431,000	\$7,381,000
SAN FRANCISCO COUNTY		\$18,004,000	\$18,670,000	\$3,393,000		\$0.46
<i>Specific projects TBD by San Francisco CMA</i>						
CMA Base Planning Activities - San Francisco	SFCTA	\$2,795,000		\$2,795,000	\$0	\$2,795,000

Attachment B-2

MTC Resolution No. 4035, Attachment B-2

**OBAG 1 County Program
FY 2012-13 through FY 2016-17
July 2021**

 Close Grouping
Before Printing
Not for Commission Action

 12/19/12-C 01/23/13-C 05/22/13-C 09/25/13-C 11/20/13-C 01/22/14-C
 Adopted: 05/17/12-C
 Revised: 10/24/12-C
 02/26/14-C 05/28/14-C 09/24/14-C 12/17/14-C 03/25/15-C 07/22/15-C
 09/23/15-C 10/28/15-C 01/27/16-C 07/27/16-C 12/21/16-C 04/26/17-C
 05/24/17-C 06/28/17-C 09/27/17-C 01/24/18-C 02/28/18-C 03/28/18-C
 05/23/18-C 09/26/18-C 12/19/18-C 09/23/20-C 11/20/20-C 07/28/21-C

OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	STP	CMAQ	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		\$176,009,441	\$133,304,559	\$309,314,000	\$18,036,000	\$327,350,000
CMA Planning Activities Augmentation - San Francisco	SFCTA	\$773,000		\$773,000	\$0	\$773,000
CMA Planning Activities FY 2016-17 Supplement- San Francisco	SFCTA	\$753,000		\$753,000	\$0	\$753,000
Longfellow Safe Routes to School	SF DPW		\$670,307	\$670,307	\$0	\$670,307
ER Taylor Safe Routes to School	SF DPW		\$400,115	\$400,115	\$0	\$400,115
Chinatown Broadway Complete Streets Phase IV	SF DPW	\$3,477,801		\$3,477,801	\$1,910,000	\$5,387,801
Mansell Corridor Complete Streets	SFCTA	\$1,762,239		\$1,762,239	\$0	\$1,762,239
Additional Light Rail Vehicles to Expand Muni Rail	SFMTA		\$10,227,539	\$10,227,539	\$0	\$10,227,539
Second Street Complete Streets	SF DPW	\$10,567,999	\$0	\$10,567,999	\$0	\$10,567,999
Transbay Center Bicycle and Pedestrian Imps.	TJPA		\$6,000,000	\$6,000,000	\$0	\$6,000,000
SAN FRANCISCO COUNTY	TOTAL:	\$20,129,039	\$17,297,961	\$37,427,000	\$1,910,000	\$39,337,000
SAN MATEO COUNTY		\$13,129,000	\$11,404,000			
<i>Specific projects TBD by San Mateo CMA</i>						
CMA Base Planning Activities - San Mateo	SMCCAG	\$2,673,000		\$2,673,000	\$0	\$2,673,000
CMA Planning Activities Augmentation - San Mateo	SMCCAG	\$752,000		\$752,000	\$0	\$752,000
CMA Planning Activities FY 2016-17 Supplement - San Mateo	SMCCAG	\$720,000		\$720,000	\$0	\$720,000
PDA Planning Augmentation - San Mateo	SMCCAG	\$84,000		\$84,000	\$0	\$84,000
Atherton Various Streets and Roads Preservation	Atherton	\$285,000		\$285,000	\$0	\$285,000
Belmont Various Streets and Roads Preservation	Belmont	\$534,000		\$534,000	\$0	\$534,000
Old County Road Bike and Pedestrian Imps	Belmont		\$270,000	\$270,000	\$0	\$270,000
Ralston Road Pedestrian Improvements	Belmont		\$250,000	\$250,000	\$0	\$250,000
Carolan Avenue Complete Streets and Road Diet	Burlingame		\$986,000	\$986,000	\$0	\$986,000
US 101 / Broadway Interchange Bike/Ped Imps	Caltrans		\$3,613,000	\$3,613,000	\$0	\$3,613,000
Daly City Various Streets and Roads Preservation	Daly City	\$562,000		\$562,000	\$0	\$562,000
John Daly Boulevard Bicycle and Pedestrian Imps.	Daly City		\$1,290,000	\$1,290,000	\$0	\$1,290,000
Bay Road Bike and Ped Imps. Phase II and III	East Palo Alto		\$1,000,000	\$1,000,000	\$0	\$1,000,000
Menlo Park Various Streets and Roads Preservation	Menlo Park	\$427,000		\$427,000	\$0	\$427,000
Menlo Park Various Streets Bicycle and Pedestrian Imps	Menlo Park		\$499,000	\$499,000	\$0	\$499,000
Millbrae Various Streets and Roads Preservation	Millbrae	\$445,000		\$445,000	\$0	\$445,000
San Pedro Creek Bridge Replacement Bike/Ped Imps	Pacifica		\$1,141,000	\$1,141,000	\$0	\$1,141,000
Pacifica Linda Mar Blvd Preservation	Pacifica	\$431,000		\$431,000	\$0	\$431,000
Palmetto Avenue Streetscape	Pacifica		\$1,000,000	\$1,000,000	\$0	\$1,000,000
Portola Valley Various Streets and Roads Preservation	Portola Valley	\$224,000		\$224,000	\$0	\$224,000
Redwood City Various Streets and Roads Preservation	Redwood City	\$548,000		\$548,000	\$0	\$548,000
Middlefield Road Bicycle and Pedestrian Imps	Redwood City		\$1,752,000	\$1,752,000	\$0	\$1,752,000
San Bruno Avenue Pedestrian Improvements	San Bruno		\$123,000	\$123,000	\$0	\$123,000
San Bruno Avenue Street Median Imps	San Bruno		\$735,000	\$735,000	\$0	\$735,000
Crestview Drive Pavement Rehabilitation	San Carlos	\$412,000		\$412,000	\$0	\$412,000
San Carlos Streetscape and Pedestrian Imps	San Carlos		\$1,000,000	\$1,000,000	\$0	\$1,000,000
El Camino Real Ped Upgrades (Grand Boulevard Initiative)	San Carlos		\$182,000	\$182,000	\$0	\$182,000
Mount Diablo Ave. Rehabilitation	San Mateo (City)	\$270,000		\$270,000	\$0	\$270,000
North Central Pedestrian Imps	San Mateo (City)		\$1,000,000	\$1,000,000	\$0	\$1,000,000
San Mateo Citywide Crosswalk Improvements	San Mateo (City)		\$368,000	\$368,000	\$0	\$368,000
Semicircular Road Bicycle and Pedestrian Access Imps	San Mateo County		\$320,000	\$320,000	\$0	\$320,000
South San Francisco Citywide Sidewalk Gap Closures	South San Francisco		\$357,000	\$357,000	\$0	\$357,000
South San Francisco Grand Blvd Pedestrian Imps	South San Francisco		\$1,000,000	\$1,000,000	\$0	\$1,000,000
South San Francisco Grand Blvd Complete Streets	South San Francisco			\$0	\$1,991,000	\$1,991,000
SAN MATEO COUNTY	TOTAL:	\$8,367,000	\$16,886,000	\$25,253,000	\$1,991,000	\$27,244,000
SANTA CLARA COUNTY		\$40,130,000	\$44,791,000			
<i>Specific projects TBD by Santa Clara CMA</i>						
CMA Base Planning Activities - Santa Clara	VTA	\$4,246,000		\$4,246,000	\$0	\$4,246,000
CMA Planning Activities Augmentation - Santa Clara	VTA	\$1,754,000		\$1,754,000	\$0	\$1,754,000
CMA Planning Activities FY 2016-17 Supplement - Santa Clara	VTA	\$1,145,000		\$1,145,000	\$0	\$1,145,000
Hamilton Avenue Preservation	Campbell	\$279,000		\$279,000	\$0	\$279,000
Campbell Avenue Bicycle and Pedestrian Imps.	Campbell		\$3,718,000	\$3,718,000	\$0	\$3,718,000
Stevens Creek Boulevard Preservation	Cupertino	\$735,000		\$735,000	\$0	\$735,000
Ronan Channel / Lions Creek Multi-Use Trail	Gilroy		\$1,034,000	\$1,034,000	\$0	\$1,034,000
Eigleberry Street Preservation	Gilroy	\$808,000		\$808,000	\$0	\$808,000
Los Altos Various Streets and Roads Preservation	Los Altos	\$312,000		\$312,000	\$0	\$312,000
El Monte Road Preservation	Los Altos Hills	\$186,000		\$186,000	\$0	\$186,000
Hillside Road Preservation	Los Gatos	\$139,000		\$139,000	\$0	\$139,000
Milpitas Various Streets and Roads Preservation	Milpitas	\$1,652,000		\$1,652,000	\$0	\$1,652,000
Monte Sereno Various Streets and Roads Preservation	Monte Sereno	\$250,000		\$250,000	\$0	\$250,000
Monterey Road Preservation	Morgan Hill	\$1,379,000		\$1,379,000	\$0	\$1,379,000
Mountain View Various Streets Preservation and Bike Lanes	Mountain View	\$1,166,000		\$1,166,000	\$0	\$1,166,000
Palo Alto Various Streets and Roads Preservation	Palo Alto	\$956,000		\$956,000	\$0	\$956,000
West San Carlos Urban Village Streetscape Imps	San Jose				\$4,350,000	\$4,350,000
San Jose Citywide Bikeway Program	San Jose		\$908,132	\$908,132	\$0	\$908,132
San Jose Citywide Pavement Management Program	San Jose	\$11,531,000		\$11,531,000	\$0	\$11,531,000
San Jose Citywide SRTS Infrastructure Program	San Jose		\$839,196	\$839,196	\$0	\$839,196
Campbell: Harriet Ave Sidewalk Imps.	Campbell		\$552,672	\$552,672	\$0	\$552,672
San Jose Citywide Smart Intersections Program	San Jose		\$1,150,000	\$1,150,000	\$0	\$1,150,000
Almaden Ave & Vine St Safety Imps.	San Jose		\$1,500,000	\$1,500,000	\$0	\$1,500,000
East San Jose Bicycle/Pedestrian Transit Connection	San Jose		\$2,000,000	\$2,000,000	\$0	\$2,000,000
Jackson Avenue Bicycle and Pedestrian Imps.	San Jose		\$1,500,000	\$1,500,000	\$0	\$1,500,000
San Jose Pedestrian-Oriented Traffic Safety Signals	San Jose		\$3,000,000	\$3,000,000	\$0	\$3,000,000
St. Johns Bikeway and Pedestrian Improvements	San Jose		\$1,185,000	\$1,185,000	\$0	\$1,185,000
The Alameda "Beautiful Way" Grand Boulevard Phase 2	San Jose		\$3,150,000	\$3,150,000	\$0	\$3,150,000
Santa Clara Various Streets and Roads Preservation	Santa Clara (City)	\$1,891,000		\$1,891,000	\$0	\$1,891,000
San Tomas Expressway Box Culvert Rehabilitation	Santa Clara County	\$7,799,072		\$7,799,072	\$0	\$7,799,072
Capitol Expressway Traffic ITS and Bike/Ped Imps.	Santa Clara County	\$1,431,095	\$6,060,833	\$7,491,928	\$0	\$7,491,928
San Tomas Aquino Spur Multi-Use Trail Phase 2	Santa Clara County		\$3,234,000	\$3,234,000	\$0	\$3,234,000
Saratoga Village Sidewalk Preservation	Saratoga	\$162,000		\$162,000	\$0	\$162,000
Saratoga Ave-Prospect Rd Complete Streets	Saratoga		\$4,205,000	\$4,205,000	\$0	\$4,205,000
Duane Avenue Preservation	Sunnyvale	\$1,352,935		\$1,352,935	\$0	\$1,352,935
Fair Oaks Avenue Bikeway and Streetscape	Sunnyvale	\$241,300	\$714,700	\$956,000	\$0	\$956,000
Maude Avenue Bikeway and Streetscape	Sunnyvale		\$918,065	\$918,065	\$0	\$918,065

Attachment B-2

MTC Resolution No. 4035, Attachment B-2

OBAG 1 County Program
FY 2012-13 through FY 2016-17
July 2021Close Grouping
Before Printing
Not for Commission Action12/19/12-C 01/23/13-C 05/22/13-C 09/25/13-C 11/20/13-C 01/22/14-C
02/26/14-C 05/28/14-C 09/24/14-C 12/17/14-C 03/25/15-C 07/22/15-C
09/23/15-C 10/28/15-C 01/27/16-C 07/27/16-C 12/21/16-C 04/26/17-C
05/24/17-C 06/28/17-C 09/27/17-C 01/24/18-C 02/28/18-C 03/28/18-C
05/23/18-C 09/26/18-C 12/19/18-C 09/23/20-C 11/20/20-C 07/28/21-C

OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	STP	CMAQ	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		\$176,009,441	\$133,304,559	\$309,314,000	\$18,036,000	\$327,350,000
Sunnyvale: Peery Park Sense of Place Improvements	Sunnyvale		\$794,000	\$794,000	\$0	\$794,000
Sunnyvale Safe Routes to School Ped Infrastructure Imps	Sunnyvale		\$1,569,000	\$1,569,000	\$0	\$1,569,000
Sunnyvale-Saratoga Road Bike/Ped Safety Enhancements	Sunnyvale		\$524,000	\$524,000	\$0	\$524,000
Milpitas BART Station Montague Expwy Ped Overcrossing	VTA		\$4,184,000	\$4,184,000	\$0	\$4,184,000
VTA/San Jose: Upper Penitencia Creek Multi-Use Trail	VTA		\$1,514,000	\$1,514,000	\$0	\$1,514,000
Santa Clara Caltrain Station Bike/Ped Undercrossing	VTA		\$1,251,000	\$1,251,000	\$0	\$1,251,000
SANTA CLARA COUNTY	TOTAL:	\$39,415,402	\$45,505,598	\$84,921,000	\$4,350,000	\$89,271,000
SOLANO COUNTY		\$10,200,000	\$8,148,000			
<i>Specific projects TBD by Solano CMA</i>						
CMA Base Planning Activities - Solano	STA	\$2,673,000		\$2,673,000	\$0	\$2,673,000
CMA Planning Activities Augmentation - Solano	STA	\$333,000		\$333,000	\$0	\$333,000
CMA Planning Activities FY 2016-17 Supplement - Solano	STA	\$720,000		\$720,000	\$0	\$720,000
Local PDA Planning Augmentation	STA	\$511,000		\$511,000	\$0	\$511,000
East 2nd Street Preservation	Benicia	\$495,000		\$495,000	\$0	\$495,000
Benicia Safe Routes to Schools Infrastructure Imps	Benicia		\$100,000	\$100,000	\$0	\$100,000
West A Street Preservation	Dixon	\$490,000		\$490,000	\$0	\$490,000
Dixon SRTS Infrastructure Imps	Dixon		\$100,000	\$100,000	\$0	\$100,000
Beck Avenue Preservation	Fairfield	\$1,424,000		\$1,424,000	\$0	\$1,424,000
SR 12 Pedestrian Crossing Improvements	Rio Vista		\$100,000	\$100,000	\$0	\$100,000
Redwood-Fairgrounds Dr Interchange - Bike/Transit Imps	Solano County		\$94,000	\$94,000	\$0	\$94,000
Solano County - Various Streets and Roads Preservation	Solano County	\$1,389,000		\$1,389,000	\$0	\$1,389,000
Vaca-Dixon Bike Route Phase 5	Solano County	\$600,000	\$1,200,000	\$1,800,000	\$0	\$1,800,000
West B Street Bicycle/Pedestrian RxR Undercrossing	STA		\$1,394,000	\$1,394,000	\$1,141,000	\$2,535,000
Eastern Solano / SNCI Rideshare Program	STA		\$533,000	\$533,000	\$0	\$533,000
Solano Transit Ambassador Program	STA		\$250,000	\$250,000	\$0	\$250,000
Driftwood Drive Path	Suisun City		\$439,045	\$439,045	\$0	\$439,045
Walters Road/Pintail Drive Preservation	Suisun City	\$356,000		\$356,000	\$0	\$356,000
Suisun/Fairfield Intercity Rail Station Access Imps	Suisun City	\$100,000	\$315,000	\$415,000	\$0	\$415,000
Vacaville SRTS Infrastructure Imps	Vacaville		\$303,207	\$303,207	\$0	\$303,207
Vacaville - Various Streets and Roads Preservation	Vacaville	\$1,231,000		\$1,231,000	\$0	\$1,231,000
Allison Bicycle/Pedestrian Imps.	Vacaville		\$450,000	\$450,000	\$0	\$450,000
Ulatis Creek Bicycle/Pedestrian Pathway and Streetscape	Vacaville		\$60,020	\$60,020	\$0	\$60,020
Vallejo SRTS Infrastructure Imps	Vallejo		\$247,728	\$247,728	\$0	\$247,728
Vallejo Downtown Streetscape - Phases 3 and 4	Vallejo	\$784,000	\$1,656,000	\$2,440,000	\$0	\$2,440,000
SOLANO COUNTY	TOTAL:	\$11,106,000	\$7,242,000	\$18,348,000	\$1,141,000	\$19,489,000
SONOMA COUNTY		\$12,475,000	\$9,888,000			
<i>Specific projects TBD by Sonoma - SCTA</i>						
CMA Base Planning Activities - Sonoma	SCTA	\$2,673,000		\$2,673,000	\$0	\$2,673,000
CMA Planning Activities FY 2016-17 Supplement - Sonoma	SCTA	\$720,000		\$720,000	\$0	\$720,000
Sonoma County Safe Routes to School - FY18-22 Supplemental	SCTA	\$50,000		\$50,000	\$0	\$50,000
Cloverdale Safe Routes to Schools Phase 2	Cloverdale	\$100,000		\$100,000	\$0	\$100,000
Cotati Old Redwood Highway South Preservation (CS)	Cotati	\$250,000		\$250,000	\$0	\$250,000
Healdsburg Various Streets and Roads Preservation	Healdsburg	\$250,000		\$250,000	\$0	\$250,000
Petaluma Complete Streets	Petaluma	\$1,848,000	\$0	\$1,848,000	\$0	\$1,848,000
Rohnert Park Various Streets Preservation	Rohnert Park	\$1,103,000		\$1,103,000	\$0	\$1,103,000
Rohnert Park Bicycle and Pedestrian Improvements	Rohnert Park		\$500,000	\$500,000	\$0	\$500,000
Downtown Santa Rosa Streetscape	Santa Rosa		\$360,000	\$360,000	\$353,000	\$713,000
Santa Rosa Complete Streets Road Diet on Transit Corridors	Santa Rosa	\$2,196,000	\$0	\$2,196,000	\$0	\$2,196,000
Sebastopol Various Streets and Roads Preservation	Sebastopol	\$250,000		\$250,000	\$0	\$250,000
SMART Larkspur Extension (Regional Project)	SMART	\$6,100,000		\$6,100,000	\$0	\$6,100,000
SMART Clipper Card Service	MTC	\$500,000		\$500,000	\$0	\$500,000
SMART Bicycle/Pedestrian Pathway	SMART		\$0	\$0	\$1,043,000	\$1,043,000
Sonoma Various Streets and Roads Preservation	Sonoma (City)	\$250,000		\$250,000	\$0	\$250,000
Sonoma County Various Streets and Roads Preservation	Sonoma County	\$3,377,000		\$3,377,000	\$0	\$3,377,000
Windsor Road/Jaquar Lane Bicycle/Pedestrian Imps.	Windsor		\$630,000	\$630,000	\$0	\$630,000
Conde Lane/Johnson Street Pedestrian Imps.	Windsor		\$432,000	\$432,000	\$0	\$432,000
Windsor Rd/Bell Rd/Market St Pedestrian Imps.	Windsor		\$410,000	\$410,000	\$0	\$410,000
Santa Rosa US 101 Bike/Pedestrian Bridge Overcrossing	Santa Rosa	\$364,000		\$364,000	\$0	\$364,000
SONOMA COUNTY	TOTAL:	\$20,031,000	\$2,332,000	\$22,363,000	\$1,396,000	\$23,759,000
Cycle 2 Total	TOTAL:	\$176,009,441	\$133,304,559	\$309,314,000	\$18,036,000	\$327,350,000

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-4035_ongoing_OBAG1\{tmp-4035_Attach_B-2_July.xlsx\}Attach B-2 Jul 2021

Date: November 18, 2015
W.I.: 1512
Referred by: PAC
Revised: 07/27/16-C 10/26/16-C 12/21/16-C
03/22/17-C 04/26/17-C 05/24/17-C
06/28/17-C 07/26/17-C 09/27/17-C
10/25/17-C 11/15/17-C 12/20/17-C
01/24/18-C 02/28/18-C 03/28/18-C
04/25/18-C 05/23/18-C 06/27/18-C
07/25/18-C 09/26/18-C 11/28/18-C
12/19/18-C 01/23/19-C 02/27/19-C
03/27/19-C 06/26/19-C 07/24/19-C
09/25/19-C 10/23/19-C 11/20/19-C
02/26/20-C 05/27/20-C 07/22/20-C
09/23/20-C 11/20/20-C 01/27/21-C
02/24/21-C 04/28/21-C 05/26/21-C
06/23/21-C 07/28/21-C

ABSTRACT

Resolution No. 4202, Revised

Adoption of the project selection policies and project programming for the second round of the One Bay Area Grant program (OBAG 2). The project selection criteria and programming policy contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP) for the OBAG 2 funding period.

The resolution includes the following attachments:

- Attachment A – OBAG 2 Project Selection Criteria and Programming Policy
- Attachment B-1 – OBAG 2 Regional Program Project List
- Attachment B-2 – OBAG 2 County Program Project List

On July 27, 2016, Attachment A, and Attachments B-1 and B-2 were revised to add additional funding and projects to the OBAG 2 framework, including \$72 million in additional Fixing America's Surface Transportation Act (FAST) funding, and to incorporate housing-related policies.

On October 26, 2016, Attachment A, and Attachment B-1 were revised to clarify language related to the North Bay Priority Conservation Area (PCA) Program in Attachment A and to deprogram \$2,500,000 from the Water Emergency Transportation Authority (WETA) Ferry Service Enhancement Pilot within the Regional Active Operational Management Program.

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

Page 4

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

Page 5

(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

Page 7

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

Page 8

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

Page 9

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

Page 10

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

Page 11

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

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.

On July 28, 2021, Attachments A, B-1, and B-2 were revised to: temporarily increase the delegated authority amount the Executive Director may authorize for STP/CMAQ exchanges from \$2 million per region to \$100 million in total for federal fiscal year 2020-2021; and to program \$4,667,000 to AC Transit for Bus Purchases and to reflect changes in program amounts and projects proposed for MTC regional exchange funds (in accordance with MTC Resolution No. 3989) as part of the funding arrangement for the Solano I-80 Express Lanes project; to redirect \$130,000 in project savings from the County of Contra Costa Local Streets and Roads Preservation project to the City of Danville's San Ramon Valley Blvd. Improvements project (in lieu of the Diablo Road Trail project which will be provided an equivalent amount of non-federal funds from CCTA) and redirect \$350,000 in project savings from the County of Contra Costa Local Streets and Roads Preservation project to the City of Pinole's Safety Improvements at Appian Way and Marlesta Rd project within the Contra Costa County program; and to cancel the

ABSTRACT

MTC Resolution No. 4202, Revised

Page 12

\$4,655,000 El Camino Real Pedestrian Safety & Streetscape Improvements project in Palo Alto, direct \$41,428 from the cancelled project to Campbell's Harriet Avenue Sidewalk project, and leave the remaining \$4,614,572 balance unprogrammed within the Santa Clara county program.

Further discussion of the project selection criteria and programming policy is contained in the memorandum to the Programming and Allocations Committee dated November 4, 2015, July 13, 2016, October 12, 2016, December 14, 2016, February 8, 2017 (action deferred to March 2017), March 8, 2017, April 12, 2017, May 10, 2017, June 14, 2017, July 12, 2017, September 13, 2017, October 11, 2017, November 8, 2017, December 13, 2017, January 10, 2018, February 14, 2018, March 7, 2018, and April 11, 2018; the Planning Committee dated April 6, 2018; and the Programming and Allocations Committee dated May 9, 2018, June 13, 2018, July 11, 2018, September 12, 2018, November 14, 2018, December 12, 2018, January 9, 2019, February 13, 2019, March 6, 2019, June 12, 2019, July 10, 2019, September 4, 2019, October 9, 2019, November 13, 2019, February 12, 2020, May 13, 2020, July 8, 2020, September 9 2020, November 4, 2020, January 13, 2021, February 10, 2021, April 14, 2021, and May 12, 2021; and the Planning Committee dated May 14, 2021; and the Programming and Allocations Committee dated June 9, 2021, and July 14, 2021.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4202

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

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

Date: November 18, 2015
W.I.: 1512
Referred by: P&A
Revised: 07/27/16-C 10/26/16-C
12/20/17-C 03/27/19-C
07/24/19-C 02/26/20-C
01/27/21-C 07/28/21-C

Attachment A
Resolution No. 4202

OBAG 2
One Bay Area Grant Program
Project Selection Criteria and Programming Policy

This page intentionally left blank

**OBAG 2 – One Bay Area Grant Program
Project Selection Criteria and Programming Policy**

TABLE OF CONTENTS

Background.....	1
Revenue Estimates and Program Architecture.....	1
Program Categories and Project List.....	6
General Programming Policies	6
Regional Programs.....	12
County Programming Policies	16
County Programs.....	22

Appendices

Appendix A-1 Regional and County Program Categories

Appendix A-2 County Program Fund Distribution

Appendix A-3 Regional and County Planning Activities

Appendix A-4 County Federal-Aid Secondary (FAS)

Appendix A-5 County Safe Routes to School (SRTS)

Appendix A-6 Priority Conservation Area (PCA)

Appendix A-7 CMA Call for Projects Guidance

Appendix A-8 County PDA Investment and Growth Strategy

Appendix A-9 Priority Conservation Area (PCA) Implementation

Appendix A-10 Checklist for CMA and Local Jurisdiction Compliance with MTC Resolution 4202

Appendix A-11 Safe and Seamless Mobility Quick-Strike

The One Bay Area Grant Program (OBAG 2) is the second round of the federal funding program designed to support the implementation of *Plan Bay Area*, the region's first Sustainable Communities Strategy (SCS). OBAG 2 covers the five-year period from FY 2017-18 to FY 2021-22. The proposed revenue estimates, funding approach, programming policies, project guidance, and timeline for OBAG 2 are outlined in this attachment.

BACKGROUND

The inaugural One Bay Area Grant Program (OBAG 1) was approved by the Commission in May 2012 (MTC Resolution 4035). The OBAG 1 program incorporated the following program features:

- Targeting project investments to the region's Priority Development Areas (PDAs);
- Rewarding jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and produce housing;
- Supporting open space preservation in Priority Conservation Areas (PCAs); and
- Providing a larger and more flexible funding pot to deliver transportation projects in categories such as Transportation for Livable Communities (TLC), bicycle and pedestrian improvements, local streets and roads preservation, and planning activities, while also providing dedicated funding opportunities for Safe Routes to School activities and PCAs.

The early outcomes of the OBAG 1 program are documented in the One Bay Area Grant Report Card located at: (http://files.mtc.ca.gov/pdf/OBAG_Report_Card.pdf). The key findings of the report highlight a variety of improvements as compared to previous federal highway funding programs, including: increased grant and project size, complexity, and multi-modality; significant investments in active transportation and TLC projects; region wide achievement of PDA investment targets; and compliance with local performance and accountability requirements. Considering the positive results achieved in OBAG 1, and in order to further extend the timeframe for OBAG to meet its policy goals, OBAG 2 maintains largely the same framework and policies.

REVENUE ESTIMATES AND PROGRAM ARCHITECTURE

OBAG 2 funding is based on anticipated future federal transportation program apportionments from the regional Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Programs. Originally, the programming capacity estimated for OBAG 2 amounted to \$790 million (down from \$827 million programmed with OBAG 1). The estimated decrease in revenues between program cycles reflects annual apportionment amounts in the federal surface transportation act (Moving Ahead for Progress in the 21st Century Act, or MAP-21) authorized after approval of OBAG 1 not keeping pace with estimated growth rates, as well as changes in state and federal programs that impacted estimated regional funding levels (such as the elimination of the Transportation Enhancements (TE) program). Subsequent to the Commission's original adoption of OBAG 2, Congress approved the Fixing America's Surface Transportation (FAST) Act, providing an additional

estimated \$72 million during the OBAG 2 period. The revised total STP/CMAQ funding for OBAG 2 is \$862 million.

The OBAG 2 program continues to integrate the region's federal transportation program with California's climate statutes and the Sustainable Communities Strategy (SCS), and contributes to the implementation of the goals and objectives of the Regional Transportation Plan. Funding distribution formulas to the counties will continue to encourage land-use, housing and complete streets policies that support the production of housing with supportive transportation investments. This is accomplished through the following principles:

1. Realistic Revenue Assumptions:

OBAG 2 funding is based on anticipated future federal transportation program apportionments. In past years, the Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement programs (STP/CMAQ) have not grown, and changes in the federal and state programs (such as elimination of the Transportation Enhancement (TE) program) resulted in decreases that were not anticipated when OBAG 1 was developed. For the initial OBAG 2 estimates, a 2% annual escalation rate above current federal revenues was assumed, consistent with the mark-up of the Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act by the Senate Environment and Public Works Committee. Even with the 2% escalation, revenues for OBAG 2 were expected to be 4% less than OBAG 1 revenues. Following the Commission's original adoption of OBAG 2, an additional \$72 million in FAST Act revenue was made available, for a total of \$862 million for OBAG 2 - an increase of 4% over the OBAG 1 funding level.

If there are significant changes in federal apportionments over the OBAG 2 time period, MTC will return to the Commission to recommend adjustments to the program. These adjustments could include increasing or decreasing funding amounts for one or more programs, postponement of projects, expansion of existing programs, development of new programs, or adjustments to subsequent programming cycles.

Upon enactment and extension of the federal surface transportation authorizations expected during the OBAG funding period, MTC will need to closely monitor any new federal programs, their eligibility rules, and how funding is distributed to the states and regions. It is anticipated that any changes to the current federal programs would likely overlap to a large extent with projects that are currently eligible for funding under 23 U.S.C., although the actual fund sources may no longer mirror the current STP and CMAQ programs. Therefore, any reference to a specific fund source in the OBAG 2 programming serves as a proxy for replacement fund sources for which MTC has discretionary project selection and programming authority.

OBAG 2 programming capacity is based on apportionment rather than obligation authority. Because obligation authority (the amount actually received) is less than the apportionment level, there is typically a carryover balance from year to year of unfunded

commitments. MTC's current negative obligation authority imbalance is \$51 million, and has held steady the past few years as a result of the region's excellent delivery record. Successful project delivery has allowed MTC to capture additional, unused obligation authority (OA) from other states, enabling the region to deliver additional projects each year. Because this negative balance has held steady, there does not appear to be a need to true-up the difference at this time. MTC staff will continue to monitor this OA shortfall throughout the OBAG 2 period and make adjustments as necessary in the next round of programming.

2. Support Existing Programs:

Originally, the OBAG program was expected to face declining revenues from \$827 million in OBAG 1 to \$790 million in OBAG 2. Therefore, no new programs were introduced with OBAG 2 and the anticipated funding reduction was spread among the various transportation needs supported in OBAG 1. With the \$72 million in additional revenues from the FAST Act, funding for OBAG 2 increased to \$862 million.

The OBAG 2 program categories and commitments for the regional and county programs are outlined in Appendix A-1.

3. Support Plan Bay Area's Sustainable Communities Strategy by Linking OBAG Funding to Housing:

County Program Distribution Formula

OBAG 1's county distribution formula leveraged transportation dollars to reward jurisdictions that produce housing and accept housing allocations through the Regional Housing Need Allocation (RHNA) process. The formula also considered the share of affordable housing within housing production and RHNA allocations.

In OBAG 2, the county distribution formula is updated to use the latest housing data from the Association of Bay Area Government (ABAG). The formula is also based on housing over a longer time frame, considering housing production between 1999 and 2006 (weighted 30%) and between 2007 and 2014 (weighted 70%) in order to mitigate the effect of the recent recession and major swings in housing permit approvals.

The OBAG 2 formula places additional emphasis on housing production and the share of affordable housing within both production and RHNA. The formula also expands the definition of affordable housing to include housing for moderate-income households in addition to low- and very low-income households. Furthermore, housing production is capped at the total RHNA allocation.

The distribution formula factors for OBAG 2 are detailed in the table below.

OBAG 2 County Distribution Formula Factors

	Population	Housing RHNA	Housing Production	Housing Affordability *
OBAG 2	50%	20%	30%	60%

*OBAG 2 housing affordability factor includes housing at the very low, low and moderate income levels which are weighted within both housing production and RHNA allocation.

The distribution formula is further adjusted to ensure that CMA base planning funds are no more than 50% of the total distribution for that county. The resulting proposed county program formula distributions are presented in Appendix A-2.

Priority Development Areas (PDAs)

OBAG 2 continues to support the SCS for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs).

- PDA Investment targets remain at OBAG 1 levels: 50% for the four North Bay counties and 70% for the remaining counties.
- PDA Investment and Growth Strategies should play a strong role in guiding the County CMA project selection and be aligned with the Plan Bay Area update cycle.

Priority Conservation Areas (PCAs)

OBAG 2 maintains the two separate Priority Conservation Area (PCA) programs as introduced in OBAG 1, with one program dedicating funding to the four North Bay counties and one competitive program for the remaining counties.

4. Continue Flexibility and Local Transportation Investment Decision Making:

OBAG 2 continues to provide the same base share of the funding pot (40%) to the county CMAs for local decision-making. The program allows CMAs the flexibility to invest in various transportation categories, such as Transportation for Livable Communities (TLC), bicycle and pedestrian improvements, local streets and roads preservation, and planning and outreach activities.

In addition to the base county program, two previously regional programs, Safe Routes to School and the Federal-Aid Secondary (rural roads), have been consolidated into the county program with guaranteed minimum funding amounts to ensure the programs continue to be funded at specified levels.

5. Cultivate Linkages with Local Land-Use Planning:

As a condition to access funds, local jurisdictions need to continue to align their general plans' housing and complete streets policies as a part of OBAG 2 and as separately required by state law.

Complete Streets Requirement

Jurisdictions must adopt a complete streets resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC, incorporating MTC's required complete streets elements as outlined in [MTC's Complete Streets Guidance](#).

Alternatively, to recognize local jurisdictions' efforts to update their general plan circulation element to incorporate the provisions of the 2008 Complete Streets Act in response to the provisions stated in OBAG 1, a jurisdiction may adopt a significant revision to the circulation element of the general plan that complies with the Act after January 1, 2010 and before the date the CMAs submit their OBAG 2 project recommendations to MTC.

The approach above focuses on the adoption of local complete streets resolutions, while acknowledging the jurisdictions that took efforts to update their circulation element in anticipation of future OBAG requirements.

Housing Element Requirement

Jurisdictions (cities and counties) must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA by May 31, 2015. Jurisdictions that have failed to meet this deadline must have their housing elements certified by HCD by June 30, 2016 in order to be eligible to receive OBAG 2 funding.

Furthermore, under state statute, jurisdictions are required to submit Housing Element Annual Reports by April 1 every year. All cities and counties receiving OBAG 2 funding must comply with this requirement during the entire OBAG 2 funding period or risk deprogramming of OBAG 2 funding.

The complete streets and housing requirements are not required for jurisdictions with no general plan or land use authority such as Caltrans, CMAs or transit agencies under a JPA or district (not under the governance of a local jurisdiction). However, in such instances the jurisdiction in which the project is physically located must meet these requirements, except for transit/rail agency property such as, track, rolling stock or a maintenance facility.

Surplus Land Requirement

Cities and counties receiving funds through the County Program must adopt a surplus land resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC. The resolution must verify that any disposition of surplus land undertaken by the jurisdiction complies with the State Surplus Land Act, as amended by AB 2135, 2014. MTC will issue guidance to assist cities and counties in drafting a resolution to meet this requirement. This guidance will be posted on the OBAG 2 website: <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>.

This requirement shall not apply to charter cities unless and until a final court decision is rendered that charter cities are subject to the provisions of the Act. In addition, the resolution is not required for public agencies with no general plan or land use authority.

6. Continue Transparency and Outreach to the Public Throughout the Process:

CMAAs will continue to report on their outreach process as part of their solicitation and selection of projects for OBAG. Each CMA will develop a memorandum addressing outreach efforts, agency coordination, distribution methodology and Title VI compliance. CMA reporting requirements are provided in Appendix A-10, the Checklist for CMA and Local Jurisdiction Compliance with MTC Resolution 4202.

PROGRAM CATEGORIES AND PROJECT LIST

Appendix A-1 outlines the OBAG 2 program categories and commitments.

Attachment B of Resolution 4202 contains the list of projects to be programmed under the OBAG 2 program. Attachments B-1 and B-2 list the projects receiving OBAG 2 funding through the regional programs and county programs respectively. The project lists are subject to project selection actions (conducted by MTC for most of the regional programs and by the CMAAs for the county programs and other funds distributed to them). MTC staff will update Attachments B-1 and B-2 as projects are selected or revised by the Commission and CMAAs and are included in the federal Transportation Improvement Program (TIP).

GENERAL PROGRAMMING POLICIES

The following programming policies apply to all projects funded in OBAG 2:

- 1. Public Involvement.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in the *MTC Public Participation Plan*, Resolution No. 4174. The Commission's adoption of the OBAG 2 program, including policy and procedures, meets the provisions of the *MTC Public Participation Plan*. MTC's advisory committees and the Bay Area Partnership have been consulted in the development of funding commitments and policies for this program; and opportunities to comment have been provided to other stakeholders and members of the public.

Furthermore, investments made in the OBAG 2 program must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions. Additionally, when CMAAs select projects for funding at the county level, they must consider equitable solicitation and

selection of project candidates in accordance with federal Title VI requirements (as set forth in Appendix A-7).

- 2. Commission Approval of Programs and Projects and the Transportation Improvement Program (TIP).** Projects approved as part of the OBAG 2 program must be amended into the TIP. The federally-required TIP is a comprehensive listing of all San Francisco Bay Area surface transportation projects that receive federal funds, and/or are subject to a federally required action, such as federal environmental clearance, and/or are regionally significant for air quality conformity or modeling purposes. It is the project sponsor's responsibility to ensure their project is properly programmed in the TIP in a timely manner. Where CMAs are responsible for project selection, the Commission will revise the TIP to include the resulting projects and Attachment B to this Resolution may be updated by MTC staff to reflect these revisions. Where responsibility for project selection is assigned to MTC, TIP amendments and a revision to Attachment B to add or delete a project will be reviewed and approved by the Commission. Changes to existing projects in Attachment B may be made by MTC staff following approval of a related TIP revision.

- 3. Minimum Grant Size.** Funding grants per project must be a minimum of \$500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and \$250,000 for counties with a population under one million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties). The objective of a grant minimum requirement is to maximize the efficient use of federal funds and minimize the number of federal-aid projects which place administrative burdens on project sponsors, CMAs, MTC, Caltrans, and Federal Highway Administration (FHWA) staff.

To provide flexibility, an alternative averaging approach may be used. For this approach, a CMA may program grant amounts no less than \$100,000 for any project, provided that the overall average of all grant amounts within their County CMA Program meets the county minimum grant amount threshold. This lower threshold of \$100,000 also applies to Safe Routes to School projects, which are typically of smaller scale.

Furthermore, all OBAG 2 programming amounts must be rounded to thousands.

- 4. Air Quality Conformity.** In the Bay Area, it is the responsibility of MTC to make a regional air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations. MTC evaluates the impact of the TIP on regional air quality during the update of the TIP. Non-exempt projects that are not incorporated in the current finding for the TIP will not be considered for funding in the OBAG 2 program until the development of a subsequent air quality finding for the TIP. Additionally, the U.S. Environmental Protection Agency has designated the Bay Area as a non-attainment area for fine particulate matter (PM_{2.5}). Therefore, based on consultation with the MTC Air Quality Conformity Task Force, projects deemed Projects of Air Quality Concern (POAQC) must complete a hot-spot analysis as required by the Transportation Conformity Rule. Generally, POAQC are those projects that result in significant increases in, or concentrations of, emissions from diesel vehicles.

5. Environmental Clearance. Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code § 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section § 15000 et seq.), and the National Environmental Protection Act (42 U.S.C. § 4321 et seq.) standards and procedures for all projects with federal funds.

6. Application and Resolution of Local Support. Once a project has been selected for funding, project sponsors must submit a completed project application for each project through MTC's Funding Management System (FMS). The project application consists of two parts: 1) a project submittal and/or TIP revision request to MTC staff through FMS, and 2) a Resolution of Local Support approved by the project sponsor's governing board or council and submitted in FMS. A template for the Resolution of Local Support can be downloaded from the MTC website using the following link: <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>.

7. Project Screening and Compliance with Regional and Federal Requirements. MTC staff will perform a review of projects proposed for OBAG 2 to ensure 1) eligibility; 2) consistency with the region's long-range plan; and 3) project readiness. In addition, project sponsors must adhere to directives such as the Complete Streets Requirements, Housing Element Requirements, and the Regional Project Funding Delivery Policy (MTC Resolution No. 3606), as outlined below, and provide the required matching funds. Project sponsors should note that fund source programs, eligibility criteria, and regulations may change as a result of the passage of new surface transportation authorization legislation. In this situation, MTC staff will work to realign new fund sources with the funding commitments approved by the Commission.

► **Federal Project Eligibility:** STP is the most flexible source of federal funding, with a wide range of projects that may be considered eligible. Eligible projects include roadway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration), public transit capital improvements, pedestrian and bicycle facilities, transportation system management, transportation demand management, transportation control measures, mitigation related to an STP project, surface transportation planning activities, and safety. More detailed eligibility requirements can be found in 23 U.S.C § 133 and at: <http://www.fhwa.dot.gov/map21/factsheets/stp.cfm>.

CMAQ is a more targeted funding source. In general, CMAQ funds may be used for new or expanded transportation projects, programs, and operations that help reduce emissions. Eligible project categories that meet this basic criteria include:

Transportation activities in an approved State Implementation Plan (SIP), Transportation Control Measures (TCMs), alternative fuels, traffic flow improvements, transit expansion projects, new bicycle and pedestrian facilities and programs, travel demand management, outreach and rideshare activities, telecommuting programs, intermodal freight, planning and project development activities, and experimental pilot projects. For more detailed information, refer to FHWA's revised guidance

provided at: http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/.

MTC reserves the right to assign specific fund sources to projects based on availability and eligibility requirements. In the event that a new surface transportation authorization is enacted during implementation of OBAG 2 that materially alters these programs, MTC staff will work with the CMAs and project sponsors to match projects with appropriate federal fund programs.

- ▶ RTP Consistency: Projects funded through OBAG 2 must be consistent with the adopted Regional Transportation Plan (currently *Plan Bay Area*). Project sponsors must identify each project's relationship with meeting the goals and objectives of the RTP, including the specific RTP ID number or reference. RTP consistency will be verified by MTC staff for all OBAG 2 projects. Projects in the County program will also be reviewed by CMA staff prior to submitting selected projects to MTC.
- ▶ Complete Streets Policy: Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. MTC's Complete Streets Policy (MTC Resolution No. 3765) created a checklist that is intended for use on projects to ensure the accommodation of non-motorized travelers is considered at the earliest conception or design phase. The county CMAs ensure that project sponsors complete the checklist before projects are considered by the county for OBAG 2 funding and submitted to MTC. The CMAs are required to make completed checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to CMAs' project selection actions.

Related state policies include: Caltrans Complete Streets Policy Deputy Directive 64 R1, which stipulates pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products; and the California Complete Streets Act of 2008, which requires local agency general plan circulation elements to address all travel modes.

- ▶ Project Delivery and Monitoring: OBAG 2 funding is available in the following five federal fiscal years: 2017-18, 2018-19, 2019-20, 2020-21, and 2021-22. Funds may be programmed in any of these years, conditioned upon the availability of federal apportionment and obligation authority (OA), and subject to TIP financial constraint requirements. In addition, in order to provide uninterrupted funding to ongoing efforts and to provide more time to prepare for the effective delivery of capital projects, priority of funding for the first year of programming apportionment (FY 2017-18) will be provided to ongoing programs, such as regional and CMA planning, non-infrastructure projects, and the preliminary engineering phase of capital projects.

Specific programming timelines will be determined through the development of the Annual Obligation Plan, which is developed by MTC staff in collaboration with the Bay Area Partnership technical working groups and project sponsors. Once programmed in the TIP, the funds must be obligated by FHWA or transferred to the Federal Transit Administration (FTA) within the federal fiscal year the funds are programmed in the TIP. Additionally, all OBAG 2 funds must be obligated no later than January 31, 2023.

Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by the MTC Regional Project Funding Delivery Policy (MTC Resolution No. 3606 and any subsequent revisions). All funds are subject to obligation, award, invoicing, reimbursement and project close-out requirements. The failure to meet these deadlines may result in the de-programming and redirection of funds to other projects.

To further facilitate project delivery and ensure all federal funds in the region are meeting federal and state regulations and deadlines, every recipient of OBAG 2 funding is required to identify and maintain a staff position that serves as the single point of contact (SPOC) for the implementation of all FHWA-administered funds within that agency. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate issues and questions that may arise from project inception to project close-out. The agency is required to identify the contact information for this position at the time of programming of funds in the TIP, and to notify MTC immediately when the position contact has changed. This person will be expected to work closely with FHWA, Caltrans, MTC and the respective CMA on all issues related to federal funding for all FHWA-funded projects implemented by the recipient.

Project sponsors that continue to miss delivery milestones and funding deadlines for any federal funds are required to prepare and update a delivery status report on all projects with FHWA-administered funds they manage, and participate, if requested, in a consultation meeting with the county CMA, MTC and Caltrans prior to MTC approving future programming or including any funding revisions for the agency in the TIP. The purpose of the status report and consultation is to ensure the local public agency has the resources and technical capacity to deliver FHWA federal-aid projects, is fully aware of the required delivery deadlines, and has developed a delivery timeline that takes into consideration the requirements and lead-time of the federal-aid process within available resources.

By applying for and accepting OBAG 2 funding, the project sponsor is acknowledging that it has and will maintain the expertise and staff resources necessary to deliver the federal-aid project within the project-funding timeframe.

- **Funding Exchange:** Sometimes federal funds may not be the best fit for projects being implemented to meet plan and program goals and objectives. In such cases, federal OBAG funding may be exchanged with non-federal funds. MTC staff will work with the

CMAs when such opportunities arise. Such exchanges must be consistent with MTC's fund exchange policy (MTC Resolution No. 3331) and the locally-funded project must be included in the federal TIP.

- ▶ **Local Match:** Projects funded with STP or CMAQ funding require a non-federal local match. Although local match requirements are subject to change, the current local match requirement for STP and CMAQ funded projects in California is 11.47% of the total project cost, with FHWA providing up to 88.53% of the total project cost through reimbursements. For capital projects, sponsors that fully fund the project development or Preliminary Engineering (PE) phase with non-federal funds may use toll credits in lieu of a match for the construction phase. For these projects, sponsors must still meet all federal requirements for the PE phase.
- ▶ **Fixed Program and Specific Project Selection:** Projects are chosen for the program based on eligibility, project merit, and deliverability within established deadlines. The OBAG 2 program is project-specific and the funds programmed to projects are for those projects alone.

The OBAG 2 program funding is fixed at the programmed amount; therefore, any project cost increases may not be covered by additional OBAG 2 funds. Project sponsors are responsible for securing the necessary match, and for cost increases or additional funding needed to complete the project, including contingencies.

- 8. Regional STP/CMAQ Exchanges.** It is often difficult for smaller regions to fully utilize their federal funds and deliver projects through the federal-aid process. This can place these more rural regions in conflict with state and federal timely use funds provisions, such as Sections 182.6 and 182.7 of the State Streets and Highways Code which require federal apportionment to be secured (obligated) within three years of federal eligibility, or when Congress enacts rescissions of unobligated funds. The SF Bay Area region is often in the opposite situation – more projects are ready for delivery than funds available each year.

Regions also find themselves in situations where a project or activity is ineligible for a certain federal fund source such as CMAQ, and may require STP, while another region can easily use either fund source.

To avoid the lapsing of funds and address these funding issues, regions may enter into exchange agreements, where older unused STP/CMAQ funds subject to lapse or rescission from one region are "exchanged" with future funds from a region that can use the funds by the deadline. Or a simple fund source exchange is needed. Such exchanges benefit both regions by avoiding the loss of funds in one region, while another region can advance projects that may be stalled due to a lack of eligible funding.

To facilitate such exchanges, the MTC Executive Director or designee is hereby authorized to sign letters of understanding with **Caltrans and** other regions for the exchange of STP/CMAQ funds with the following conditions and limitations.

- The exchange does not negatively impact the delivery of regional STP/CMAQ projects.
- The amount exchanged does not exceed \$2 million per region per year, **with the exception of federal fiscal year 2020-21 when the amount exchanged may not exceed \$100 million in total.**
- The exchange is a dollar for dollar exchange.
- The exchange is allowed under Caltrans' obligation authority management policy.
- The Letter of Understanding can be executed in time for the MTC to secure the funds prior to any lapse or rescission.
- If any timely use of funds deadlines or Caltrans processes are not met in time and therefore result in the loss of apportionment balance, MTC's apportionment shall not be negatively affected and the Letter of Understanding is null and void.

Exchanges beyond these conditions and limitations may be approved by a standing Committee of the Commission.

REGIONAL PROGRAMS

The programs below comprise the OBAG 2 Regional Programs, managed by MTC. Funding amounts for each program are included in Appendix A-1. Individual projects will be added to Attachment B-1 and B-2 as they are selected and included in the federal TIP.

1. Regional Planning Activities

This program provides funding to support regional planning and outreach activities.

Appendix A-3 details the funding amounts and distribution for planning and outreach activities.

2. Pavement Management Program

This continues the region's acclaimed Pavement Management Program (PMP) and related activities including the Pavement Technical Assistance Program (PTAP), training, and regional and statewide local streets and roads needs assessment. MTC provides grants to local jurisdictions to perform regular inspections of their local streets and roads networks and to update their pavement management systems which is a requirement to receive certain funding. MTC also assists local jurisdictions in conducting associated data collection and analysis efforts including local roads needs assessments and inventory surveys and asset management analysis that feed into regional planning efforts. MTC provides, training, research and development of pavement and non-pavement preservation management techniques, and participates in the statewide local streets and roads needs assessment effort.

To support the collection and analysis of local roads asset conditions for regional planning efforts and statewide funding advocacy, and to be eligible for OBAG 2 funding for local streets and roads, a jurisdiction must:

- Have a certified Pavement Management Program (StreetSaver® or equivalent) updated at least once every three years (with a one-year extension allowed); and

- Fully participate in the statewide local streets and road needs assessment survey (including any assigned funding contribution); and
- Provide updated information to the Highway Performance Monitoring System (HPMS) at least once every 3 years (with a one-year grace period allowed).

3. Regional Priority Development Area (PDA) Planning & Implementation

Funding in this program implements the following:

Regional PDA Planning and Implementation: The PDA Planning Program places an emphasis on intensifying land uses at and near transit stations and along transit corridors in PDAs. The key goals of the program are to: increase supply of affordable and market rate housing, jobs and services within the PDA planning area; boost transit ridership and thereby reduce vehicle miles traveled by PDA residents, employees and visitors; increase walking and bicycling by improving multi-modal access and effectively managing parking; and locate key services and retail within the PDA planning area. Funding is available for regional planning and implementation efforts and grants to jurisdictions to provide PDA planning support, and typically fund specific plans and programmatic Environmental Impact Reports. PDA plans funded through the program focus on a range of transit-supportive elements including market demand analysis, affordable housing strategies, multi-modal connectivity including pedestrian-friendly design standards, parking demand analysis, infrastructure development, implementation planning and financing strategies and implementation of the best practices identified in the Air District's Planning Healthy Places guidelines.

The PDA Planning Program will give priority to cities with high risk of displacement in order to support the development of local policies and programs to meaningfully address identified housing issues.

Community-Based Transportation Planning: A portion of this program will be dedicated to the Community-Based Transportation Planning (CBTP) grant program. These locally-led plans address the mobility needs of low-income households in the region's 35 Communities of Concern. Grant funds will be used to update CBTPs that are in many cases more than 10 years old.

Naturally Occurring Affordable Housing (NOAH): Consistent with the OBAG 2 framework and PDA Planning Program, a NOAH revolving loan fund will be established as a complement to the existing TOAH loan products for new construction. NOAH loans would be used to buy apartment buildings to create long-term affordability where displacement risk is high and to secure long-term affordability in currently subsidized units that are set to expire. NOAH investments will be made in PDAs or Transit Priority Areas.

4. Climate Initiatives Program

The purpose of the OBAG 2 Climate Initiatives Program is to support the implementation of strategies identified in Plan Bay Area to achieve the required CO₂ emissions reductions per SB375 and federal criteria pollutant reductions. Investments focus on projects and programs with effective greenhouse gas emission reduction results.

Spare the Air Youth: A portion of the Climate Initiatives program would be directed to the implementation of Spare the Air Youth program.

5. Regional Active Operational Management

This program is administered at the regional level by MTC to actively manage congestion through cost-effective operational strategies that improve mobility and system efficiency across freeways, arterials and transit modes. Funding continues to be directed to evolving MTC operational programs such as next generation 511, Freeway Service Patrol (FSP), incident management program, managed lanes and regional rideshare program. Funding will also be directed to new initiatives such as the Columbus Day Initiative that deploys advanced technologies and Transportation Management Systems that ensures the existing and new technology infrastructure is operational and well-maintained.

Columbus Day Initiative

The Columbus Day Initiative (CDI) builds on the proven success of its predecessor program (the Freeway Performance Initiative), which implemented traditional fixed time-of-day freeway ramp metering and arterial signal timing projects that achieved significant delay reduction and safety on Bay Area freeways and arterials at a fraction of the cost of traditional highway widening projects. The CDI aims to deliver cost-effective, technology-driven operational improvement projects such as, adaptive ramp metering, hard shoulder running lanes, queue warning signs, connected vehicle technologies, shared mobility technologies, and regional arterial operations strategies. Projects would target priority freeway and arterial corridors with significant congestion. Funding for performance monitoring activities and corridor studies is included to monitor the state of the system and to identify and assess the feasibility of operational strategies to be deployed.

Transportation Management Systems

This program includes the operations and management of highway operations field equipment; critical freeway and incident management functions; and Transportation Management Center (TMC) staff resources needed to actively operate and maintain the highway system.

Bay Bridge Forward Project

As part of the overall OBAG 2 framework, this project encompasses the implementation of several near-term, cost-effective operational improvements that offer travel time savings, reliability and lower costs for carpooling and bus/ferry transit use to increase person throughput and reduce congestion, incidents, and emissions in the San Francisco-Oakland Bay Bridge corridor.

6. Transit Priorities Program

The objective of the Transit Priorities Program is to assist transit operators to fund major fleet replacements, including the BART Car Replacement Phase 1 project, fixed guideway rehabilitation and other high-scoring capital needs, including replacement of Clipper equipment and development of Clipper 2.0, that are consistent with MTC's Transit Capital Priorities policy for programming federal transit funds (MTC Resolution 4140 or successor resolution).

The program also implements elements of the Transit Sustainability Project by making transit-supportive investments in major transit corridors that can be carried out within two years through the Transit Performance Initiative (TPI). The focus of TPI is on making cost-effective operational improvements on significant trunk lines which carry the largest number of passengers in the Bay Area including transit signal prioritization, passenger circulation improvements at major hubs, boarding/stop improvements and other improvements to improve the passenger experience.

7. Priority Conservation Area (PCA) Program

The Priority Conservation Area (PCA) Program provides funding for the development of plans and projects to assist in the preservation and enhancement of rural lands. Specifically, projects must support Plan Bay Area by preserving and enhancing the natural, economic and social value of rural lands and open space amidst a growing population across the Bay Area, for residents and businesses. The PCA program includes one approach for the North Bay counties (Marin, Napa, Solano, and Sonoma) and a second approach for the remaining five counties.

In the North Bay, each of the four CMAs will take the lead to develop a county-wide program, building on PCA planning conducted to date to select projects for funding.

For the remaining counties, MTC will partner with the Coastal Conservancy, a California State agency, to program the PCA funds. MTC will provide federal funding which will be combined with the Coastal Conservancy's own program funds in order to support a broader range of projects (i.e. land acquisition and easement projects) than can be accommodated with federal transportation dollars alone. The Coastal Conservancy, MTC, and ABAG staff will cooperatively manage the call for proposals.

The minimum non-federal match required for PCA-program funding is 2:1.

As a part of the update to *Plan Bay Area*, MTC is exploring implementing a Regional Advance Mitigation Planning (RAMP) Program. RAMP would mitigate certain environmental impacts from multiple planned transportation projects, rather than mitigating on a less-efficient per-project level. Partnering arrangements can be established to leverage multiple fund sources in order to maximize benefits of the RAMP and PCA programs. As such, PCA funds may be used to deliver net environmental benefits to a RAMP program project.

In instances where federal funds may not be used for this purpose, sponsors may exchange OBAG 2 funds with eligible non-federal funds. Such exchanges must be consistent with MTC's fund exchange policy (MTC Resolution No. 3331).

Appendix A-9 outlines the framework for this program including goals, project screening, eligibility, eligible sponsors, and project selection.

8. Housing Production Incentive

As part of the OBAG 2 framework, MTC developed a challenge grant program for the production and preservation of affordable housing. The purpose of the program is to reward local jurisdictions that produce the most housing units at the very low, low, and moderate income levels.

The funds provided for the HIP program through OBAG 2 would be STP/CMAQ, and would need to be used only for federally-eligible transportation purposes. Additional funds may be added outside of OBAG 2 to increase the size of the challenge grant program.

9. Safe and Seamless Mobility Quick-Strike

The Safe and Seamless Mobility Quick-Strike program is a regional, competitive grant program to fund projects that can be implemented quickly to benefit communities. The program emphasizes bicycle/pedestrian safety and mobility, transit and transit access improvements, connected mobility, advancing equitable mobility, or other near-term strategies to advance transit recovery and connected mobility.

Appendix A-11 outlines the framework for this program including program focus areas, project eligibility, evaluation criteria, and the project nomination and selection process.

10. Regional Strategic Initiatives

The Regional Strategic Initiatives program reflects regional funding commitments to projects not captured in the original OBAG 2 framework as well as projects funded through unspent STP/CMAQ balances from prior cycles and various funding exchanges.

COUNTY PROGRAMMING POLICIES

The policies below apply to the programs managed by the county Congestion Management Agencies (CMAs) or substitute agency:

- ▶ Program Eligibility: The CMA, or substitute agency, may program funds from its OBAG 2 county fund distribution to projects that meet the eligibility requirements for any of the following transportation improvement types:
 - Planning and Outreach Activities
 - Local Streets and Roads Preservation
 - Bicycle and Pedestrian Improvements
 - Transportation for Livable Communities
 - Safe Routes To School
 - Priority Conservation Areas
 - Federal Aid Secondary (FAS) Improvements

- Fund Sources & Formula Distribution: OBAG 2 is funded primarily from two federal fund sources: STP and CMAQ. The CMAs will be provided a breakdown of specific OBAG 2 fund sources, with the understanding that actual fund sources are subject to change. Should there be significant changes to federal fund sources, MTC staff will work with the CMAs to identify and realign new fund sources with the funding commitments approved by the Commission. Furthermore, due to strict funding availability and eligibility requirements, the CMAs must adhere to the fund source limitations provided. Exceptions may be granted by MTC staff based on actual fund source availability and final federal apportionment levels.

Consistent with OBAG 1, 60% of available OBAG 2 funding is assigned to Regional Programs and 40% assigned to the base County CMA Programs. The Safe Routes to School (SRTS) and Federal Aid Secondary (FAS) programs augment the county base funding, bringing the final proportionate share to 55% regional and 45% county. The Base county funds (SRTS & FAS have their own formula distribution) are distributed to each county based on the OBAG 2 county distribution formula (see page 3). Counties are further guaranteed that the funding amount for planning purposes will not exceed 50% of their total distribution. This results in the county of Napa receiving additional funding. This planning guarantee clause results in a slight deviation in the final OBAG 2 fund distribution for each county. The base County CMA Program fund distribution after the planning guarantee adjustment is shown in Appendix A-2.

- Priority Development Area (PDA) Policies
 - PDA minimum investment: CMAs in larger counties (Alameda, Contra Costa, San Mateo, San Francisco, and Santa Clara) shall direct at least 70% of their OBAG 2 investments to PDAs. For North Bay counties (Marin, Napa, Solano, and Sonoma) this minimum target is 50% to reflect the more rural nature of these counties. CMA planning and outreach costs partially count towards PDA minimum investment targets (70% or 50%, in line with each county's PDA minimum investment target). The guaranteed minimum for Priority Conservation Area (PCA), Safe Routes to School (SRTS), and Federal Aid Secondary (FAS) do not count towards PDA targets. The PDA/non-PDA funding split is shown in Appendix A-2.
 - PDA boundary delineation: Refer to http://gis.mtc.ca.gov/interactive_maps/ which provides a GIS overlay of the PDAs in the Bay Area to exact map boundaries including transportation facilities. This map is updated as ABAG approves new PDA designations.
 - Defining proximate access to PDAs: The CMAs may determine that a project located outside of a PDA provides proximate access to the PDA, and thus counts towards the county's minimum PDA investment target. The CMA is required to map these projects along with the associated PDA(s) and provide a policy justification for designating the project as supporting a PDA through proximate access. This information should assist decision makers,

stakeholders, and the public in evaluating the impact of the investment on a nearby PDA, to determine whether or not the investment should be credited towards the county's PDA minimum investment target. This information must be presented for public review when the CMA board acts on OBAG programming decisions.

- **PDA Investment & Growth Strategy:** Updates to each county's PDA Investment & Growth Strategy are required every four years and must be adopted by the CMA Board. The updates should be coordinated with the countywide plan and Regional Transportation Plan (RTP) updates to inform RTP development decisions. Interim status reports are required two years after each update to address needed revisions and provide an activity and progress status. The interim status report required for 2019 will be satisfied through a collaborative effort between the CMAs and MTC. See Appendix A-8 for details.
- **Project Selection:** County CMAs or substitute agencies are given the responsibility to develop a project selection process. The process should include solicitation of projects, identifying evaluation criteria, conducting outreach, evaluating project applications, and selecting projects.
 - **Public Involvement:** In selecting projects for federal funding, the decision making authority is responsible for ensuring that the process complies with federal statutes and regulations. In order to ensure that the CMA process for administering OBAG 2 is in compliance with federal regulations, CMAs are required to lead a public outreach process as directed by Appendix A-7.
 - CMAs must adopt a specific scoring methodology for funding allocation to projects within PDAs or Transit Priority Areas (TPAs) that rewards jurisdictions with the most effective housing anti-displacement policies.
 - MTC and the CMAs will conduct an analysis of the impact of this incentive-based scoring methodology on project selection and local anti-displacement and affordable housing production policy development. The findings will be used to inform future planning and funding priorities.
 - **Unified Call for Projects:** CMAs are requested to issue one unified call for projects for their OBAG 2 program. Final project lists are due to MTC by July 31, 2017, with all associated project information submitted to MTC using the Fund Management System (FMS) by August 31, 2017. On a case-by-case basis and as approved in advance by MTC staff, these deadlines may be waived to allow coordination with other county-wide call for projects or programming needs. The goal is to coordinate the OBAG2 call for projects, and provide project sponsors the maximum time to deliver projects.

- Project Programming Targets and Delivery Deadlines: CMAs must program their block grant funds over the OBAG 2 period (FY 2017-18 through FY 2021-22). In general, the expectation is that on-going activities such as CMA planning, non-infrastructure projects and the Preliminary Engineering (PE) phase of projects would use capacity in the first year, followed by the capital phases of project in later years.
- OBAG 2 funding is subject to the provisions of the Regional Project Delivery Policy (MTC Resolution 3606, or its successor) including the deadlines for Request for Authorization (RFA) submittal and federal authorization/obligation. Additionally, the following funding deadlines apply for each county, with earlier delivery strongly encouraged:
 - At least half of the OBAG 2 funds, must be obligated (federal authorization/FTA Transfer) by January 31, 2020.
 - All remaining OBAG 2 funds must be obligated by January 31, 2023.
- Performance and Accountability Policies: Jurisdictions need to comply with the following policies, as well as other requirements noted in the document, in order to be eligible recipients of OBAG 2 funds.
 - Adopt a complete streets resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC, incorporating MTC's required complete streets elements as outlined in [MTC's Complete Streets Guidance](#).

Alternatively, to recognize local jurisdiction's efforts to update their general plan circulation element to incorporate the provisions of the 2008 Complete Streets Act in response to the provisions stated in OBAG 1, a jurisdiction may adopt a significant revision to the circulation element of the general plan that complies with the Act after January 1, 2010.

For compliance, a substantial revision of the circulation element, passed after January 1, 2010, shall "...plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan," while complying with the other provisions of CA Government Code Section 65302 and Complete Streets Act of 2008.

The approach above focuses on the adoption of local complete streets resolutions, while acknowledging the jurisdictions that took efforts to update their circulation element in anticipation of future OBAG requirements.
 - Jurisdictions (cities and counties) must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA by May 31, 2015. Jurisdictions that have failed to meet this deadline must have their housing

elements certified by HCD by June 30, 2016 in order to be eligible to receive OBAG 2 funding.

- Furthermore, under state statute, jurisdictions are required to submit Housing Element Annual Reports by April 1 every year. All cities and counties receiving OBAG 2 funding must comply with this statute during the entire OBAG 2 funding period or risk deprogramming of OBAG 2 funding.
- General law cities and counties must adopt a surplus land resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC. The resolution must verify that any disposition of surplus land undertaken by the jurisdiction complies with the State Surplus Land Act, as amended by AB 2135, 2014. MTC will issue guidance to assist cities and counties in drafting a resolution to meet this requirement. This guidance will be posted on the OBAG 2 website: <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>.

Charter cities do not have to adopt a surplus land resolution unless and until a final court decision is rendered that charter cities are subject to the provisions of the Act.

- For jurisdictions with local public streets and roads, to be eligible for OBAG 2 funding, the jurisdiction must:
 - Have a certified Pavement Management Program (StreetSaver® or equivalent) updated at least once every three years (with a one-year extension allowed);
 - Fully participate in the statewide local streets and road needs assessment survey; and
 - Provide updated information to the Highway Performance Monitoring System (HPMS) at least once every 3 years (with a one-year grace period allowed).
- For a transit agency project sponsor under a Joint Powers Authority (JPA) or district (not under the governance of a local jurisdiction), or an agency where housing and complete streets policies do not apply, the jurisdiction where the project is located (such as station/stop improvements) will need to comply with the policies and other requirements specified in this attachment before funds may be programmed to the project sponsor. However, this is not required if the project is transit/rail agency property such as, track, rolling stock or a transit maintenance facility.
- OBAG 2 funds may not be programmed to any jurisdiction out of compliance with the policies and other requirements specified in this attachment.

- The CMA will be responsible for tracking progress towards all OBAG 2 requirements and affirming to MTC that a jurisdiction is in compliance prior to MTC programming OBAG 2 funds to its projects in the TIP.

CMAs will provide the following prior to programming projects in the TIP (see Appendix A-10):

- Documentation of the approach used to select OBAG 2 projects including outreach efforts, agency coordination, Title VI compliance, the methodology used for distributing funds within the county, and the specific scoring methodology used for allocating funds to projects within PDAs or TPAs that rewards local jurisdictions with the most effective housing anti-displacement policies;
- The board adopted list of projects recommended for OBAG 2 funding;
- Self-certification that all projects recommended for funding are consistent with the current RTP (including documentation) and have completed project-specific Complete Streets Checklists (including documentation);
- Identification of the Single-Point of Contact assigned by the jurisdiction for all FHWA-funded projects, including OBAG 2 projects;
- Documentation of local jurisdiction compliance with MTC's Complete Streets Policy, including a list of the status of each jurisdiction, a letter from the CMA for each jurisdiction describing how the jurisdiction meets the policy requirements, and supporting documentation for each local jurisdiction (resolutions and/or circulation elements)
- Documentation of local jurisdiction compliance with MTC's Housing Element requirements, including a list of the status of each jurisdiction's Annual Housing Element Progress Report as well as any supporting documentation for each jurisdiction (progress reports and copies of submittal letter to HCD). This documentation will be required annually from CMAs (April 30 each year) throughout the OBAG 2 programming period;
- Documentation of compliance with the State's Surplus Land Act requirements, for each applicable jurisdiction (copy of adopted resolution).
- Documentation for any projects recommended for funding that apply toward the county's minimum PDA investment target. This includes mapping of all mappable projects (projects with a physical location). For projects that are not physically located within a PDA, the CMA is required to map each project along with the associated PDA(s) and provide a policy justification for designating each project as supporting a PDA through proximate access. CMAs must also document that this

- information was used when presenting its program of projects to their board and the public; and
- Self-certification that the PDA Investment and Growth Strategy has been completed and adopted by the CMA Board, or will be adopted in coordination with the RTP update. The interim progress report requirement for 2019 will be satisfied through a collaborative effort between the CMAs and MTC. Documentation of subsequent required updates and interim progress reports must also be submitted by the CMAs throughout the OBAG 2 period.

COUNTY PROGRAMS

The categories below comprise the eligible OBAG 2 County Programs, administered by the nine county CMAs. The CMAs should ensure that the project selection process and selected projects meet all eligibility requirements throughout this document as well as in federal statutes and regulations. MTC staff will work with CMAs and project sponsors to resolve any eligibility issues which may arise, including air quality conformity exceptions and requirements.

County CMA Program

The base OBAG 2 County program accounts for 40% of the total funding available through OBAG 2 and is distributed to each county according to the OBAG 2 county formula after accounting for the CMA Planning minimum guarantee (see Appendices A-2 and A-3). This program includes CMA planning and outreach as well as the various projects selected through each county's competitive call for projects. Projects selected through the base county program are subject to the PDA investment minimum requirements.

1. CMA Planning and Outreach

This category provides funding to the county Congestion Management Agency (CMA) or substitute agency to support programming, monitoring and outreach activities. Such efforts include, but are not limited to: county-based planning efforts for development of the RTP/Sustainable Communities Strategy (SCS); development of PDA growth strategies; development and implementation of a complete streets compliance protocol; establishing land use and travel forecasting process and procedures consistent with ABAG/MTC; ensuring the efficient and effective delivery of federal-aid local projects; and undertaking the programming of assigned funding and solicitation of projects.

The minimum funding level for the CMA planning and outreach program continues OBAG 1 commitments by escalating FY 2016-17 amounts at 2% per year. In addition, counties are guaranteed that the base funding level for the CMA's planning and outreach program will not exceed 50% of the county's total OBAG 2 County Program distribution. Actual CMA planning and outreach amounts for each county, are shown in Appendix A-3.

At their discretion, the CMAs may choose to designate additional funding from their County Program to augment their planning and outreach efforts.

All funding and activities will be administered through an interagency agreement between MTC and the respective CMA.

2. Local Streets and Roads Preservation

This category is for the preservation of local streets and roads on the federal-aid system. To be eligible for funding of any Local Streets and Roads (LSR) preservation project, the jurisdiction must have a certified Pavement Management Program (StreetSaver® or equivalent). In addition, selected pavement projects should be based on the needs analysis resulting from the established Pavement Management Program (PMP) for the jurisdiction. This requirement ensures that streets selected for investment are cost effective. MTC is responsible for verifying the certification status of jurisdictions. The current certification status of area jurisdictions can be found at <http://www.mtc.ca.gov/services/pmp/>.

Furthermore, to support the collection and analysis of local roads asset conditions for comprehensive regional planning efforts and statewide funding advocacy, a jurisdiction must fully participate in the statewide local streets and road needs assessment survey to be eligible for OBAG 2 funding for pavement rehabilitation.

Eligibility requirements for specific project types are included below:

► Pavement Rehabilitation:

All pavement rehabilitation projects, including projects with pavement segments with a Pavement Condition Index (PCI) below 70, must be consistent with segments recommended for treatment within the programming cycle by the jurisdiction's PMP.

► Preventive Maintenance:

Only projects where pavement segments have a PCI of 70 or above are eligible for preventive maintenance. Furthermore, the local agency's PMP must demonstrate that the preventive maintenance strategy is a cost effective method of extending the service life of the pavement.

► Non-Pavement:

Eligible non-pavement activities and projects include rehabilitation or replacement of existing features on the roadway facility, such as bridge structures, storm drains, National Pollutant Discharge Elimination System (NPDES), curbs, gutters, culverts, medians, guardrails, safety features, signals, signage, sidewalks, ramps, complete streets elements and features that bring the facility to current standards. Jurisdictions must have a certified PMP to be eligible to receive funding for improvements to non-pavement features.

Activities that are not eligible for funding include: Air quality non-exempt projects (unless granted an exception by MTC staff), new roadways, roadway extensions, right of way acquisition for future expansion, operations, routine maintenance, spot application, enhancements that are

above and beyond repair or replacement of existing assets (other than bringing roadway to current standards or implementing compete streets elements) and any pavement application not recommended by the PMP unless otherwise allowed above.

Federal-Aid Eligible Facilities: Federal-aid highways as defined in 23 U.S.C. 101(a)(6) are eligible for local streets and roads preservation funding. A federal-aid highway is a public road that is not classified as a rural minor collector or local road (residential) or lower. Project sponsors must confirm the eligibility of their roadway through the Highway Performance Monitoring System (HPMS) prior to the application for funding.

3. Bicycle and Pedestrian Improvements

This category funds a wide range of bicycle and pedestrian improvements including Class I, II and III bicycle facilities; cycle tracks; bicycle education, outreach, sharing and parking; sidewalks, ramps, pathways and pedestrian bridges; user safety and supporting facilities; and traffic signal actuation. Bicycle and pedestrian projects may be located on or off the federal-aid highway system.

Additional eligibility requirements will apply to bicycle and pedestrian projects that are funded with CMAQ funds rather than STP funds, given the more limited scope of the CMAQ funding program. According to CMAQ eligibility requirements, bicycle and pedestrian facilities must not be exclusively recreational and should reduce vehicle trips resulting in air pollution reductions. Also, the hours of operation need to be reasonable and support bicycle/pedestrian needs, particularly during commute periods. For example, the policy that a trail be closed to users before sunrise or after sunset may limit users from using the facility during the portions of peak commute hours, particularly during times of the year with shorter days.

4. Transportation for Livable Communities

The purpose of Transportation for Livable Communities (TLC) projects is to support community-based transportation projects that bring new vibrancy to downtown areas, commercial cores, high-density neighborhoods, and transit corridors; enhancing their amenities and ambiance and making them places where people want to live, work and visit. The TLC program supports the RTP/SCS by investing in improvements and facilities that promote alternative transportation modes rather than the single-occupant automobile.

General project categories include the following:

- Transit station improvements such as plazas, station access, pocket parks, and bicycle parking.
- Transit expansions serving PDAs.
- Complete Streets improvements that improve bicycle and pedestrian access and encourage use of alternative modes.
- Cost-effective, technology-driven active operational management strategies for local arterials and for highways when used to augment other fund sources or match challenge grants.
- Transportation Demand Management (TDM) projects including car sharing, vanpooling traveler coordination and information, and Clipper®-related projects.

- Transit access projects connecting high density housing/jobs/mixed land use to transit, such as bicycle/pedestrian paths and bridges and safe routes to transit.
- Streetscape projects focusing on high-impact, multi-modal improvements or associated with high density housing/mixed use and transit, such as bulb outs, sidewalk widening, crosswalk enhancements, audible signal modification, mid-block crossing and signals, new striping for bicycle lanes and road diets, pedestrian street lighting, medians, pedestrian refuges, wayfinding signage, tree grates, bollards, permanent bicycle racks, signal modification for bicycle detection, street trees, raised planters, planters, costs associated with on-site storm water management, permeable paving, and pedestrian-scaled street furniture including bus shelters, benches, magazine racks, garbage and recycling bins.
- Mobility management and coordination projects that meet the specific needs of seniors and individuals with disabilities and enhance transportation access for populations beyond those served by one agency or organization within a community. Examples include the integration and coordination of services for individuals with disabilities, seniors, and low-income individuals; individualized travel training and trip planning activities for customers; the development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and the operation of transportation brokerages to coordinate providers, funding agencies and passengers. Selected project sponsors may need to transfer the STP/CMAQ funds received to FTA.
- PDA planning and implementation, including projects that incentivize local PDA transit oriented development housing (within funding eligibility limitations unless exchanged).
- Density incentives projects and non-transportation infrastructure improvements that include density bonuses, sewer upgrade, land banking or site assembly (these projects require funding exchanges to address federal funding eligibility limitations).

Activities that are not eligible for funding include: air quality non-exempt projects (unless granted an exception by MTC staff), new roadways, roadway extensions, right of way acquisition for future expansion, operations, and routine maintenance.

Additional County Programs

In addition to the base County CMA Program, OBAG 2 directs additional funds to the CMAs to distribute to eligible project types. These programs are the Safe Routes to School (SRTS) program, the Federal Aid Secondary Shares Continuation (FAS) program, and for the North Bay Counties, the Priority Conservation Area (PCA) program.

1. Safe Routes to School

Eligible projects for the Safe Routes to School (SRTS) program include infrastructure and non-infrastructure projects that facilitate reduction in vehicular travel to and from schools. It is important to note that this program is funded exclusively by the CMAQ funding program. Given

the intent of the CMAQ program to reduce vehicular emissions, the OBAG 2 SRTS program is targeted towards air quality improvement rather than the health or safety of school-aged children. Despite this limitation, project eligibility under CMAQ largely overlaps with typical eligibility requirements for Safe Routes to School programs. Detailed examples of eligible projects are provided below:

Eligible Non-Infrastructure Projects

Public Education and Outreach Activities

- Public education and outreach can help communities reduce emissions and congestion by inducing drivers to change their transportation choices
- Activities that promote new or existing transportation services, developing messages and advertising materials (including market research, focus groups, and creative), placing messages and materials, evaluating message and material dissemination and public awareness, technical assistance, programs that promote the Tax Code provision related to commute benefits, and any other activities that help forward less-polluting transportation options
- Air quality public education messages: Long-term public education and outreach can be effective in raising awareness that can lead to changes in travel behavior and ongoing emissions reductions; therefore, these activities may be funded indefinitely
- Non-construction outreach related to safe bicycle use
- Travel Demand Management (TDM) activities including traveler information services, shuttle services, carpools, vanpools, parking pricing, etc.

Eligible Infrastructure Projects

- Constructing bicycle and pedestrian facilities (paths, sidewalks, bike racks, support facilities, etc.), that are not exclusively recreational and reduce vehicle trips
- Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas
- New construction and major reconstructions of paths, tracks, or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest
- Traffic calming measures

Exclusions found to be ineligible uses of CMAQ funds

- Walking audits and other planning activities (Upon the CMA's request and availability of funds, STP funds will be provided for these purposes)
- Crossing guards, vehicle speed feedback devices, and traffic control that is primarily oriented to vehicular traffic rather than bicyclists and pedestrians
- Material incentives that lack an educational message or exceed a nominal cost

Within the SRTS program, funding is distributed among the nine Bay Area counties based on K-12 total enrollment for private and public schools as reported by the California Department of Education for FY 2013-14 (see Appendix A-5). SRTS funding distributed to CMAs based on enrollment is not subject to the PDA minimum investment requirements. However, if a CMA

chooses to augment the SRTS program with additional funding from their base OBAG 2 County CMA program, this additional funding is subject to the PDA minimum investment requirements.

Before programming projects into the TIP, the CMAs shall provide the SRTS projects, recommended county program scope, budget, schedule, agency roles, and federal funding recipient(s).

In programming the funds in the TIP, project sponsors may consider using non-federal funds to fund SRTS activities ineligible for federal funding. In such instances, the sponsor is allowed to use toll credits for the federal project, conditioned upon a minimum of 11.47% in non-federal funds being dedicated for SRTS activities. Separate accounting of a federalized project and a non-federalized project to fund a single program can be challenging, so care should be taken when using this option.

CMAs with an established SRTS program may choose to program local funds for SRTS projects in lieu of OBAG 2 funds and use the OBAG 2 funding for other eligible OBAG 2 projects. In such instances the local SRTS project(s) must be identified at the time the CMA submits the county OBAG 2 program to MTC and subsequently programmed in the federal TIP.

2. Federal Aid Secondary (FAS) Shares

The Federal Aid Secondary (FAS) program, which directed funding to rural roads, was eliminated in 1991 with the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA).

However, California statutes provide for the continuation of minimum funding levels to counties, guaranteeing their prior FAS shares for rural county roads.

The county CMAs are required to ensure the counties receive their guaranteed annual funding through the CMA-managed OBAG county program. The county of San Francisco has no rural roads, and therefore does not receive FAS funding. In addition, the counties of Marin, Napa, and San Mateo may exchange their annual guaranteed FAS funding with state funding from Caltrans, as permitted by state statute. Caltrans takes these federal funds “off the top” before distributing regional STP funds to MTC. The CMAs for these three counties are not required to provide FAS guaranteed funding to these three counties for years in which these counties request such an exchange, as the statutory requirement is met through this exchange with Caltrans.

Counties may access their FAS funding at any time within the OBAG 2 period for any project eligible for STP funding. Guaranteed minimum FAS funding amounts are determined by California’s Federal-Aid Secondary Highways Act (California Code § 2200-2214) and are listed in Appendix A-4. This FAS funding is not subject to the minimum PDA investment requirement. Any additional funding provided by the CMAs to the counties from the OBAG 2 county base formula distribution is subject to the minimum PDA investment requirements.

3. Priority Conservation Area (PCA)

The Priority Conservation Area (PCA) Program provides funding for the development of plans and projects to assist in the preservation and enhancement of rural lands and open space.

Generally, eligible projects include PCA planning activities, bicycle and pedestrian access to open space and parklands, visual enhancements and habitat/environmental enhancements.

Specifically, projects must support Plan Bay Area by preserving and enhancing the natural, economic and social value of rural lands amidst a growing population across the Bay Area, for residents and businesses.

Land acquisition for preservation purposes is not federally eligible, but may be facilitated through CMA-initiated funding exchanges.

The PCA funding program includes one approach for the North Bay program (Marin, Napa, Solano, and Sonoma) and a second for the remaining five counties. In the North Bay, each CMA will receive dedicated funding, lead a county-wide program building on PCA planning conducted to date, and select projects for funding. For the remaining counties, MTC will partner with the Coastal Conservancy, a California State agency, to program the PCA funds. Appendix A-9 outlines the framework for this program including goals, project screening eligibility, eligible sponsors, and project selection.

Any CMA may use additional funding from its base OBAG 2 County Program to expand its dedicated PCA program (North Bay counties), augment grants received from the regionally competitive PCA program (remaining counties), or develop its own county PCA program (all counties).

The North Bay program framework is to be developed by the four North Bay CMAs, building upon their PCA planning and priorities carried out to date. Project eligibility is limited by the eligibility of federal surface transportation funding; unless the CMA can exchange these funds or leverage new fund sources for their programs.

As a part of the update to *Plan Bay Area*, MTC is exploring implementing a Regional Advance Mitigation Planning (RAMP) Program. RAMP would mitigate certain environmental impacts from multiple planned transportation projects, rather than mitigating on a less-efficient per-project level. Partnering arrangements can be established to leverage multiple fund sources in order to maximize benefits of the RAMP and PCA programs. As such, PCA funds may be used to deliver net environmental benefits to a RAMP program project.

In instances where federal funds may not be used for this purpose, sponsors may exchange OBAG 2 funds with eligible non-federal funds. Such exchanges must be consistent with MTC's fund exchange policy (MTC Resolution No. 3331).

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

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

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

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$651,581,885	\$131,684,260
1. REGIONAL PLANNING ACTIVITIES			
Regional Planning	MTC	\$9,555,000	
1. REGIONAL PLANNING ACTIVITIES	TOTAL:	\$9,555,000	
2. PAVEMENT MANAGEMENT PROGRAM			
Pavement Management Program	MTC	\$1,500,000	
Pavement Technical Advisory Program (PTAP)	MTC	\$7,500,000	
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	\$250,000	
2. PAVEMENT MANAGEMENT PROGRAM	TOTAL:	\$9,250,000	
3. PDA PLANNING & IMPLEMENTATION			
PDA Planning and Implementation			
PDA Implementation	MTC	\$2,000,000	
PDA Supportive Studies	MTC	\$587,000	
PDA Planning			
Berkeley: San Pablo Avenue PDA Plan	MTC	\$750,000	
Oakland: MacArthur Transit Village PDA; North Oakland/Golden Gate PDA Pla	MTC	\$800,000	
Oakland: Eastmont Town Center/International Blvd; Fruitvale & Dimond; MacArthur Blvd Corric	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 Mn	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	

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

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

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

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$651,581,885	\$131,684,260
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	
CCTA: Community-Based Transportation Plans	MTC	\$215,000	
TAM: Community-Based Transportation Plans	MTC	\$75,000	
NVTA: Community-Based Transportation Plans	MTC	\$75,000	
SFCTA: Community-Based Transportation Plans	MTC	\$175,000	
C/CAG: Community-Based Transportation Plans	MTC	\$120,000	
VTa: Community-Based Transportation Plans	MTC	\$300,000	
STA: Community-Based Transportation Plans	MTC	\$95,000	
SCTA: Community-Based Transportation Plans	MTC	\$110,000	
CBTP Program Evaluation	MTC	\$35,000	
3. PDA PLANNING & IMPLEMENTATION		TOTAL:	\$20,000,000
4. CLIMATE INITIATIVES			
Climate Initiatives		\$10,875,000	
Spare the Air & EV Program Outreach (for Electric Vehicle Programs)	BAAQMD	\$10,000,000	
Carsharing Implementation	MTC	\$800,000	
Targeted Transportation Alternatives	MTC	\$325,000	
Spare the Air Youth Program - 2	MTC	\$1,417,000	
4. CLIMATE INITIATIVES		TOTAL:	\$23,417,000
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT			
Active Operational Management			
AOM Implementation	MTC	\$23,737,000	
Bay Area 511 Traveler Information			
511 Next Gen	MTC	\$26,148,000	
511 Implementation	MTC	\$7,450,000	
Rideshare			
Rideshare Implementation	MTC	\$720,000	
Carpool Program	MTC	\$7,280,000	
Vanpool Program	MTC	\$2,000,000	
Commuter Benefits Implementation	MTC	\$674,000	
Commuter Benefits Program	MTC	\$1,111,000	
Napa Valley Transportation Demand Strategies (Fund Exchange)	MTC/NVTA		\$1,100,000
Bay Bridge Forward			
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	AC Transit	\$1,200,000	
Pilot Transbay Express Bus Routes	AC Transit	\$800,000	
Eastbay Commuter Parking	MTC	\$2,500,000	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	WestCat	\$2,000,000	
Dumbarton Forward			
SR 84 (US 101 to I-880) Dumbarton Forward	MTC	\$4,375,000	
Richmond-San Rafael Bridge Forward			
Richmond-San Rafael Bridge Bikeway Access (Fund Exchange)	Richmond		\$500,000
Richmond-San Rafael Bridge Forward (Fund Exchange)	MTC		\$1,160,000
Freeway Performance Program			
Freeway Performance Program	MTC	\$14,240,000	
FPP: I-880 (I-80 to I-280)	MTC	\$3,000,000	

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

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

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

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$651,581,885	\$131,684,260
FPP: I-580 WB HOV Lane Extension (SR 24 to I-80/SFOBB approach) PL &	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	
IDEA Category 2			
LAVTA/Dublin: Citywide	MTC	\$385,000	
Emeryville: Powell, Shellmound, Christie & 40th St	MTC	\$785,000	
Concord: Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	MTC		\$589,000
MTC Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	MTC		\$30,000
Walnut Creek: Various locations (Fund Exchange)	MTC		\$621,000
Los Gatos: Los Gatos Blvd	MTC	\$700,000	
VTa: Veterans Admin. Palo Alto Medical Center	VTa	\$845,000	
Connected Vehicles/Automated Vehicles (CV/AV)	MTC	\$2,500,000	
Shared Use Mobility	MTC	\$2,500,000	
Connected Bay Area			
TMS Implementation	MTC	\$2,910,000	
TMC Asset Upgrade and Replacement	MTC	\$1,150,000	
I-880 Communication Upgrade and Infrastructure Gap Closures	MTC	\$11,940,000	
InterConnect Bay Area Program	MTC	\$3,000,000	
Incident Management			
Incident Management Implementation	MTC	\$4,160,000	
I-880 ICM Northern	MTC	\$6,200,000	
I-880 ICM Central	MTC	\$2,640,000	
Unprogrammed Balance	TBD	\$380,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT	TOTAL:	\$173,000,000	\$4,000,000
6. TRANSIT PRIORITIES			
BART Car Replacement/Expansion	BART	\$99,800,000	
GGB Suicide Deterrent (for BART Car Replacement/Expansion)	GGBH&TD	\$9,760,668	\$30,239,332
Clipper	MTC	\$34,200,000	
Unprogrammed Balance		\$15,283,000	
6. TRANSIT PRIORITIES	TOTAL:	\$159,043,668	\$30,239,332
7. PRIORITY CONSERVATION AREA (PCA)			
Regional Peninsula, Southern and Eastern Counties PCA Grant Program			
Bay Area GreenPrint: PCA Functionality Imps (Fund Exchange)	MTC/GreenInfo Network		\$30,000
PCA Grant Implementation	MTC/Coastal Conservancy		\$500,000
Alameda County: Niles Canyon Trail, Phase 1	Alameda County		\$321,000

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

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

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

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$651,581,885	\$131,684,260
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	Point Blue Conservation Science		\$379,000
SCVOSA: Coyote Ridge Open Space Preserve Public Access, Phase 1	Point Blue Conservation Science		\$400,000
SCVOSA: Tilton Ranch Acquisition	Santa Clara Valley Open Space Auth.		\$1,000,000
North Bay PCA Grant Program			
Marin Co: Hicks Valley/Wilson Hill/Marshall-Petaluma Rehab. (for Corte Madera: Para	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	Novato	\$104,000	
Novato: Vineyard Rd Improvements (for Hill Recreation Area Imps.)	Novato	\$265,000	
National Parks Service: Fort Baker's Vista Point Trail	NPS	\$500,000	
NVTA: Vine Trail - St. Helena to Calistoga	NVTA	\$711,000	
Napa: Vine Trail - Soscol Ave Corridor	Napa	\$650,000	
Napa County: Silverado Trail Rehabilitation - Phase L	Napa County	\$689,000	
Solano County: Suisun Valley Farm-to-Market - Phase 3 Bike Imps	Solano County	\$2,050,000	
Sonoma County: Crocker Bridge Bike/Pedestrian Bridge	Sonoma County	\$1,280,000	
Sonoma County: Joe Rodota Trail Bridge Replacement	Sonoma County	\$770,000	
7. PRIORITY CONSERVATION AREA (PCA)	TOTAL:	\$9,200,000	\$7,200,000
8. BAY AREA HOUSING INITIATIVES			
Bay Area Preservation Pilot (BAPP) (Funding Exchange)	MTC		\$10,000,000
Housing Incentive Pool	TBD	\$25,000,000	
Sub-HIP Pilot Program			
Fairfield: Pavement Preservation/Rehabilitation (for One Lake Apts. Linear Par Fairfield		\$2,100,000	
Vacaville: Pavement Preservation/Rehabilitation (for Allison PDA Affordable H Vacaville		\$1,900,000	
Marin County: Marin City Pedestrian Crossing Imps.	Marin County	\$300,000	
NVTA: Imola Park and Ride	NVTA	\$300,000	
Santa Rosa: Downtown Multi-modal and Fiber Improvements	Santa Rosa	\$400,000	
8. BAY AREA HOUSING INITIATIVES	TOTAL:	\$30,000,000	\$10,000,000
9. SAFE & SEAMLESS MOBILITY QUICK-STRIKE			
County & Local			
Alameda			
CTA planning & programming (for Youth and Adult Bicycle Promotion & Educati	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

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

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

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

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$651,581,885	\$131,684,260
Oakland 14th Street Complete Streets	Oakland		\$1,000,000
Contra Costa			
CTA planning & programming	CCTA	\$242,000	
BART Fare Collection Equipment (for Lafayette Town Center Pathway and BART BART / Lafayette			\$1,825,000
BART Fare Collection Equipment (for Bicycle, Pedestrian, and ADA Imps. at Pitts 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
Marin			
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	
Napa			
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	
San Francisco			
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	
San Mateo			
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
Santa Clara			
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	
Sunnyvale Bicycle, Pedestrian and SRTS Safety Improvements	Sunnyvale		\$1,900,000
Solano			
CTA planning & programming	STA	\$110,000	
STA Mobility Planning	STA	\$200,000	
Solano Safe Routes to School Non-Infrastructure Program	STA	\$600,000	
Fairfield/Vacaville Hannigan Station Capacity Improvements	Fairfield	\$1,900,000	
Vallejo Bay Trail/Vine Trail Gap Closure Segment	Vallejo	\$1,800,000	
Sonoma			
CTA planning & programming	SCTA	\$135,000	
Countywide Active Transportation Plan	SCTA	\$200,000	
Cotati Downtown- Civic Center Connectivity and Safety Improvements	Cotati	\$242,000	\$1,008,000
Healdsburg Bike Share	Healdsburg	\$250,000	
Rohnert Park Pedestrian and Bicycle Safety Improvements	Rohnert Park	\$522,000	
Santa Rosa Transit Mall Roadbed Rehabilitation	Santa Rosa		\$868,000

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

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

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

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$651,581,885	\$131,684,260
Sebastopol SR 116 and Bodega Ave Pedestrian Access and Mobility Enhanceme	Sebastopol	\$476,000	
SMART Pathway - Petaluma Payran to Lakeville	SMART	\$806,000	
Regional & Corridor			
Regional Planning			
FasTrak START Pilot Evaluation Study	MTC	\$900,000	
Diridon Station Planning & Studies	MTC	\$1,000,000	
Regional and Corridor			
Bay Bridge Forward: I-580 WB HOV Lane Extension	MTC/ACTC		\$7,000,000
San Pablo Giant Road Cycletrack Quick-Build	San Pablo	\$700,000	
Napa Valley Forward: SR 29/Rutherford & Oakville Roundabouts	MTC	\$6,000,000	
Redwood City Roosevelt Avenue Quick-Build	Redwood City	\$755,000	
Transit Recovery Blue Ribbon Task Force			
TBD	TBD	\$5,941,538	
9. SAFE & SEAMLESS MOBILITY QUICK-STRIKE	TOTAL:	\$54,466,462	\$34,593,076
10. REGIONAL STRATEGIC INVESTMENTS (RSI)			
CC I-680 NB HOV/Express Lanes Ala Co to Sol Co (Fund Exchange)	CCTA/MTC	\$4,000,000	
GGB Suicide Deterrent System	GGBHTD	\$7,910,000	
Pavement Rehab (for Downtown Novato SMART Station)	Novato	\$617,000	
Old Redwood Highway Multi-Use Pathway	Larkspur	\$1,120,000	
Grand Ave Bridge	San Rafael	\$763,000	
Grand Ave Bike/Ped Imps (for SMART 2nd to Andersen Pathway)	San Rafael	\$1,000,000	
US 101 Marin-Sonoma Narrows	TAM	\$2,000,000	
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (Fund Exchange)	SCTA	\$15,400,000	
US 101 Marin-Sonoma Narrows (MSN) B7 (Loan for RM3)	TAM	\$61,708,245	\$13,942,852
I-80 Express Lanes in Solano County (Loan for RM3)	STA	\$63,464,510	\$3,255,000
<u>I-80 Express Lanes in Solano County (Toll System)</u>	<u>BAIFA</u>		<u>\$28,454,000</u>
<u>AC Transit Bus Purchase (for Solano I-80 Express Lanes)</u>	<u>AC Transit</u>	<u>\$4,667,000</u>	
Diridon Station Planning & Studies	MTC	\$1,000,000	
10. REGIONAL STRATEGIC INVESTMENTS (RSI)	TOTAL:	\$163,649,755	\$45,651,852
OBAG 2 REGIONAL PROGRAMS	TOTAL:	\$651,581,885	\$131,684,260

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

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
July 2021

MTC Res. No. 4202 Attachment B-2
 Adopted: 11/18/15-C
 Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C 11/15/17-C
 12/20/17-C 02/28/18-C 05/23/18-C 06/27/18-C 09/26/18-C
 12/19/18-C 01/23/19-C 06/26/19-C 09/25/19-C 11/20/19-C
 02/26/20-C 09/23/20-C 07/28/21-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$385,512,000
ALAMEDA COUNTY		
CMA Planning Activities		
Planning Activities Base	ACTC	\$5,489,000
Planning Activities - Supplemental	ACTC	\$2,800,000
Federal Aid Secondary (FAS)		
Alameda County: Various Streets & Roads Preservation	Alameda County	\$1,779,000
Safe Routes To School (SRTS)		
ACTC: Alameda County SRTS Non-Infrastructure Program	ACTC	\$5,340,000
County Program		
ACTC: Alameda County SRTS Non-Infrastructure Program - Supplemental	ACTC	\$1,959,000
Alameda: Central Ave Complete Street	Alameda	\$3,487,000
Alameda: Citywide Various Streets and Roads Preservation	Alameda	\$827,000
Alameda: Clement Ave Complete Street	Alameda	\$5,018,000
Alameda County: Meekland Ave Corridor Improvement, Phase II	Alameda County	\$9,300,000
Alameda County: Various Streets and Roads Preservation	Alameda County	\$2,171,000
Albany: San Pablo Ave and Buchanan St Pedestrian Improvements	Albany	\$340,000
Berkeley: Southside Complete Streets & Transit Improvements	Berkeley	\$8,335,000
Dublin: Dublin Blvd Rehabilitation	Dublin	\$661,000
Emeryville: Slurry Seal of Frontage Rd, 65th St, and Powell St	Emeryville	\$225,000
Fremont: Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	Fremont	\$7,695,000
Fremont: Various Streets and Roads Rehabilitation	Fremont	\$2,760,000
Hayward: Main St Complete Street	Hayward	\$1,675,000
Hayward: Winton Ave Complete Street	Hayward	\$1,750,000
Livermore: Annual Pavement Preservation	Livermore	\$1,382,000
MTC: I-580 Corridor Study	MTC	\$200,000
Newark: Thornton Ave Pavement Rehabilitation	Newark	\$592,000
Oakland: Lakeside Family Streets	Oakland	\$4,792,000
Oakland: Citywide Various Streets and Roads Rehabilitation	Oakland	\$4,895,000
Piedmont: Oakland Ave Improvements	Piedmont	\$168,000
Pleasanton: Hacienda Business Park Pavement Rehabilitation	Pleasanton	\$1,095,000
San Leandro: Washington Ave Rehabilitation	San Leandro	\$1,048,000
Union City: Dyer Rd Pavement Rehabilitation	Union City	\$872,000
ALAMEDA COUNTY	TOTAL:	\$76,655,000
CONTRA COSTA COUNTY		
CMA Planning Activities		
Planning Activities Base	CCTA	\$4,342,000
Federal Aid Secondary (FAS)		
Contra Costa County: Kirker Pass Rd Overlay	Contra Costa County	\$1,343,000
Safe Routes To School (SRTS)		
Antioch: L Street Pathway to Transit	Antioch	\$1,469,000
Concord: Willow Pass Road Rehab and SRTS	Concord	\$1,012,000
Contra Costa County: West County Walk & Bike Non-Infrastructure Prog.	Contra Costa County	\$561,000
Moraga: Moraga Way and Canyon Rd/Camino Pablo Improvements	Moraga	\$91,000
Pleasant Hill: Pleasant Hill Rd Improvements	Pleasant Hill	\$67,000
Richmond: Lincoln Elementary Pedestrian Enhancements	Richmond	\$497,000
San Ramon: San Ramon Valley Street Smarts Non-Infrastructure Program	San Ramon	\$391,000
County Program		
Antioch: Pavement Rehabilitation	Antioch	\$2,474,000
Brentwood: Various Streets and Roads Preservation	Brentwood	\$628,000
Clayton: Neighborhood Streets Rehabilitation	Clayton	\$308,000
Concord: Monument Blvd Class I Path	Concord	\$4,368,000

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
July 2021

MTC Res. No. 4202 Attachment B-2
 Adopted: 11/18/15-C
 Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C 11/15/17-C
 12/20/17-C 02/28/18-C 05/23/18-C 06/27/18-C 09/26/18-C
 12/19/18-C 01/23/19-C 06/26/19-C 09/25/19-C 11/20/19-C
 02/26/20-C 09/23/20-C 07/28/21-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$385,512,000
Concord: Willow Pass Road Rehab and SRTS	Concord	\$4,183,000
Contra Costa County: Local Streets and Roads Preservation	Contra Costa County	\$3,847,000
Danville: Camino Ramon Improvements	Danville	\$1,357,000
Danville: San Ramon Valley Blvd. Imps. (for: Diablo Road Trail)	San Ramon	\$130,000
El Cerrito: Carlson Blvd and Central Ave Pavement Rehabilitation	El Cerrito	\$544,000
El Cerrito: El Cerrito del Norte TOD Complete Streets Imps	El Cerrito	\$4,840,000
Hercules: Sycamore/Willow Pavement Rehabilitation	Hercules	\$492,000
Lafayette: Pleasant Hill Rd Pavement Rehabilitation	Lafayette	\$579,000
Martinez: Downtown Streets Rehabilitation	Martinez	\$846,000
Moraga: Moraga Way and Canyon Rd/Camino Pablo Improvements	Moraga	\$596,000
Oakley: Street Repair and Resurfacing	Oakley	\$969,000
Orinda: Orinda Way Pavement Rehabilitation	Orinda	\$620,000
Pinole: San Pablo Ave Rehabilitation	Pinole	\$586,000
Pinole: Safety Improvements at Appian Way and Marlesta Rd	Pinole	\$350,000
Pittsburg: BART Pedestrian and Bicycle Connectivity Improvements	Pittsburg	\$3,870,000
Pittsburg: Pavement Improvements	Pittsburg	\$2,410,000
Pleasant Hill: Pleasant Hill Rd Improvements	Pleasant Hill	\$920,000
Richmond: ADA Improvements on 7th, Central, Cutting, Giant Hwy	Richmond	\$2,205,000
San Pablo: Giant Rd Pavement Rehabilitation	San Pablo	\$618,000
San Ramon: Alcosta Blvd Pavement Rehabilitation	San Ramon	\$1,175,000
San Ramon: Iron Horse Bike and Pedestrian Overcrossings	San Ramon	\$4,840,000
Walnut Creek: Ygnacio Valley Rd Rehabilitation	Walnut Creek	\$2,608,000
CONTRA COSTA COUNTY	TOTAL:	\$56,136,000
MARIN COUNTY		
CMA Planning Activities		
Planning Activities Base	TAM	\$3,822,000
Federal Aid Secondary (FAS)		
County of Marin receives FAS funding directly from Caltrans		
Safe Routes To School (SRTS)		
Corte Madera: Paradise Dr Multi-Use Path (San Clement Dr to Seawolf Passage)	Corte Madera	\$595,000
San Anselmo: San Anselmo Bike Spine	San Anselmo	\$269,000
County Program		
GGBHTD: San Rafael Bettini Transit Center	GGBHTD	\$1,250,000
Novato: Nave Dr and Bel Marin Keys Blvd Preservation (for Novato Downtown SM	Novato	\$1,450,000
San Anselmo: Sir Francis Drake Blvd Pavement Rehab and Crossing Imps	San Anselmo	\$1,134,000
San Rafael: Francisco Blvd East Sidewalk Improvements	San Rafael	\$2,100,000
Sausalito: US 101/Bridgeway/Gate 6 Bicycle Improvements	Sausalito	\$250,000
MARIN COUNTY	TOTAL:	\$10,870,000
NAPA COUNTY		
CMA Planning Activities		
Planning Activities Base	NVTA	\$3,822,000
Federal Aid Secondary (FAS)		
County of Napa receives FAS funding directly from Caltrans		
Safe Routes To School (SRTS)		
NVTA: Napa County SRTS Non-Infrastructure Program	NVTA	\$122,000
St. Helena: Main St Pedestrian Improvements	St. Helena	\$393,000
County Program		
American Canyon: Green Island Rd Improvements	American Canyon	\$1,000,000
NVTA: Vine Transit Bus Maintenance Facility	NVTA	\$2,000,000
St. Helena: Main St Pedestrian Improvements	St. Helena	\$813,000
NAPA COUNTY	TOTAL:	\$8,150,000

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
July 2021

MTC Res. No. 4202 Attachment B-2
 Adopted: 11/18/15-C
 Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C 11/15/17-C
 12/20/17-C 02/28/18-C 05/23/18-C 06/27/18-C 09/26/18-C
 12/19/18-C 01/23/19-C 06/26/19-C 09/25/19-C 11/20/19-C
 02/26/20-C 09/23/20-C 07/28/21-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$385,512,000
SAN FRANCISCO COUNTY		
CMA Planning Activities		
Planning Activities Base	SFCTA	\$3,997,000
Planning Activities - Supplemental	SFCTA	\$1,900,000
Federal Aid Secondary (FAS)		
County of San Francisco is entirely urban and therefore does not receive FAS funding		
Safe Routes To School (SRTS)		
SFMTA: San Francisco SRTS Non-Infrastructure Program	SFMTA	\$1,797,000
County Program		
BART: Embarcadero Station New Northside Platform Elevator and Faregates	BART	\$2,000,000
Caltrain: Peninsula Corridor Electrification	Caltrain	\$11,188,000
SFMTA: Geary Bus Rapid Transit Phase 1	SFMTA	\$6,939,000
SFMTA: San Francisco SRTS Non-Infrastructure Program - Supplemental	SFMTA	\$1,016,000
SFMTA: Central Subway	SFMTA	\$15,980,000
SFDPW: Better Market Street	SFDPW	\$3,366,000
SAN FRANCISCO COUNTY	TOTAL:	\$48,183,000
SAN MATEO COUNTY		
CMA Planning Activities		
Planning Activities Base	C/CAG	\$3,822,000
Planning Activities - Supplemental	C/CAG	\$1,512,000
Federal Aid Secondary (FAS)		
County of San Mateo receives FAS funding directly from Caltrans		
Safe Routes To School (SRTS)		
C/CAG: San Mateo SRTS Non-Infrastructure Program	CCAG/COE	\$2,394,000
County Program		
Atherton: James Ave Rehabilitation	Atherton	\$251,000
Belmont: Various Streets Pavement Rehabilitation	Belmont	\$467,000
Belmont: Ralston Ave Corridor Bike/Ped Improvements	Belmont	\$1,000,000
Brisbane: Crocker Trail Commuter Connectivity Upgrades	Brisbane	\$885,000
Brisbane: Tunnel Ave Rehabilitation	Brisbane	\$137,000
Burlingame: Various Streets Resurfacing	Burlingame	\$571,000
Burlingame: Broadway PDA Lighting Improvements	Burlingame	\$720,000
Burlingame: Hoover School Area Sidewalk Improvements	Burlingame	\$700,000
C/CAG: San Mateo SRTS Non-Infrastructure Program - Supplemental	CCAG/COE	\$223,000
Colma: Mission Rd Bike/Ped Improvements	Colma	\$625,000
Daly City: Various Streets Pavement Resurfacing and Slurry Seal	Daly City	\$1,310,000
East Palo Alto: Various Streets Resurfacing	East Palo Alto	\$416,000
Foster City: Various Streets Pavement Rehabilitation	Foster City	\$441,000
Half Moon Bay: Poplar Street Complete Streets	Half Moon Bay	\$1,202,000
Hillsborough: Various Streets Resurfacing	Hillsborough	\$408,000
Menlo Park: Santa Cruz and Middle Avenues Rehabilitation	Menlo Park	\$647,000
Millbrae: Various Streets Pavement Rehabilitation	Millbrae	\$387,000
Pacifica: Citywide Curb Ramp Replacements	Pacifica	\$400,000
Pacifica: Various Streets Pavement Rehabilitation	Pacifica	\$671,000
Pacifica: Palmetto Sidewalk Improvements	Pacifica	\$330,000
Portola Valley: Various Streets Resurfacing	Portola Valley	\$201,000
Redwood City: Twin Dolphin Parkway Overlay	Redwood City	\$1,266,000
Redwood City: US 101/Woodside Rd Class I Bikeway	Redwood City	\$948,000
San Bruno: Huntington Transit Corridor Bicycle/Pedestrian and Related Imps	San Bruno	\$914,000
San Bruno: Various Streets Pavement Rehabilitation	San Bruno	\$673,000

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
July 2021

MTC Res. No. 4202 Attachment B-2
 Adopted: 11/18/15-C
 Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C 11/15/17-C
 12/20/17-C 02/28/18-C 05/23/18-C 06/27/18-C 09/26/18-C
 12/19/18-C 01/23/19-C 06/26/19-C 09/25/19-C 11/20/19-C
 02/26/20-C 09/23/20-C 07/28/21-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$385,512,000
San Carlos: Cedar and Brittan Ave Pavement Rehabilitation	San Carlos	\$575,000
San Carlos: Ped Enhancements Arroyo/Cedar and Hemlock/Orange	San Carlos	\$500,000
San Carlos: US 101/Holly Street Bike/Ped Overcrossing	San Carlos	\$1,000,000
San Mateo: Various Streets Pavement Rehabilitation	San Mateo	\$1,593,000
San Mateo: Laurie Meadows Ped/Bike Safety Improvements	San Mateo	\$987,000
San Mateo County: Canada Rd and Edgewood Rd Resurfacing	San Mateo County	\$892,000
San Mateo County: Countywide Pavement Maintenance	San Mateo County	\$1,072,000
South San Francisco: Various Streets Pavement Rehabilitation	South San Francisco	\$1,027,000
South San Francisco: Grand Boulevard Initiative Complete Street Imps	South San Francisco	\$1,000,000
Woodside: Various Streets Pavement Rehabilitation	Woodside	\$242,000
Woodside: Woodside Pathway Phase 3	Woodside	\$136,000
SAN MATEO COUNTY	TOTAL:	\$32,545,000
SANTA CLARA COUNTY		
CMA Planning Activities		
Planning Activities Base	VTA	\$6,078,000
Planning Activities - Supplemental	VTA	\$4,822,000
Federal Aid Secondary (FAS)		
Santa Clara County: Uvas Rd Rehabilitation	Santa Clara County	\$1,701,000
Safe Routes To School (SRTS)		
Campbell: Eden Ave Sidewalk Improvements	Campbell	\$555,000
Cupertino: McClellan Rd Separated Bike Lane	Cupertino	\$1,000,000
Palo Alto: Waverley Multi-Use Path, E. Meadow Dr. & Fabian Wy. Enhanced Bike	Palo Alto	\$919,000
San Jose: Mount Pleasant Schools Area Pedestrian & Bicycle Safety Imps.	San Jose	\$1,000,000
Santa Clara: Santa Clara Schools Access Improvements	Santa Clara	\$1,146,000
Santa Clara: Saratoga Creek Trail Phase 1	Santa Clara	\$339,000
Sunnyvale: Homestead Rd at Homestead High School Ped & Bike Imps.	Sunnyvale	\$1,000,000
Sunnyvale: Pedestrian and Bicyclist Infrastructure Improvements	Sunnyvale	\$919,000
County Program		
Campbell: Winchester Boulevard Overlay	Campbell	\$554,000
Campbell: Harriet Ave Sidewalk Project	Campbell	\$447,328
Cupertino: Pavement Management Program	Cupertino	\$769,000
Gilroy: Downtown Monterey St Rehabilitation	Gilroy	\$1,028,000
Los Altos: Fremont Ave Asphalt Concrete Overlay	Los Altos	\$336,000
Los Gatos: Los Gatos Creek Trail to Highway 9 Trailhead Connection	Los Gatos	\$343,000
Los Gatos: Shannon Rd Complete Streets	Los Gatos	\$940,100
Milpitas: Various Streets Resurfacing	Milpitas	\$1,609,000
Morgan Hill: East Dunne Ave Pavement Rehabilitation	Morgan Hill	\$857,000
Mountain View: West Middlefield Road Improvements	Mountain View	\$1,136,000
Palo Alto: Adobe Creek/Highway 101 Bicycle Pedestrian Bridge	Palo Alto	\$4,350,000
Palo Alto: El Camino Real Pedestrian Safety & Streetscape Improvements	Palo Alto	\$4,655,000
Palo Alto: North Ventura Coordinated Area Plan	Palo Alto	\$638,000
Palo Alto: Various Streets Resurfacing	Palo Alto	\$1,009,000
San Jose: Downtown San Jose Mobility, Streetscape, and Public Life Plan	San Jose	\$813,000
San Jose: East Side Alum Rock (east of 680) Urban Village Plan	San Jose	\$400,000
San Jose: McKee Road Vision Zero Priority Safety Corridor Improvements	San Jose	\$8,623,000
San Jose: Various Streets Pavement Rehabilitation	San Jose	\$14,597,000
San Jose: Tully Road Vision Zero Priority Safety Corridor Improvements	San Jose	\$8,599,000
San Jose: West San Carlos Urban Village Streetscape Improvements	San Jose	\$3,582,000
Santa Clara: Hetch-Hetchy Trail Phase 1	Santa Clara	\$790,000
Santa Clara: San Tomas Aquino Creek Trail Underpass	Santa Clara	\$2,449,000
Santa Clara: Saratoga Creek Trail Phase 1	Santa Clara	\$3,396,000

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
July 2021

MTC Res. No. 4202 Attachment B-2
 Adopted: 11/18/15-C
 Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C 11/15/17-C
 12/20/17-C 02/28/18-C 05/23/18-C 06/27/18-C 09/26/18-C
 12/19/18-C 01/23/19-C 06/26/19-C 09/25/19-C 11/20/19-C
 02/26/20-C 09/23/20-C 07/28/21-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$385,512,000
Santa Clara: Streets & Roads Preservation	Santa Clara	\$2,356,000
Santa Clara County: Capitol Expressway Rehabilitation	Santa Clara County	\$5,000,000
Santa Clara County: McKean Rd Pavement Rehabilitation	Santa Clara County	\$1,151,000
Saratoga: Prospect Rd Complete Streets	Saratoga	\$1,075,000
Saratoga: Saratoga Village Crosswalks & Sidewalks Rehabilitation	Saratoga	\$338,000
Sunnyvale: Bernardo Avenue Bicycle Underpass - EIR	Sunnyvale	\$500,000
Sunnyvale: East Sunnyvale Area Sense of Place Improvements	Sunnyvale	\$1,701,000
Sunnyvale: Fair Oaks Avenue Bikeway - Phase 2	Sunnyvale	\$782,000
Sunnyvale: Java Drive Road Diet & Bike Lanes	Sunnyvale	\$500,000
Sunnyvale: Lawrence Station Area Sidewalks & Bike Facilities	Sunnyvale	\$500,000
Sunnyvale: Peery Park Sense of Place Improvements	Sunnyvale	\$2,686,000
Sunnyvale: Traffic Signal Upgrades	Sunnyvale	\$2,566,000
VTA/Milpitas: Montague Exwy Pedestrian Overcrossing at Milpitas BART	VTA/Milpitas	\$3,560,000
Unprogrammed balance	TBD	\$4,613,572
SANTA CLARA COUNTY		TOTAL: \$104,073,000
SOLANO COUNTY		
CMA Planning Activities		
Planning Activities Base	STA	\$3,822,000
Planning Activities - Supplemental	STA	\$3,039,000
Federal Aid Secondary (FAS)		
Solano County: County Roads Paving	Solano County	\$506,000
Solano County: Farm to Market Phase 2 Imps	Solano County	\$1,000,000
Safe Routes To School (SRTS)		
Fairfield: Grange Middle School SRTS Imps	Fairfield	\$260,000
STA: Countywide SRTS Non-Infrastructure Program	STA	\$1,209,000
County Program		
Benicia: Park Rd Improvements	Benicia	\$2,731,000
Fairfield: Cadenasso Dr Repaving	Fairfield	\$1,394,000
Suisun City: Railroad Ave Repaving	Suisun City	\$491,000
STA: Vacaville Jepson Parkway Phase 3 Bike Path	STA	\$1,407,000
STA: Solano Mobility Call Center	STA	\$1,537,000
Vacaville: VacaValley/I-505 Roundabouts	Vacaville	\$1,907,000
Vacaville: Local Streets Overlay	Vacaville	\$1,193,000
Vallejo: Sacramento St Rehabilitation	Vallejo	\$681,000
SOLANO COUNTY		TOTAL: \$21,177,000
SONOMA COUNTY		
CMA Planning Activities		
Planning Activities Base	SCTA	\$3,822,000
Planning Activities - Supplemental	SCTA	\$1,178,000
Federal Aid Secondary (FAS)		
Sonoma County: River Road Pavement Rehabilitation	Sonoma County	\$3,264,000
Safe Routes To School (SRTS)		
SCTA: Sonoma County Safe Routes To School (SRTS)	SCTA	\$1,655,000
County Program		
Cotati: E. Cotati Avenue Street Rehabilitation	Cotati	\$675,000
Healdsburg: Healdsburg Avenue Road Diet	Healdsburg	\$600,000
Petaluma: Petaluma Boulevard South Road Diet	Petaluma	\$2,916,000
SMART: Petaluma SMART Pathway	SMART	\$400,000
Rohnert Park: Various Streets Rehabilitation	Rohnert Park	\$1,035,000
Santa Rosa: US 101 Bicycle and Pedestrian Bridge Overcrossing	Santa Rosa	\$1,418,000
Santa Rosa: Various Streets Rehabilitation	Santa Rosa	\$1,655,000

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
July 2021

MTC Res. No. 4202 Attachment B-2
 Adopted: 11/18/15-C
 Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C 11/15/17-C
 12/20/17-C 02/28/18-C 05/23/18-C 06/27/18-C 09/26/18-C
 12/19/18-C 01/23/19-C 06/26/19-C 09/25/19-C 11/20/19-C
 02/26/20-C 09/23/20-C 07/28/21-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$385,512,000
Sebastopol: Bodega Avenue Bike Lanes and Pavement Rehabilitation	Sebastopol	\$1,195,000
Sonoma (City) : New Fryer Creek Bicycle and Pedestrian Bridge	Sonoma (City)	\$501,000
Sonoma County: Various County Roads Rehabilitation	Sonoma County	\$2,600,000
Sonoma County: New Crocker Bridge Bike and Pedestrian Passage	Sonoma County	\$1,809,000
Windsor: Windsor River Road at Windsor Road Intersection Imps	Windsor	\$3,000,000
SONOMA COUNTY	TOTAL:	\$27,723,000
OBAG 2 COUNTY PROGRAMS		TOTAL: \$385,512,000



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0967 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 6/23/2021 **In control:** Programming and Allocations Committee

On agenda: 7/14/2021 **Final action:**

Title: MTC Resolution No. 4456, Revised. FY2020-21 Transit Capital Priorities Program Revisions

Sponsors:

Indexes:

Code sections:

Attachments: [2k - 21-0967 - Reso 4456 - FY21 TCP Revisions.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:
MTC Resolution No. 4456, Revised. FY2020-21 Transit Capital Priorities Program Revisions

Presenter:
Margaret Doyle

Recommended Action:
Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

July 14, 2021

Agenda Item 2k-21-0967

MTC Resolution No. 4456, Revised

Subject: FY2020-21 Transit Capital Priorities program revisions.

Background: MTC is responsible for programming the region's Federal Transit Administration (FTA) Urbanized Area Formula (Section 5307), State of Good Repair (Section 5337) and Bus & Bus Facilities (Section 5339) funds, as well as One Bay Area Grant (OBAG) Cycle 2 Transit Capital Rehabilitation funds. MTC programs these funds to eligible transit operators to support capital replacement and rehabilitation projects, preventive maintenance, and operating costs through the Transit Capital Priorities (TCP) program.


Staff proposes the following changes to the TCP program:

Program a total of \$10.1 million across various projects in FTA formula funds for the City of Vacaville, consistent with the TCP Process and Criteria. These changes are requested to program uncommitted balances in the Vacaville urbanized area (UZA) in FTA 5307 and 5339 formula funds, particularly 5339 funds in danger of lapsing. The City of Vacaville had "banked" appropriations to the Vacaville UZA across the last several fiscal years in preparation for this electric bus procurement. Therefore, the City of Vacaville requests MTC program these funds for the procurement of ten electric buses (\$7.3 million), electric bus charging infrastructure (\$2.0 million), and an expansion to their transit building (\$0.8 million).

Issues: None.

Recommendation: Refer MTC Resolution No. 4456, Revised, to the Commission for approval.

Attachments: MTC Resolution No. 4456, Revised


Therese W. McMillan

Date: April 28, 2021
W.I.: 1512
Referred By: PAC
Revised: 07/28/21-C

ABSTRACT

Resolution No. 4456, Revised

This resolution approves the FY2020-21 Transit Capital Priorities preliminary program of projects for inclusion in the Transportation Improvement Program (TIP). The program includes projects funded with FTA Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities Formula Programs. In addition, One Bay Area Grant Cycle 2 (OBAG 2) Transit Priorities funds are being programmed in MTC Resolution No. 4202, and AB 664 Bridge Toll revenues and BATA Project Savings are programmed in MTC Resolution No. 4457 and Resolution No. 4169, respectively, for FY2020-21 Transit Capital Priorities projects.

This Resolution includes the following attachments:

Attachment A – FY2020-21 Program of Projects

Attachment B – FY2020-21 Programming Notes

Attachment A of this resolution was revised on July 28, 2021 to program \$10.1 million to the City of Vacaville, consisting of FY2020-21 apportionments and balances available from prior years.

Further discussion of the TCP program of projects is contained in the Programming and Allocations Committee summary sheets dated April 14, 2021 and July 14, 2021.

Date: April 28, 2021
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4456

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC is the designated recipient of the Federal Transit Administration (FTA) Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities funds for the large urbanized areas of San Francisco-Oakland, San Jose, Concord, Antioch, and Santa Rosa, and has been authorized by the California Department of Transportation (Caltrans) to select projects and recommend funding allocations subject to state approval for the FTA Section 5307 and Section 5339 funds for the small urbanized areas of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma in MTC's Federal Transportation Improvement Program; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators in the region and with Caltrans to establish priorities for the transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria used in the selection and ranking of such projects are set forth in MTC Resolution No. 4444; and

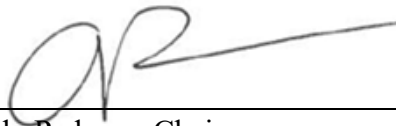
WHEREAS, the projects to be included in the TIP are set forth in the detailed project listings in Attachment A, which is incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY 2020-21 Transit Capital Priorities program of projects to be included in the TIP as set forth in Attachment A; and, be it further

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

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

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

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on April 28, 2021.

Date: April 28, 2021
W.I.: 1512
Referred by: PAC
Revised: 7/28/2021-C

Attachment A
Resolution No. 4456, Revised
Page 1 of 2

FY 2020-21 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
Actual Apportionments			472,533,014	239,947,924	217,678,352	14,906,738
Previous Year Carryover			17,211,524	8,866,784	3,929,022	4,415,718
Funds Available for Programming			489,744,538	248,814,708	221,607,374	19,322,456
MTC Debt Service						
REG170023	MTC	Debt Service	-	-	-	-
Lifeline Set-Aside						
Reserved	Various	Reserved for programming in Lifeline Transportation Program	3,580,439	3,580,439	-	-
ADA Operating Set-Aside						
ALA990076	AC Transit	ADA Paratransit Assistance	5,196,319	5,196,319	-	-
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements	2,610,785	2,610,785	-	-
CC-99T001	CCCTA	ADA Paratransit Assistance	1,408,267	1,408,267	-	-
CC-030035	ECCTA	ADA Operating Assistance	657,884	657,884	-	-
MRN150014	GGBHTD	Ferry Major Component Rehabilitation	277,332	277,332	-	-
ALA990077	LAVTA	ADA Paratransit Operating Subsidy	422,316	422,316	-	-
MRN110047	MCTD	ADA Paratransit Assistance	802,802	802,802	-	-
NAP030004	Napa Vine	ADA Operating Assistance	89,968	89,968	-	-
SON150007	Petaluma	ADA Set-Aside	79,781	79,781	-	-
SM-990026	SamTrans	ADA Paratransit Operating Subsidy	1,999,707	1,999,707	-	-
SON170003	Santa Rosa	ADA Operating Assistance	243,683	243,683	-	-
SF-990022	SFMTA	ADA Paratransit Operating Support	4,116,185	4,116,185	-	-
SOL110025	SolTrans	ADA Paratransit Operating Subsidy	366,722	366,722	-	-
SON170006	Sonoma County	SCT Replacement Bus Purchase	42,959	42,959	-	-
ALA170039	Union City	ADA Set-Aside	145,964	145,964	-	-
SCL050046	VTA	ADA Operating Set-Aside	4,032,995	4,032,995	-	-
CC-990045	Westcat	ADA Paratransit Operating Subsidy	277,332	277,332	-	-
Total Program Set-asides and Commitments			26,351,439	26,351,439	-	-
Funds Available for Capital Programming			463,393,099	222,463,269	221,607,374	19,322,456
Capital Projects						
NEW	AC Transit	Replace (50) 40ft Urban Buses - Diesel	13,014,934	4,966,445	-	8,048,489
NEW	AC Transit	Replace (10) 30ft Urban Buses - Diesel	3,922,500	3,922,500	-	-
NEW	AC Transit	Replace (9) Articulated Buses - Fuel Cell	10,415,250	10,415,250	-	-
NEW	AC Transit	Replace (14) 45ft Urban Buses - Diesel	1,845,200	1,845,200	-	-
NEW	AC Transit	Replace (5) 42ft Double Decker Buses - Diesel	1,049,000	1,049,000	-	-
ALA990052	AC Transit	ADA Operating Depreciation Costs from 3 Vendors	1,634,374	1,634,374	-	-
ALA170048	ACE	ACE Fixed Guideway (Capitalized Maintenance)	1,594,000	-	1,594,000	-
NEW	ACE	ACE Capital Access Fee	1,426,707	1,426,707	-	-
NEW	ACE	ACE Revenue Vehicle Communication Equipment	500,000	-	500,000	-
ALA090065	BART	Fare Collection Equipment	6,360,000	-	6,360,000	-
ALA190014	BART	Elevator Renovation Program	7,000,000	-	7,000,000	-
BRT030004	BART	Train Control Renovation	10,240,000	-	10,240,000	-
BRT030005	BART	Traction Power System Renovation	10,240,000	-	10,240,000	-
BRT97100B	BART	Rail,Way, and Structures Program	17,406,000	-	17,406,000	-
NEW	BART	Next Generation Fare Gates	7,000,000	-	7,000,000	-
REG090037	BART	Railcar Replacement Program	85,837,237	22,083,048	63,754,189	-
NEW	Caltrain	Preventive Maintenance	2,220,000	-	2,220,000	-
SM-03006B	Caltrain	Systemwide Track Rehabilitation	7,953,000	-	7,953,000	-
SM-050041	Caltrain	Comm. System/Signal Rehab.	1,200,000	-	1,200,000	-
SM-170010	Caltrain	TVM Project	2,300,000	-	2,300,000	-
TBD	CCCTA	Operating Assistance (CRRSAA Swap)	3,688,131	3,688,131	-	-
REG170022	Clipper	Clipper Next Gen Fare Collection System	47,740,655	47,740,655	-	-
CC-070092	ECCTA	ECCTA: Transit Bus Replacements	4,608,000	3,599,872	-	1,008,128
NEW	ECCTA	Operating Assistance (CRRSAA Swap)	2,456,412	2,456,412	-	-
SOL110041	Fairfield	Bus Replacement	322,825	-	-	322,825
SOL010006	Fairfield	Operating Assistance	2,636,194	2,636,194	-	-
MRN030010	GGBHTD	Fixed Guideway Connectors	40,000	-	40,000	-
MRN150014	GGBHTD	Ferry Major Components Rehab	4,670,000	-	4,670,000	-
MRN990017	GGBHTD	Ferry Dredging	640,000	-	640,000	-
MRN030015	GGBHTD	Transit System Enhancements	544,000	544,000	-	-
NEW	LAVTA	AVL	417,792	417,792	-	-
NEW	LAVTA	Fareboxes	265,613	265,613	-	-
NEW	LAVTA	Radios	50,432	50,432	-	-
NEW	LAVTA	Replacement Vehicles	10,841,000	7,446,964	-	3,394,036
NEW	LAVTA	Operating Assistance (CRRSAA Swap)	1,636,697	1,636,697	-	-
NEW	MCTD	MCTD: ADA Bus Stop Improvements	242,400	242,400	-	-
NEW	MCTD	MCTD-Vehicle Replacement - 5 Accessible Vans	404,000	404,000	-	-

Date: April 28, 2021
W.I.: 1512
Referred by: PAC
Revised: 7/28/2021-C

Attachment A
Resolution No. 4456, Revised
Page 2 of 2

FY 2020-21 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
NAP170003	Napa Vine	NVTA- Vine Transit Bus Maintenance Facility	2,632,711	2,435,279	-	197,432
NEW	Petaluma	Purchase (1) replacement paratransit van	55,640	55,640	-	-
NEW	Petaluma	Purchase (2) Replacement Fixed Route Buses	1,049,598	905,838	-	143,760
SON170005	Petaluma	Transit Yard and Facility Improvements	99,253	99,253	-	-
SM150011	SamTrans	SamTrans-Purchase of Replacement Minivans	568,000	568,000	-	-
SON090023	Santa Rosa	Operating Assistance	1,535,205	1,535,205	-	-
SON090024	Santa Rosa	Preventive Maintenance	657,945	657,945	-	-
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilit	28,931,000	-	28,931,000	-
SF-170021	SFMTA	Historic Streetcar & Cable Car Restorations	7,344,308	-	7,344,308	-
SF-95037B	SFMTA	Muni Rail Replacement	7,026,000	-	7,026,000	-
SF-99T002	SFMTA	Cable Car Infrastructure	1,617,000	-	1,617,000	-
SF-170018; S	SFMTA	Motor Coach & Trolley Coach Midlife Overhauls	17,655,692	17,655,692	-	-
SF-090035	SFMTA	Paratransit Fleet Replacement Procurements	2,872,800	2,872,800	-	-
NEW	SMART	Preventive Maintenance	2,957,733	2,957,733	-	-
SOL190017	SolTrans	SolTrans Electric Bus Charging Infrastructure	438,947	-	-	438,947
SOL110040	SolTrans	Operating Assistance	2,951,888	2,951,888	-	-
SOL070032	SolTrans	Preventive Maintenance	1,000,000	1,000,000	-	-
SON170006	Sonoma County	SCT Replacement Bus Purchase	696,339	484,604	-	211,735
SON030005	Sonoma County	SCT Preventive Maintenance	1,280,000	1,280,000	-	-
NEW	Vacaville	Electric Bus Fleet	7,296,000	5,747,599	-	1,548,401
NEW	Vacaville	Bus Charging Infrastructure	2,000,000	2,000,000	-	-
NEW	Vacaville	Transit Building Expansion	800,000	800,000	-	-
NEW	VTA	Upgrade Ohlone/Chynoweth Interlocking	2,720,000	-	2,720,000	-
NEW	VTA	LRV Electronic Equipment Modernization	6,209,088	-	6,209,088	-
NEW	VTA	Bus Charging at Cerone	280,000	280,000	-	-
NEW	VTA	Security Enhancement at Chaboya Parking Lot	480,000	480,000	-	-
NEW	VTA	Guadalupe Signal Assessment/SCADA System Replacement	4,140,000	-	4,140,000	-
SCL050001	VTA	Electric Bus Replacement 2021	240,000	240,000	-	-
SCL050001	VTA	Hybrid Bus Replacement 2021	22,344,258	18,945,171	-	3,399,087
SCL050049	VTA	Traction Power Substation #11 Replacement FY22/23	7,640,000	-	7,640,000	-
SCL110099	VTA	Bridge and Structures Repairs FY22/23	1,312,000	-	1,312,000	-
SCL190053	VTA	Guadalupe Steam Rack Improvements	160,000	-	160,000	-
SCL190026	VTA	HVAC Replacement Project	1,622,600	1,622,600	-	-
SCL050002	VTA	Rail Replacement and Rehabilitation	8,592,389	-	8,592,389	-
SCL170005	VTA	Paratransit Fleet Procurement	5,417,120	5,417,120	-	-
SCL190047	VTA	Downtown San Jose Speed Improvements	8,480,000	8,480,000	-	-
CC-170008	Westcat	Paratransit Revenue Vehicle Replacement	912,000	912,000	-	-
REG090054	WETA	Ferry Channel Dredging	2,798,400	-	2,798,400	-
SF-110053	WETA	Ferry Vessel Replacement - MV Intintoli	21,157,300	21,157,300	-	-
Total Capital Projects			460,333,567	220,013,353	221,607,374	18,712,840
Total Programmed			486,685,006	246,364,792	221,607,374	18,712,840
Fund Balance			3,059,532	2,449,916	0	609,616

Transit Capital Priorities / Transit Capital Rehabilitation Program Notes

1	Program is based on final apportionments as provided by FTA and Caltrans (Small UZA Section 5339 amounts). Program assumes availability of financing proceeds, subject to future Commission authorization. If financing is not secured, this program will be revised accordingly.
2	<p>AC Transit: \$1,821,000 of AB 664 Bridge Toll funds and \$4,912,063 of BATA Project Savings, for a total of \$6,733,063, have been programmed to AC Transit as part of the Core Capacity Challenge Grant Program (CCCGP). These FY2020-21 funds will support AC Transit's purchase of 50 40ft urban buses.</p> <p>AC Transit will be the recipient of CRRSAA funds in a fund swap. The replacement of 49 40' Urban Buses - Diesel is funded via regular 5307 funds at \$11,284,008; 5339 funds at \$8,048,489, and CRRSAA funds in place of TCP funds at \$1,027,003 (for a total project cost of \$20,359,500). (See note 13 for additional discussion of fund swap).</p>
3	<p>BART: The program assumes that financing will be used to meet all score 16 needs in the region. After meeting all FY2020-21 non-BART car Score 16 needs from the San Francisco-Oakland, Antioch, and Concord UZAs using Section 5307 and 5337 funds, a balance of \$86,730,705 remains. To minimize long-term financing costs to the region, this balance will be used directly on the BART Car Replacement project, as opposed to debt service. The program assumes BART will work with MTC to finance the railcar replacement program beginning in FY2021-22.</p> <p>BART is advancing \$5,600,000 above its FY2020-21 fixed guideway cap of \$52,646,000. This borrows against future cap amounts while keeping the five-year total the same. While this one-year program only programs out FY2020-21, the reduced totals across the five-year period will be enforced.</p>
4	Caltrain: \$2,200,000 of the \$13,673,000 FY2020-21 fixed guideway cap will be used for preventive maintenance, per TCP policy to allow one-year waiver for other capital projects. Caltrain has demonstrated that FY21 PM will be fully funded through this, and that its other capital projects will not be adversely affected.
5	VTA: VTA is programmed \$30.8 M in 5337, \$22.7 million above their \$8.1 M fixed guideway cap. VTA staff requested and was granted a waiver of the cap due to additional funds available in the San Jose UZA after meeting other VTA funding needs and in recognition of the Caltrain funding agreement.
6	Santa Rosa UZA: Santa Rosa CityBus, Sonoma County Transit and Sonoma-Marín Area Rail Transit District (SMART) apportion Santa Rosa urbanized area funding in accordance with an agreement first in effect for FY2020 funds. The portion of FTA 5307 funds within the Santa Rosa urbanized area to be divided by the City and the County is the prior year's subtotal apportioned to those two operators, modified by the same rate as the modification to the FTA 5307 funds nationwide (ex.a 2% increase). That modified amount is divided between the two operators per the agreement in effect starting with FY2014 (58% Santa Rosa City Bus and 42% Sonoma County). The portion of the appropriated funds not divided by Santa Rosa and Sonoma County is distributed to SMART. For FY2020-21, \$1,764,604 is programmed to Sonoma County Transit, \$2,193,150 to Santa Rosa CityBus, and \$2,957,733 to SMART for 5307.
7	Clipper Next Gen Fare Collection total funding amount results from fund timing concerns related to Regional Measure 3 (RM3). The total is for three components of the project: Clipper Next Gen Fare Collection System (\$11,088,675); Collection System Open Payments (\$9,220,777); and Collection System funding in lieu of RM3 (\$27,431,203).
8	SFMTA: SFMTA's FY2020-21 request for \$20,720,222 for light rail vehicle replacement procurement will be funded with \$14,727,570 in AB 664 funds and \$5,992,652 in BATA Project Savings, as committed through MTC Res. 4123.
9	<p>SFMTA: Motor Coach and Trolley Overhauls programming includes \$5M to complete fund swap of BATA Project Savings funds for FTA funds. \$5M of BATA project savings was previously re-programmed to the Central Subway project.</p> <p>SFMTA also restored \$4.25 M from its voluntary deferred fixed guideway cap funding from FY15 and FY16. \$25 M was deferred as part of a funding swap executed in FY2018-19; \$20.75M was restored in FY2019-20 and the remaining \$4.25 M is restored in FY2020-21. The \$4.25 M voluntary restored cap is included in the Wayside/Central Train Control & Trolley Signal Systems Rehab project. Thus, SFMTA receives their full FY2020-21 fixed guideway cap amount of \$33,324,000 plus \$4,250,000 restored deferral, for a total of \$37,574,000 programmed to SFMTA fixed guideway projects in FY2020-21.</p>
10	LAVTA: The replacement of four 29' buses (two 2007 29' Gillig Hybrids and two 2009 29' Gillig Hybrids) with four 40' Gillig Hybrids is considered a replacement and not an expansion because it coincides with the phase out of replacing paratransit vehicles, as LAVTA switched to a brokerage model for paratransit and no longer supplies paratransit vehicles.
11	Marin Transit: Marin Transit will defer the purchase of ten replacement paratransit vehicles: five vehicle replacements for one year, and another five for three years, for a total of ten deferred vehicle replacements at \$808,000.
12	WETA: WETA has opted to defer its entire fixed guideway cap of \$6,310,000 for FY2020-21 for use in a later program year.
13	<p>Coronavirus Response and Relief Supplementary Appropriations Act (CRRSAA) fund swaps: Due to the CRRSAA's UZA restrictions, what would have been CCCTA, ECCTA, and LAVTA's share of CRRSAA funds are now being accommodated through the TCP; and part of AC Transit's TCP request will be funded via CRRSAA to allow for this needed flexibility. The fund swap works as follows:</p> <ul style="list-style-type: none"> - BART absorbs an additional \$6.75 million in CRRSAA funds (SF-O UZA), which is offset by decreasing their TCP programming in the Concord and Antioch UZAs - AC Transit absorbs an additional \$1.03 million in CRRSAA funds (SJ UZA), which is offset by decreasing their TCP programming in SF-O UZA and moving it in to San Jose UZA - CCCTA, ECCTA, and LAVTA are programmed a total of \$7.78 million in regular TCP 5307 funds: CCCTA and LAVTA from Concord, and ECCTA from Antioch.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0888 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 6/2/2021 **In control:** Programming and Allocations Committee
On agenda: 7/14/2021 **Final action:**
Title: MTC Resolution Nos. 4450, Revised; 4464, Revised; 4465, Revised; 4466, Revised and 4472. Revises the FY 2021-22 Fund Estimate, allocates \$73.6 million in FY 2021-22 Transportation Development Act (TDA), State Transit Assistance (STA), and Regional Measure 2 (RM2) funds to six transit operators to support transit operations and capital projects in the region, and approves the FY 2021-22 State of Good Repair project list.

Sponsors:

Indexes:

Code sections:

Attachments: [21 - 21-0888 - Resos 4450-4464-4465-4466-4472.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:

MTC Resolution Nos. 4450, Revised; 4464, Revised; 4465, Revised; 4466, Revised and 4472. Revises the FY 2021-22 Fund Estimate, allocates \$73.6 million in FY 2021-22 Transportation Development Act (TDA), State Transit Assistance (STA), and Regional Measure 2 (RM2) funds to six transit operators to support transit operations and capital projects in the region, and approves the FY 2021-22 State of Good Repair project list.

Presenter:

Terence Lee

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

July 14, 2021

Agenda Item 21 - 21-0888

MTC Resolution Nos. 4450, Revised; 4464, Revised; 4465, Revised; 4466, Revised and 4472

Subject: Revises the FY 2021-22 Fund Estimate, allocates \$73.6 million in FY 2021-22 Transportation Development Act (TDA), State Transit Assistance (STA), and Regional Measure 2 (RM2) funds to six transit operators to support transit operations and capital projects in the region, and approves the FY 2021-22 State of Good Repair project list.

Background:

1) Fund Estimate Revision

Reconcile Actual FY 2020-21 TDA and AB 1107 Revenue: Overall, actual Bay Area TDA and AB 1107 sales tax receipts for FY 2020-21 are 7.4% lower and 7.8% lower, respectively, than originally estimated by county auditors and MTC in February 2020. This results in roughly \$32.3 million less in TDA funding for Bay Area transit operators for FY 2020-21 than was originally anticipated. For AB 1107, actual revenue is \$7.3 million below what was originally expected to be made available to AC Transit and SFMTA based on the fifty-fifty split in AB 1107 revenues between the two operators. Attachment A provides details on actual TDA revenues by county.

The impacts of the COVID-19 pandemic on sales tax revenue have varied across counties. While counties such as Contra Costa, Marin and Santa Clara have experienced stable or increased revenues, others such as San Francisco, Napa and San Mateo have experienced significant declines. Notably, actual TDA revenues in San Francisco were 36% below original estimates, due largely to significant declines in daytime populations because of shelter-in-place orders.

Updated Calculations for STA Revenue and Population-based

Programs: This revision also updates the estimates for the STA Revenue and Population-based programs based on the May Revision to the Governor's Budget. These programs are driven by a diesel sales tax, and with increasing diesel prices, the state forecasts a 3.8% increase in FY2020-21 revenues and 21.8% increase in FY2021-22 revenues. Although the July Fund Estimate does not typically update these estimates, this will allow operators to claim additional funds now. The next revision to the Fund Estimate will include official figures and updated distribution factors from the State Controller's Office.

With respect to the augmentation in discretionary STA funds that will come to MTC and the Regional Coordination Program, staff will be taking information to the Commission in the fall as to how a portion of those funds can be used to support the Blue Ribbon Transit Recovery Task Force initiatives.

2) State of Good Repair Program – FY 2021-22 Regional Project List

Caltrans' State of Good Repair (SGR) Program guidelines require regional agencies like MTC to approve SGR Program Revenue-Based projects from transit operators, in addition to the population-based funds, and submit a single region-wide list of projects to Caltrans by September 1st of each year. MTC has worked with the Bay Area's transit operators to compile a single, regional list of SGR Program projects for FY 2021-22, as shown in Attachment A to MTC Resolution 4472.

Approximately \$31 million is expected in revenue-based funds, along with \$11.5 million in population-based funds. Most operators are using their revenue-based funds for state of good repair projects at facilities and stations, or to provide local match, and in a few cases for rehabilitation of vehicles or to contribute to new vehicles costs. For the population-based funds, MTC is programming all \$11.5 million to the next generation Clipper[®] system, in accordance with the policy established in MTC Resolution No. 4321.

3) Allocations

This month's proposed actions continue the annual allocation process of these funds for FY 2021-22. The six operators requesting TDA, STA, and RM2 allocations this month that exceed the \$1 million delegated authority limit are identified in the table below. 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.

Transit Operator/ Claimant	TDA Resolution No. 4465	STA Resolution No. 4466	RM2 Operating Resolution No. 4464	Grand Total
ECCTA	\$16.2	\$2.9	-	\$19.1
LAVTA	\$16.0	-	-	\$16.0
NVTA	\$6.7	-	-	\$6.7
Sonoma County Transit	\$11.1	-	-	\$11.1
WestCAT	\$2.4	\$2.7	-	\$5.2
WETA	\$0.0	-	\$15.6	\$15.6
Grand Total	\$52.4	\$5.6	\$15.6	\$73.6


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.

Additional details regarding the FY 2021-22 operating budgets and current and future services for the above claimants is provided in Attachment A to MTC Resolution 4465.

Issues: None

Recommendation: Refer MTC Resolution Nos. 4450, Revised, 4464, Revised, 4465, Revised, 4466, Revised, and 4472 to the Commission for approval.

Attachments: Attachment A: TDA and AB 1107 Revenues
Attachment B: Transit Operator Budget Summary
MTC Resolution Nos. 4450, Revised, 4464, Revised, 4465, Revised and 4466, Revised and 4472


Therese W. McMillan

Attachment A: TDA and AB1107 Revenues (\$ millions)

	A	B	C	D			
	FY 2019-20	FY 2020-21	FY 2020-21	FY 2020-21	FY 2020-21 Revenue	FY 2020-21 Revenue	FY 2019-20 Actual
County	Actual	Feb. 2020	Feb. 2021	Actual	Adjustment	Adjustment	vs.
	Revenue	Original Estimate	Revised Estimate	Revenue	(D-B) - \$	(D-B) - %	FY 2020-21 Actual
							(D-A) - %
Alameda	\$83.90	\$93.15	\$84.01	\$84.62	-\$8.53	-9.2%	0.9%
Contra Costa	\$44.15	\$46.14	\$46.56	\$48.68	\$2.54	5.5%	10.3%
Marin	\$13.18	\$14.00	\$12.39	\$14.17	\$0.17	1.2%	7.5%
Napa	\$8.80	\$9.89	\$8.97	\$8.75	-\$1.14	-11.5%	-0.6%
San Francisco	\$48.74	\$53.48	\$41.05	\$34.08	-\$19.40	-36.3%	-30.1%
San Mateo	\$43.88	\$48.56	\$41.69	\$42.25	-\$6.31	-13.0%	-3.7%
Santa Clara	\$115.08	\$121.91	\$121.72	\$122.13	\$0.22	0.2%	6.1%
Solano	\$19.97	\$22.25	\$22.48	\$22.47	\$0.22	1.0%	12.5%
Sonoma	\$24.47	\$26.30	\$25.80	\$26.22	-\$0.08	-0.3%	7.1%
Total	\$402.17	\$435.67	\$404.68	\$403.37	-\$32.31	-7.4%	0.3%
AB1107	\$88.96	\$93.50	\$83.00	\$86.17	-\$7.33	-7.8%	-3.1%

NVRTA

\$ Amounts in millions

Expected Carryover of Federal COVID Relief Funding	Proposed Operating Budget	Change in Budget compared to FY 20	Current Average Ridership % Decrease (Apr 2021 over Apr 2019)	Total Proposed TDA/ STA/ RM2 FY21-22 Allocation ¹	% of Operating Budget Funded with Allocations
\$2.6	\$10.7	-5.8%	-69%	\$11.5	68%

Budget Summary: The budget provides for about 83 percent of pre-COVID service levels. Even with \$2.6 million in federal COVID relief funding, an additional \$2 million is needed to fully fund the budget. NVRTA expects to have a remaining balance of \$4.5 M in TDA which serves as an operating and capital reserve. NVRTA has significant capital projects to fund including the new and expanded maintenance facility and SR 29/Imola Park and Ride.

Operating Summary: NVRTA will offer a hybrid of on-demand and fixed route service in the City of Napa in FY 21-22. NVRTA shifted to on-demand service as a result of the pandemic. In May 2021, two new routes were added after an analysis of on-demand ridership. In addition, service was restored to pre-pandemic levels on two intra- and inter-county routes, and shuttle service hours were extended in Yountville and Calistoga. Further service increases are planned in August including two additional fixed routes in the City of Napa and changes to the Napa on-demand service area. NVRTA continues to monitor and report on service monthly and make adjustments to serve customer demand.

Sonoma County Transit

\$ Amounts in millions

Expected Carryover of Federal COVID Relief Funding	Proposed Operating Budget	Change in Budget compared to FY 20	Current Average Ridership % Decrease (Apr 2021 over Apr 2019)	Total Proposed TDA/ STA/ RM2 FY21-22 Allocation ¹	% of Operating Budget Funded with Allocations
\$2.7	\$18.9	12.9%	-64%	\$13.9	62%

Budget Summary: The operating budget supports 100 percent of pre-COVID service on fixed route transit and 80 percent of pre-COVID paratransit service. Federal COVID relief funding of \$2.7 M will help support service restoration and fare revenue loss. Additional service beyond the planned August changes may be added dependent on demand and driver availability. Approximately \$8 M in TDA funds will remain and is available as an operating and capital reserve.

Operations Summary: Service is currently around 72 percent of pre-COVID levels. Restoration and expansion of core intercity routes will occur on August 8, making countywide travel more convenient and provide 85 percent of pre-COVID service. Local service in six cities continues to be fare-free through funding from the jurisdictions.

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

Tri Delta Transit (by ECCTA)

\$ Amounts in millions

Expected Carryover of Federal COVID Relief Funding	Proposed Operating Budget	Change in Budget compared to FY 20	Current Average Ridership % Decrease (Apr 2021 over Apr 2019)	Total Proposed TDA/ STA/ RM2 FY21-22 Allocation¹	% of Operating Budget Funded with Allocations
\$2.5	\$27.6	18.1%	-57%	\$23.0	69%

Budget Summary: The operating budget proposes to restore pre-pandemic fixed route service levels as well as provide for greater levels of paratransit and on-demand service as compared to FY 2019-20. The budget proposes to fully utilize all available TDA and STA revenue, \$2.5 M in carryover federal COVID relief funds, and does not include any ARP funding.

Operating Summary: Fixed route service is currently around 60 percent of pre-pandemic service levels. The budget also assumes significant growth in paratransit and mobility on demand service and ridership. ECCTA will complete a comprehensive operational analysis soon and expect to implement the recommendation in FY 21-22. ECCTA continues to explore innovative ways to serve its community and is partnering with CCTA, other eastern Contra Costa Cities and the private sector to advance the deployment of Dynamic Personal Microtransit.

San Francisco Bay Ferry (by WETA)

\$ Amounts in millions

Expected Carryover of Federal COVID Relief Funding	Proposed Operating Budget	Change in Budget compared to FY 20	Current Average Ridership % Decrease (Apr 2021 over Apr 2019)	Total Proposed TDA/ STA/ RM2 FY21-22 Allocation¹	% of Operating Budget Funded with Allocations
\$18.4	\$ 50.0	28.9%	-90%	\$15.6	31.2%

Budget Summary: Total operating budget is around \$50 million. The budget includes \$22.1 M of Federal COVID relief funding, including \$3.7 M in projected American Rescue Plan (ARP) funds, which makes up 44 percent of WETA's operating revenue. Additional funding will be needed if ridership and therefore fare revenue is lower than budgeted. Fares are expected to comprise 17.6 percent of ferry operating revenue, but in past years were between 50 to 60 percent. WETA will develop a Business Plan to define a service vision to guide development and operational policy over the next twenty years.

Operating Summary: WETA is assuming ridership will return to 50 percent of pre-pandemic levels by the end of FY22. Service will increase seven percent compared to FY 2018-19. In order to attract more diverse ridership, mid-day and late night service will increase significantly and fares will be reduced for the fiscal year. Service from Alameda Seaplane Lagoon started on July 1, 2021.

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

WestCat

\$ Amounts in millions

Expected Carryover of Federal COVID Relief Funding	Proposed Operating Budget	Change in Budget compared to FY 20	Current Average Ridership % Decrease (Apr 2021 over Apr 2019)	Total Proposed TDA/ STA/ RM2 FY21-22 Allocation ¹	% of Operating Budget Funded with Allocations
\$1.3	\$13.9	12.4%	-71%	\$8.2	57%

Budget Summary:

The FY22 budget is rising due largely to an increase in purchased transportation costs following a competitive procurement. The budget includes \$1.3M in federal relief funds. Until ARP amounts are determined, the FY22 budget includes approximately \$2M in TDA reserve funds to fully fund operations leaving a carryover balance of \$1 M. This additional TDA will be claimed later, if necessary. The budget will be reassessed mid-year to allow for adjustments to transit service levels to match demand and funding availability.

Operations Summary

Service is currently at 65 percent of pre-COVID levels. The budget restores service to 90 percent of pre-pandemic levels. Service increases are planned for September. Although ridership is expected to recover slowly, the budget assumes total farebox revenues at 60 percent of pre-pandemic FY19 levels. Fare collection was suspended in April 2020 and reinstated in February 2021.

Wheels (by LAVTA)

\$ Amounts in millions

Expected Carryover of Federal COVID Relief Funding	Proposed Operating Budget	Change in Budget compared to FY 20	Current Average Ridership % Decrease (Apr 2021 over Apr 2019)	Total Proposed TDA/ STA/ RM2 FY21-22 Allocation ¹	% of Operating Budget Funded with Allocations
\$1.6	\$18.3	19.1%	-73%	\$19.3	80.0%

Budget Summary: The budget provides for 100% of pre-COVID service levels. One staff will be added to manage a significant capital program in the coming years. In the current fiscal year, capital funds will be used to support replacement of buses, Rapid corridor improvements, and facility improvements. In addition to \$1.6 M in carryover federal COVID relief funding, LAVTA is claiming 100 percent of estimated revenue in the Fund Estimate to fully fund the budget, although less could be needed depending on ARP programming. In FY 20-21, due to federal COVID funding, LAVTA expects to be able to return around \$5 million in TDA reserve that was claimed, but not used in FY 20-21.

Operating Summary: Current service is approximately 76 percent of pre-COVID service levels. Starting June 14, LAVTA increased weekday service to coincide with the State's reopening. Additional service is being planned for August. Full service restoration is contingent on operator availability. LAVTA will continue participating in County Connection's paratransit pilot and will make a recommendation to either continue the partnership or re-bid the paratransit contract, upon completion of the pilot. Customer service improvements and costs-savings are two of the goals of this partnership.

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

Date: February 24, 2021
W.I.: 1511
Referred by: PAC
Revised: 7/28/21-C

ABSTRACT

MTC Resolution No. 4450, Revised

This resolution approves the FY 2021-22 Fund Estimate, including the distribution and apportionment of Transportation Development Act (TDA), State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill (AB) 1107 sales tax, Low Carbon Transit Operations (LCTOP) cap-and-trade auction revenues, and transit-related bridge toll funds.

This resolution was revised on July 28, 2021 to reflect actual receipts for TDA and AB1107 funds in FY 2020-21, and revised forecasts for STA funds in FY 2020-21 and FY 2021-22.

Further discussion of this action is contained in the MTC Programming and Allocations Summary Sheets dated February 10, 2021 and July 14, 2021.

Date: February 24, 2021
W.I.: 1511
Referred by: PAC

RE: Determination of Transportation Development Act (TDA) Area Apportionments and Proposed Distribution of Operating Funds for FY 2021-22

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4450

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

WHEREAS, the Transportation Development Act (TDA), Public Utilities Code (PUC) Sections 99200 *et seq.*, provides that funds are made available from the Local Transportation Fund (LTF) for various transportation purposes; and

WHEREAS, pursuant to 21 California Code of Regulations Section 6620, the County Auditor for each of the nine counties in the Bay Area has submitted the revised and new TDA fund estimates for FY 2020-21 and FY 2021-22 as shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC is required to determine and advise all prospective claimants, prior to March 1 each year, of all area apportionments from the LTF for the following fiscal year pursuant to 21 California Code of Regulations Section 6644; and

WHEREAS, all area apportionments of TDA funds for the 2021-22 fiscal year are shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC has prepared a proposed distribution of operating/capital assistance funds, including TDA, State Transit Assistance (STA) pursuant to Public Utilities Code § 99310 *et seq.*, State of Good Repair (SGR) Program pursuant to Public Utilities Code § 99312.1, Low Carbon Transit Operations Program (LCTOP) pursuant to Health and Safety Code § 39719(b)(1)(B), the twenty-five percent (25%) of the one-half cent transaction and use tax collected pursuant to PUC Section 29142.2 (AB 1107), and estimates of certain toll bridge revenues (SHC §§ 30910 *et seq.*), in order to provide financial information to all prospective claimants to assist them in developing budgets in a timely manner; and

WHEREAS, the proposed distribution of such operating assistance funds is also shown in Attachment A; now, therefore, be it

RESOLVED, that MTC approves the area apportionments of TDA funds, and the proposed distribution of operating assistance funds for the 2021-22 fiscal year as shown in Attachment A, subject to the conditions noted therein; and, be it further

RESOLVED, that MTC intends to allocate operating assistance funds for the 2021-22 fiscal year, based on the area apportionments of TDA funds, the proposed distribution of operating assistance funds and upon the receipt of appropriate claims from eligible claimants; and, be it further

RESOLVED, that Attachment A may be revised by the MTC Executive Director or his designee to reflect funds returned to the Local Transportation Fund and expired capital allocations or by approval of the MTC Programming and Allocations Committee, except that any significant changes shall be submitted to the full Commission for approval.

METROPOLITAN TRANSPORTATION COMMISSION

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

Alfredo Pedroza, Chair

The above resolution was approved 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.

**FY 2021-22 FUND ESTIMATE
REGIONAL SUMMARY**

Attachment A
Res No. 4450
Page 1 of 20
7/28/2021

TDA REGIONAL SUMMARY TABLE								
Column	A	B	C	D	E	F	G	H=Sum(A:G)
	6/30/2020	FY2019-21	FY2020-21	FY2020-21	FY2020-21	FY2021-22	FY2021-22	FY2021-22
Apportionment Jurisdictions	Balance ¹	Outstanding Commitments, Refunds, & Interest ²	Original Estimate	Revenue Adjustment	Revised Admin. & Planning Charge	Revenue Estimate	Admin. & Planning Charge	Available for Allocation
Alameda	21,803,450	(84,837,158)	93,151,568	(8,528,040)	(3,384,941)	84,846,744	(3,393,870)	99,740,869
Contra Costa	27,480,405	(50,154,225)	46,139,252	2,536,705	(1,947,038)	45,908,428	(1,836,337)	68,242,569
Marin	254,408	(11,067,179)	14,000,000	173,464	(566,939)	12,017,498	(480,699)	14,330,553
Napa	2,566,799	(6,400,082)	9,885,444	(1,135,446)	(350,000)	8,979,207	(359,168)	13,186,753
San Francisco	1,706,317	(34,559,356)	53,477,500	(19,401,978)	(1,363,021)	44,562,500	(1,782,501)	42,639,460
San Mateo	4,139,323	(42,693,866)	48,558,690	(6,311,258)	(1,689,897)	42,857,457	(1,714,298)	43,257,389
Santa Clara	6,109,012	(120,691,158)	121,909,000	216,666	(4,885,027)	130,850,000	(5,234,000)	128,325,123
Solano	31,320,613	(18,997,380)	22,251,809	222,766	(898,983)	22,483,483	(899,338)	55,482,971
Sonoma	11,130,299	(17,524,399)	26,300,000	(80,022)	(1,048,799)	26,600,000	(1,064,000)	44,344,180
TOTAL	\$106,510,627	(\$386,924,803)	\$435,673,263	(\$32,307,142)	(\$16,134,645)	\$419,105,317	(\$16,764,211)	\$509,549,867
STA, AB 1107, BRIDGE TOLL, LOW CARBON TRANSIT OPERATIONS PROGRAM, & SGR PROGRAM REGIONAL SUMMARY TABLE								
Column			A		B	C	D	E=Sum(A:D)
			6/30/2020		FY2019-21	FY2020-21	FY2021-22	FY2021-22
Fund Source			Balance (w/ interest) ¹		Outstanding Commitments ²	Revenue Estimate	Revenue Estimate	Available for Allocation
State Transit Assistance								
Revenue-Based			20,210,979		(140,246,431)	147,096,376	179,286,509	206,347,431
Population-Based			64,021,806		(67,321,507)	53,756,799	65,520,778	115,977,875
SUBTOTAL			84,232,784		(207,567,938)	200,853,175	244,807,287	322,325,306
AB1107 - BART District Tax (25% Share)			0		(86,173,152)	86,173,152	83,000,000	83,000,000
Bridge Toll Total								
MTC 2% Toll Revenue			6,609,841		(4,790,435)	1,450,000	1,450,000	4,719,406
5% State General Fund Revenue			15,651,030		(2,327,829)	3,656,386	3,408,427	20,388,014
SUBTOTAL			22,260,871		(7,118,264)	5,106,386	4,858,427	25,107,420
Low Carbon Transit Operations Program			0		0	36,583,611	38,778,628	75,362,239
State of Good Repair Program								
Revenue-Based			416,285		(31,898,364)	31,528,098	31,477,988	31,524,007
Population-Based			13,345,856		(24,867,891)	11,522,035	11,503,725	11,503,725
SUBTOTAL			13,762,141		(56,766,255)	43,050,133	42,981,713	43,027,732
TOTAL			\$120,255,796		(\$357,625,609)	\$371,766,457	\$414,426,055	\$548,822,697

Please see Attachment A pages 2-20 for detailed information on each fund source.

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 6/30/21.

FY 2021-22 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
ALAMEDA COUNTY

Attachment A
Res No. 4450
Page 2 of 20
7/28/2021

FY2020-21 TDA Revenue Estimate				FY2021-22 TDA Revenue Estimate						
FY2020-21 Generation Estimate Adjustment				FY2021-22 County Auditor's Generation Estimate						
1. Original County Auditor Estimate (Feb, 20)		93,151,568		13. County Auditor Estimate					84,846,744	
2. Actual Revenue (Jun, 21)		84,623,528		FY2021-22 Planning and Administration Charges						
3. Revenue Adjustment (Lines 2-1)			(8,528,040)	14. MTC Administration (0.5% of Line 13)				424,234		
FY2020-21 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)				424,234		
4. MTC Administration (0.5% of Line 3)		(42,640)		16. MTC Planning (3.0% of Line 13)				2,545,402		
5. County Administration (Up to 0.5% of Line 3) ⁴		(42,640)		17. Total Charges (Lines 14+15+16)					3,393,870	
6. MTC Planning (3.0% of Line 3)		(255,841)		18. TDA Generations Less Charges (Lines 13-17)					81,452,874	
7. Total Charges (Lines 4+5+6)			(341,121)	FY2021-22 TDA Apportionment By Article						
8. Adjusted Generations Less Charges (Lines 3-7)			(8,103,802)	19. Article 3.0 (2.0% of Line 18)				1,629,057		
FY2020-21 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)					79,823,817	
9. Article 3 Adjustment (2.0% of line 8)		(162,076)		21. Article 4.5 (5.0% of Line 20)				3,991,191		
10. Funds Remaining (Lines 8-9)			(7,941,726)	22. TDA Article 4 (Lines 20-21)					75,832,626	
11. Article 4.5 Adjustment (5.0% of Line 10)		(397,086)								
12. Article 4 Adjustment (Lines 10-11)			(7,544,640)							
TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2020	FY2019-20	6/30/2020	FY2019-21	FY2020-21	FY2020-21	FY2020-21	6/30/2021	FY2021-22	FY2021-22
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	4,586,074	142,887	4,728,960	(4,317,330)	0	1,788,510	(162,076)	2,038,064	1,629,057	3,667,121
Article 4.5	8,195	14,818	23,013	(3,280,390)	63,218	4,381,850	(397,086)	790,605	3,991,191	4,781,796
SUBTOTAL	4,594,269	157,705	4,751,974	(7,597,720)	63,218	6,170,360	(559,162)	2,828,669	5,620,248	8,448,917
Article 4										
AC Transit										
District 1	232,692	2,895	235,587	(48,396,511)	0	53,403,679	(4,839,479)	403,276	48,597,106	49,000,382
District 2	62,483	773	63,256	(12,840,597)	0	14,168,270	(1,283,939)	106,991	12,980,480	13,087,471
BART ³	430	11	441	(74,282)	0	99,042	(8,975)	16,225	89,475	105,700
LAVTA	9,118,466	194,569	9,313,035	(14,852,232)	0	11,847,775	(1,073,654)	5,234,924	10,823,468	16,058,392
Union City	7,795,110	242,155	8,037,265	(2,616,227)	879,086	3,736,380	(338,593)	9,697,910	3,342,096	13,040,006
SUBTOTAL	17,209,181	440,403	17,649,584	(78,779,849)	879,086	83,255,145	(7,544,640)	15,459,326	75,832,626	91,291,952
GRAND TOTAL	\$21,803,450	\$598,108	\$22,401,558	(\$86,377,569)	\$942,304	\$89,425,505	(\$8,103,802)	\$18,287,995	\$81,452,874	\$99,740,869

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 6/31/21.
3. Details on the proposed apportionment of BART funding to local operators are shown on page 16 of the Fund Estimate.
4. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

FY 2021-22 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
CONTRA COSTA COUNTY

Attachment A
Res No. 4450
Page 3 of 20
7/28/2021

FY2020-21 TDA Revenue Estimate			FY2021-22 TDA Revenue Estimate		
FY2020-21 Generation Estimate Adjustment			FY2021-22 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 20)	46,139,252		13. County Auditor Estimate	45,908,428	
2. Actual Revenue (Jun, 21)	48,675,957		FY2021-22 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)	2,536,705		14. MTC Administration (0.5% of Line 13)	229,542	
FY2020-21 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	229,542	
4. MTC Administration (0.5% of Line 3)	12,684		16. MTC Planning (3.0% of Line 13)	1,377,253	
5. County Administration (Up to 0.5% of Line 3) ⁴	12,684		17. Total Charges (Lines 14+15+16)	1,836,337	
6. MTC Planning (3.0% of Line 3)	76,101		18. TDA Generations Less Charges (Lines 13-17)	44,072,091	
7. Total Charges (Lines 4+5+6)	101,469		FY2021-22 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)	2,550,616		19. Article 3.0 (2.0% of Line 18)	881,442	
FY2020-21 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	43,190,649	
9. Article 3 Adjustment (2.0% of line 8)	51,012		21. Article 4.5 (5.0% of Line 20)	2,159,532	
10. Funds Remaining (Lines 8-9)	2,499,604		22. TDA Article 4 (Lines 20-21)	41,031,117	
11. Article 4.5 Adjustment (5.0% of Line 10)	124,980				
12. Article 4 Adjustment (Lines 10-11)	2,374,624				

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2020	FY2019-20	6/30/2020	FY2019-21	FY2020-21	FY2020-21	FY2020-21	6/30/2021	FY2021-22	FY2021-22
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,703,472	32,868	1,736,340	(2,273,266)	0	885,874	51,012	399,960	881,442	1,281,402
Article 4.5	4,605	3,110	7,715	(1,507,102)	0	2,170,390	124,980	795,983	2,159,532	2,955,515
SUBTOTAL	1,708,077	35,978	1,744,055	(3,780,368)	0	3,056,264	175,992	1,195,943	3,040,974	4,236,917
Article 4										
AC Transit										
District 1	23,415	1,884	25,299	(7,183,038)	0	7,093,016	408,446	343,722	7,072,554	7,416,276
BART ³	944	75	1,019	(214,911)	0	286,548	16,501	89,157	287,090	376,247
CCCTA	17,457,869	180,299	17,638,167	(27,714,169)	4,839,209	19,415,580	1,118,031	15,296,818	19,194,326	34,491,144
ECCTA	4,743,089	35,506	4,778,595	(13,261,246)	0	11,970,179	689,293	4,176,821	12,032,800	16,209,621
WCCTA	3,547,012	48,951	3,595,963	(3,142,394)	0	2,472,094	142,354	3,068,017	2,444,348	5,512,365
SUBTOTAL	25,772,328	266,715	26,039,043	(51,515,758)	4,839,209	41,237,418	2,374,624	22,974,535	41,031,117	64,005,652
GRAND TOTAL	\$27,480,405	\$302,693	\$27,783,098	(\$55,296,127)	\$4,839,209	\$44,293,682	\$2,550,616	\$24,170,478	\$44,072,091	\$68,242,569

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 6/31/21.

3. Details on the proposed apportionment of BART funding to local operators are shown on page 16 of the Fund Estimate.

4. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2021-22 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
MARIN COUNTY**

Attachment A
Res No. 4450
Page 4 of 20
7/28/2021

FY2020-21 TDA Revenue Estimate					FY2021-22 TDA Revenue Estimate					
FY2020-21 Generation Estimate Adjustment					FY2021-22 County Auditor's Generation Estimate					
1. Original County Auditor Estimate (Feb, 20)			14,000,000		13. County Auditor Estimate				12,017,498	
2. Actual Revenue (Jun, 21)			14,173,464		FY2021-22 Planning and Administration Charges					
3. Revenue Adjustment (Lines 2-1)				173,464	14. MTC Administration (0.5% of Line 13)			60,087		
FY2020-21 Planning and Administration Charges Adjustment					15. County Administration (0.5% of Line 13)			60,087		
4. MTC Administration (0.5% of Line 3)			867		16. MTC Planning (3.0% of Line 13)			360,525		
5. County Administration (Up to 0.5% of Line 3)			867		17. Total Charges (Lines 14+15+16)				480,699	
6. MTC Planning (3.0% of Line 3)			5,204		18. TDA Generations Less Charges (Lines 13-17)				11,536,799	
7. Total Charges (Lines 4+5+6)				6,938	FY2021-22 TDA Apportionment By Article					
8. Adjusted Generations Less Charges (Lines 3-7)				166,526	19. Article 3.0 (2.0% of Line 18)			230,736		
FY2020-21 TDA Adjustment By Article					20. Funds Remaining (Lines 18-19)				11,306,063	
9. Article 3 Adjustment (2.0% of line 8)			3,331		21. Article 4.5 (5.0% of Line 20)			0		
10. Funds Remaining (Lines 8-9)				163,195	22. TDA Article 4 (Lines 20-21)				11,306,063	
11. Article 4.5 Adjustment (5.0% of Line 10)			0							
12. Article 4 Adjustment (Lines 10-11)				163,195						
TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2020	FY2019-20	6/30/2020	FY2019-21	FY2020-21	FY2020-21	FY2020-21	6/30/2021	FY2021-22	FY2021-22
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	267,508	47,792	315,300	(469,105)	0	268,800	3,331	118,326	230,736	349,062
Article 4.5										
SUBTOTAL	267,508	47,792	315,300	(469,105)	0	268,800	3,331	118,326	230,736	349,062
Article 4/8										
GGBHTD	(7,822)	7,889	67	(6,841,983)	0	7,731,494	95,795	985,374	6,430,889	7,416,263
Marin Transit	(5,278)	5,325	46	(3,817,097)	0	5,439,706	67,399	1,690,054	4,875,174	6,565,228
SUBTOTAL	(13,100)	13,214	113	(10,659,080)	0	13,171,200	163,195	2,675,428	11,306,063	13,981,491
GRAND TOTAL	\$254,408	\$61,005	\$315,413	(\$11,128,185)	\$0	\$13,440,000	\$166,526	\$2,793,754	\$11,536,799	\$14,330,553

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 6/31/21.

FY 2021-22 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
NAPA COUNTY

Attachment A
Res No. 4450
Page 5 of 20
7/28/2021

FY2020-21 TDA Revenue Estimate					FY2021-22 TDA Revenue Estimate					
FY2020-21 Generation Estimate Adjustment					FY2021-22 County Auditor's Generation Estimate					
1. Original County Auditor Estimate (Feb, 20)			9,885,444		13. County Auditor Estimate				8,979,207	
2. Actual Revenue (Jun, 21)			8,749,998		FY2021-22 Planning and Administration Charges					
3. Revenue Adjustment (Lines 2-1)				-1,135,446	14. MTC Administration (0.5% of Line 13)			44,896		
FY2020-21 Planning and Administration Charges Adjustment					15. County Administration (0.5% of Line 13)			44,896		
4. MTC Administration (0.5% of Line 3)			(5,677)		16. MTC Planning (3.0% of Line 13)			269,376		
5. County Administration (Up to 0.5% of Line 3)			(5,677)		17. Total Charges (Lines 14+15+16)				359,168	
6. MTC Planning (3.0% of Line 3)			(34,063)		18. TDA Generations Less Charges (Lines 13-17)				8,620,039	
7. Total Charges (Lines 4+5+6)				(45,417)	FY2021-22 TDA Apportionment By Article					
8. Adjusted Generations Less Charges (Lines 3-7)				(1,090,029)	19. Article 3.0 (2.0% of Line 18)			172,401		
FY2020-21 TDA Adjustment By Article					20. Funds Remaining (Lines 18-19)				8,447,638	
9. Article 3 Adjustment (2.0% of line 8)			(21,801)		21. Article 4.5 (5.0% of Line 20)			422,382		
10. Funds Remaining (Lines 8-9)				(1,068,228)	22. TDA Article 4 (Lines 20-21)				8,025,256	
11. Article 4.5 Adjustment (5.0% of Line 10)			(53,411)							
12. Article 4 Adjustment (Lines 10-11)				(1,014,817)						
TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2020	FY2019-20	6/30/2020	FY2019-21	FY2020-21	FY2020-21	FY2020-21	6/30/2021	FY2021-22	FY2021-22
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	249,948	8,033	257,981	(392,928)	0	189,801	(21,801)	33,053	172,401	205,454
Article 4.5	33,783	126	33,909	(382,540)	0	465,011	(53,411)	62,969	422,382	485,351
SUBTOTAL	283,731	8,159	291,891	(775,468)	0	654,812	(75,212)	96,022	594,783	690,805
Article 4/8										
NVTA ³	2,283,067	73,033	2,356,100	(8,192,201)	2,486,395	8,835,215	(1,014,817)	4,470,692	8,025,256	12,495,948
SUBTOTAL	2,283,067	73,033	2,356,100	(8,192,201)	2,486,395	8,835,215	(1,014,817)	4,470,692	8,025,256	12,495,948
GRAND TOTAL	\$2,566,799	\$81,192	\$2,647,991	(\$8,967,669)	\$2,486,395	\$9,490,027	(\$1,090,029)	\$4,566,714	\$8,620,039	\$13,186,753

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 6/31/21.
3. NVTA is authorized to claim 100% of the apportionment to Napa County.

FY 2021-22 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN FRANCISCO COUNTY

Attachment A
Res No. 4450
Page 6 of 20
7/28/2021

FY2020-21 TDA Revenue Estimate				FY2021-22 TDA Revenue Estimate						
FY2020-21 Generation Estimate Adjustment				FY2021-22 County Auditor's Generation Estimate						
1. Original County Auditor Estimate (Feb, 20)			53,477,500	13. County Auditor Estimate					44,562,500	
2. Actual Revenue (Jun, 21)			34,075,522	FY2021-22 Planning and Administration Charges						
3. Revenue Adjustment (Lines 2-1)			(19,401,978)	14. MTC Administration (0.5% of Line 13)			222,813			
FY2020-21 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)			222,813			
4. MTC Administration (0.5% of Line 3)			(97,010)	16. MTC Planning (3.0% of Line 13)			1,336,875			
5. County Administration (Up to 0.5% of Line 3)			(97,010)	17. Total Charges (Lines 14+15+16)					1,782,501	
6. MTC Planning (3.0% of Line 3)			(582,059)	18. TDA Generations Less Charges (Lines 13-17)					42,779,999	
7. Total Charges (Lines 4+5+6)			(776,079)	FY2021-22 TDA Apportionment By Article						
8. Adjusted Generations Less Charges (Lines 3-7)			(18,625,899)	19. Article 3.0 (2.0% of Line 18)			855,600			
FY2020-21 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)					41,924,399	
9. Article 3 Adjustment (2.0% of line 8)			(372,518)	21. Article 4.5 (5.0% of Line 20)			2,096,220			
10. Funds Remaining (Lines 8-9)			(18,253,381)	22. TDA Article 4 (Lines 20-21)					39,828,179	
11. Article 4.5 Adjustment (5.0% of Line 10)			(912,669)							
12. Article 4 Adjustment (Lines 10-11)			(17,340,712)							
TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2020	FY2019-20	6/30/2020	FY2019-21	FY2020-21	FY2020-21	FY2020-21	6/30/2021	FY2021-22	FY2021-22
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,707,384	71,406	1,778,791	(2,566,998)	0	1,026,768	(372,518)	(133,958)	855,600	721,642
Article 4.5	(2,285)	2,285	0	0	(1,602,912)	2,515,582	(912,669)	1	2,096,220	2,096,221
SUBTOTAL	1,705,100	73,691	1,778,791	(2,566,998)	(1,602,912)	3,542,350	(1,285,187)	(133,957)	2,951,820	2,817,863
Article 4										
SFMTA	1,218	11,754	12,972	(32,077,803)	1,602,912	47,796,049	(17,340,712)	(6,582)	39,828,179	39,821,597
SUBTOTAL	1,218	11,754	12,972	(32,077,803)	1,602,912	47,796,049	(17,340,712)	(6,582)	39,828,179	39,821,597
GRAND TOTAL	\$1,706,317	\$85,445	\$1,791,763	(\$34,644,801)	\$0	\$51,338,399	(\$18,625,899)	(\$140,539)	\$42,779,999	\$42,639,460

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 6/31/21.

FY 2021-22 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN MATEO COUNTY

Attachment A
Res No. 4450
Page 7 of 20
7/28/2021

FY2020-21 TDA Revenue Estimate				FY2021-22 TDA Revenue Estimate						
FY2020-21 Generation Estimate Adjustment				FY2021-22 County Auditor's Generation Estimate						
1. Original County Auditor Estimate (Feb, 20)			48,558,690	13. County Auditor Estimate					42,857,457	
2. Actual Revenue (Jun, 21)			42,247,432	FY2021-22 Planning and Administration Charges						
3. Revenue Adjustment (Lines 2-1)			(6,311,258)	14. MTC Administration (0.5% of Line 13)			214,287			
FY2020-21 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)			214,287			
4. MTC Administration (0.5% of Line 3)			(31,556)	16. MTC Planning (3.0% of Line 13)			1,285,724			
5. County Administration (Up to 0.5% of Line 3) ³			(31,556)	17. Total Charges (Lines 14+15+16)					1,714,298	
6. MTC Planning (3.0% of Line 3)			(189,338)	18. TDA Generations Less Charges (Lines 13-17)					41,143,159	
7. Total Charges (Lines 4+5+6)			(252,450)	FY2021-22 TDA Apportionment By Article						
8. Adjusted Generations Less Charges (Lines 3-7)			(5,947,570)	19. Article 3.0 (2.0% of Line 18)			822,863			
FY2020-21 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)					40,320,296	
9. Article 3 Adjustment (2.0% of line 8)			(118,951)	21. Article 4.5 (5.0% of Line 20)			2,016,015			
10. Funds Remaining (Lines 8-9)			(5,828,619)	22. TDA Article 4 (Lines 20-21)					38,304,281	
11. Article 4.5 Adjustment (5.0% of Line 10)			(291,431)							
12. Article 4 Adjustment (Lines 10-11)			(5,537,188)							
TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2020	FY2019-20	6/30/2020	FY2019-21	FY2020-21	FY2020-21	FY2020-21	6/30/2021	FY2021-22	FY2021-22
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	4,104,858	203,186	4,308,044	(3,635,980)	0	932,327	(118,951)	1,485,440	822,863	2,308,303
Article 4.5	1,460	7,126	8,586	(1,969,917)	0	2,284,201	(291,431)	31,439	2,016,015	2,047,454
SUBTOTAL	4,106,317	210,313	4,316,630	(5,605,897)	0	3,216,528	(410,382)	1,516,879	2,838,878	4,355,757
Article 4										
SamTrans	33,006	129,743	162,748	(37,428,024)	0	43,399,815	(5,537,188)	597,351	38,304,281	38,901,632
SUBTOTAL	33,006	129,743	162,748	(37,428,024)	0	43,399,815	(5,537,188)	597,351	38,304,281	38,901,632
GRAND TOTAL	\$4,139,323	\$340,055	\$4,479,378	(\$43,033,921)	\$0	\$46,616,343	(\$5,947,570)	\$2,114,230	\$41,143,159	\$43,257,389

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 6/31/21.

3. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2021-22 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SANTA CLARA COUNTY**

Attachment A
Res No. 4450
Page 8 of 20
7/28/2021

FY2020-21 TDA Revenue Estimate			FY2021-22 TDA Revenue Estimate		
FY2020-21 Generation Estimate Adjustment			FY2021-22 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 20)	121,909,000		13. County Auditor Estimate	130,850,000	
2. Actual Revenue (Jun, 21)	122,125,666		FY2021-22 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		216,666	14. MTC Administration (0.5% of Line 13)	654,250	
FY2020-21 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	654,250	
4. MTC Administration (0.5% of Line 3)	1,083		16. MTC Planning (3.0% of Line 13)	3,925,500	
5. County Administration (Up to 0.5% of Line 3) ³	1,083		17. Total Charges (Lines 14+15+16)	5,234,000	
6. MTC Planning (3.0% of Line 3)	6,500		18. TDA Generations Less Charges (Lines 13-17)	125,616,000	
7. Total Charges (Lines 4+5+6)		8,666	FY2021-22 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		258,629	19. Article 3.0 (2.0% of Line 18)	2,512,320	
FY2020-21 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	123,103,680	
9. Article 3 Adjustment (2.0% of line 8)	5,173		21. Article 4.5 (5.0% of Line 20)	6,155,184	
10. Funds Remaining (Lines 8-9)		253,456	22. TDA Article 4 (Lines 20-21)	116,948,496	
11. Article 4.5 Adjustment (5.0% of Line 10)	12,673				
12. Article 4 Adjustment (Lines 10-11)		240,783			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2020	FY2019-20	6/30/2020	FY2019-21	FY2020-21	FY2020-21	FY2020-21	6/30/2021	FY2021-22	FY2021-22
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	5,592,145	183,802	5,775,947	(5,843,080)		2,340,653	5,173	2,278,693	2,512,320	4,791,013
Article 4.5	25,844	0	25,844	(5,751,594)	0	5,734,599	12,673	21,522	6,155,184	6,176,706
SUBTOTAL	5,617,988	183,802	5,801,791	(11,594,674)	0	8,075,252	17,846	2,300,215	8,667,504	10,967,719
Article 4										
VTA	491,024	0	491,024	(109,280,287)	0	108,957,388	240,783	408,908	116,948,496	117,357,404
SUBTOTAL	491,024	0	491,024	(109,280,287)	0	108,957,388	240,783	408,908	116,948,496	117,357,404
GRAND TOTAL	\$6,109,012	\$183,802	\$6,292,815	(\$120,874,961)	\$0	\$117,032,640	\$258,629	\$2,709,123	\$125,616,000	\$128,325,123

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 6/31/21.

3. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

FY 2021-22 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY

Attachment A
Res No. 4450
Page 9 of 20
7/28/2021

FY2020-21 TDA Revenue Estimate			FY2021-22 TDA Revenue Estimate		
FY2020-21 Generation Estimate Adjustment			FY2021-22 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 20)		22,251,809	13. County Auditor Estimate		22,483,483
2. Actual Revenue (Jun, 21)		22,474,575	FY2021-22 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		222,766	14. MTC Administration (0.5% of Line 13)		112,417
FY2020-21 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)		112,417
4. MTC Administration (0.5% of Line 3)		1,114	16. MTC Planning (3.0% of Line 13)		674,504
5. County Administration (Up to 0.5% of Line 3)		1,114	17. Total Charges (Lines 14+15+16)		899,338
6. MTC Planning (3.0% of Line 3)		6,683	18. TDA Generations Less Charges (Lines 13-17)		21,584,145
7. Total Charges (Lines 4+5+6)		8,911	FY2021-22 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		213,855	19. Article 3.0 (2.0% of Line 18)		431,683
FY2020-21 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		21,152,462
9. Article 3 Adjustment (2.0% of line 8)		4,277	21. Article 4.5 (5.0% of Line 20)		0
10. Funds Remaining (Lines 8-9)		209,578	22. TDA Article 4 (Lines 20-21)		21,152,462
11. Article 4.5 Adjustment (5.0% of Line 10)		0			
12. Article 4 Adjustment (Lines 10-11)		209,578			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2020	FY2019-20	6/30/2020	FY2019-21	FY2020-21	FY2020-21	FY2020-21	6/30/2021	FY2021-22	FY2021-22
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,251,791	25,097	1,276,888	(1,664,162)	0	427,235	4,277	44,238	431,683	475,921
Article 4.5										
SUBTOTAL	1,251,791	25,097	1,276,888	(1,664,162)	0	427,235	4,277	44,238	431,683	475,921
Article 4/8										
Dixon	1,120,732	24,501	1,145,234	(982,748)	0	938,978	9,400	1,110,864	959,641	2,070,505
Fairfield	5,266,879	104,099	5,370,978	(4,655,294)	0	5,557,256	55,634	6,328,574	5,620,857	11,949,431
Rio Vista	641,837	15,233	657,070	(384,638)	0	446,672	4,472	723,575	479,869	1,203,444
Solano County	2,493,104	37,449	2,530,553	(1,007,503)	0	928,826	9,299	2,461,175	916,397	3,377,572
Suisun City	5,473	1,632	7,105	(1,115,374)	0	1,396,892	13,984	302,607	1,399,148	1,701,755
Vacaville	10,837,671	213,369	11,051,040	(4,248,078)	0	4,687,157	46,924	11,537,043	4,749,915	16,286,958
Vallejo/Benicia	9,703,126	164,553	9,867,679	(5,525,515)	0	6,978,721	69,865	11,390,750	7,026,636	18,417,386
SUBTOTAL	30,068,822	560,835	30,629,658	(17,919,150)	0	20,934,502	209,578	33,854,588	21,152,462	55,007,050
GRAND TOTAL	\$31,320,613	\$585,932	\$31,906,546	(\$19,583,312)	\$0	\$21,361,737	\$213,855	\$33,898,826	\$21,584,145	\$55,482,971

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 6/31/21.

3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.

FY 2021-22 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SONOMA COUNTY

Attachment A
Res No. 4450
Page 10 of 20
7/28/2021

FY2020-21 TDA Revenue Estimate			FY2021-22 TDA Revenue Estimate		
FY2020-21 Generation Estimate Adjustment			FY2021-22 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 20)	26,300,000		13. County Auditor Estimate	26,600,000	
2. Actual Revenue (Jun, 21)	26,219,978		FY2021-22 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)	(80,022)		14. MTC Administration (0.5% of Line 13)	133,000	
FY2020-21 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	133,000	
4. MTC Administration (0.5% of Line 3)	(400)		16. MTC Planning (3.0% of Line 13)	798,000	
5. County Administration (Up to 0.5% of Line 3) ⁴	(400)		17. Total Charges (Lines 14+15+16)	1,064,000	
6. MTC Planning (3.0% of Line 3)	(2,401)		18. TDA Generations Less Charges (Lines 13-17)	25,536,000	
7. Total Charges (Lines 4+5+6)	(3,201)		FY2021-22 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)	(45,721)		19. Article 3.0 (2.0% of Line 18)	510,720	
FY2020-21 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	25,025,280	
9. Article 3 Adjustment (2.0% of line 8)	(914)		21. Article 4.5 (5.0% of Line 20)	0	
10. Funds Remaining (Lines 8-9)	(44,807)		22. TDA Article 4 (Lines 20-21)	25,025,280	
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)	(44,807)				

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2020	FY2019-20	6/30/2020	FY2019-21	FY2020-21	FY2020-21	FY2020-21	6/30/2021	FY2021-22	FY2021-22
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	2,232,541	56,846	2,289,387	(2,016,361)	0	504,960	(914)	777,072	510,720	1,287,792
Article 4.5										
SUBTOTAL	2,232,541	56,846	2,289,387	(2,016,361)	0	504,960	(914)	777,072	510,720	1,287,792
Article 4/8										
GGBHTD ³	13,140	11,449	24,588	(6,092,748)	0	6,185,760	(11,202)	106,399	6,216,280	6,322,679
Petaluma	1,436,464	36,409	1,472,872	(1,757,888)	0	2,182,336	(3,952)	1,893,369	1,951,972	3,845,341
Santa Rosa	2,062,512	58,374	2,120,886	(6,106,479)	3,615,414	6,509,894	(11,789)	6,127,926	6,764,333	12,892,259
Sonoma County	5,385,643	91,274	5,476,917	(9,580,430)	4,159,742	9,865,050	(17,865)	9,903,414	10,092,695	19,996,109
SUBTOTAL	8,897,758	197,505	9,095,263	(23,537,545)	7,775,156	24,743,040	(44,807)	18,031,108	25,025,280	43,056,388
GRAND TOTAL	\$11,130,299	\$254,352	\$11,384,651	(\$25,553,906)	\$7,775,156	\$25,248,000	(\$45,721)	\$18,808,180	\$25,536,000	\$44,344,180

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 6/31/21.

3. Apportionment to GGBHTD is based on the Sonoma County Transportation Authority's coordinated TDA claim.

4. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2021-22 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
REVENUE-BASED FUNDS (PUC 99314)**

Attachment A
Res No. 4450
Page 11 of 20
7/28/2021

FY2020-21 STA Revenue Estimate		FY2021-22 STA Revenue Estimate				
1. State Estimate (May, 21) ³	\$147,096,376	4. Projected Carryover (Aug, 21)	\$27,060,922			
2. Actual Revenue (Aug, 21)		5. State Estimate (May, 21)	\$179,286,509			
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$206,347,431			
STA REVENUE-BASED APPORTIONMENT BY OPERATOR						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2020	FY2019-21	FY2020-21	6/30/2021	FY2021-22	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Revenue Estimate ³	Projected Carryover ⁴	Revenue Estimate ⁵	Available For Allocation
ACCMA - Corresponding to ACE	4,010	(164,909)	214,706	53,806	261,691	315,497
Caltrain	4,441,267	(9,019,702)	6,972,206	2,393,770	8,497,983	10,891,753
CCCTA	126,728	(469,029)	611,263	268,963	745,030	1,013,993
City of Dixon	32,178	0	5,969	38,147	7,275	45,422
ECCTA	41,264	(263,735)	295,537	73,066	360,211	433,277
City of Fairfield	56	(81,165)	108,464	27,354	132,200	159,554
GGBHTD	476	(6,447,940)	6,690,126	242,662	8,154,174	8,396,836
LAVTA	344,011	(207,720)	293,209	429,500	357,374	786,874
Marin Transit	1,976,465	(967,237)	1,143,363	2,152,591	1,393,573	3,546,164
NVTA	3,252	(68,897)	83,009	17,363	101,174	118,537
City of Petaluma	68,009	(93,598)	35,615	10,026	43,409	53,435
City of Rio Vista	11,936	0	1,898	13,834	2,313	16,147
SamTrans	1,030,437	(4,341,960)	6,992,667	3,681,144	8,522,922	12,204,066
SMART	7,315	(1,089,118)	1,445,395	363,592	1,761,701	2,125,293
City of Santa Rosa	82	(90,179)	119,680	29,583	145,870	175,453
Solano County Transit	9	(209,047)	254,929	45,891	310,717	356,608
Sonoma County Transit	13,205	(134,069)	166,715	45,851	203,199	249,050
City of Union City	18	(67,898)	90,572	22,692	110,392	133,084
Vacaville City Coach	76,620	0	19,412	96,032	23,660	119,692
VTA	1,009	(20,426,308)	21,194,040	768,742	25,832,081	26,600,823
VTA - Corresponding to ACE	70	(128,668)	123,869	(4,729)	150,976	146,247
WCCTA	109,334	(401,452)	387,687	95,569	472,527	568,096
WETA	11,908,854	0	1,901,202	13,810,056	2,317,255	16,127,311
SUBTOTAL	20,196,604	(44,672,631)	49,151,533	24,675,505	59,907,708	84,583,213
AC Transit	6,082	(18,025,482)	18,697,591	678,192	22,789,317	23,467,509
BART	8,259	(29,411,882)	29,299,150	(104,473)	35,710,889	35,606,416
SFMTA	33	(48,136,436)	49,948,101	1,811,698	60,878,595	62,690,293
SUBTOTAL	14,375	(95,573,800)	97,944,843	2,385,417	119,378,801	121,764,218
GRAND TOTAL	\$20,210,979	(\$140,246,431)	\$147,096,376	\$27,060,922	\$179,286,509	\$206,347,431

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY 2020-21 allocations as of 1/31/21.

3. FY 2020-21 STA revenue generation is based on revised estimates from the May Revision to the Governor's Budget in May 2021. These revised estimates for FY 2020-21 reflect the stronger performance of diesel sales tax revenues than were originally expected when the FY 2020-21 state budget was adopted in June 2020.

4. Projected carryover as of 6/30/21 does not include interest accrued in FY2020-21.

5. FY2021-22 STA revenue generation based on forecasts from the May Revision to the Governor's Budget in May 2021. Both the revenue forecast and distribution factors may change with the release of the SCO's official report in August, and will be reflected in a Fund Estimate revision in September or October 2021.

**FY 2021-22 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313) - THROUGH FY 2017-18**

Attachment A
Res No. 4450
Page 12 of 20
7/28/2021

STA POPULATION-BASED APPORTIONMENT BY JURISDICTION & OPERATOR						
<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=Sum(A:C)</i>	<i>E</i>	<i>F=Sum(D:E)</i>
	6/30/2019	FY2018-20	FY2019-20	6/30/2020	FY2020-21	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Revenue Estimate ⁴	Projected Carryover ³	Revenue Estimate ⁴	Available For Allocation
Northern Counties/Small Operators⁵						
Marin	3,306	0	0	3,306	0	3,306
Napa	1,785	0	0	1,785	0	1,785
Solano/Vallejo	1,758,289	(629,748)	0	1,128,541	0	1,128,541
Sonoma	9,872	0	0	9,872	0	9,872
CCCTA	16	0	0	16	0	16
ECCTA	2,787	0	0	2,787	0	2,787
LAVTA	2,839	0	0	2,839	0	2,839
Union City	2,983	0	0	2,983	0	2,983
WCCTA	835	0	0	835	0	835
SUBTOTAL	1,782,713	(629,748)	0	1,152,964	0	1,152,964
Regional Paratransit⁵						
Alameda	3,552	0	0	3,552	0	3,552
Contra Costa	1,715	0	0	1,715	0	1,715
Marin	412	0	0	412	0	412
Napa	380	0	0	380	0	380
San Francisco	2,713	0	0	2,713	0	2,713
San Mateo	3,369	0	0	3,369	0	3,369
Santa Clara	528	0	0	528	0	528
Solano	134,147	88,020	0	222,167	0	222,167
Sonoma	2,098	0	0	2,098	0	2,098
SUBTOTAL	148,915	88,020	0	236,934	0	236,934
Lifeline⁵						
Alameda	1,129,802	(1,003,205)	0	126,597	0	126,597
Contra Costa	333,684	(276,200)	0	57,484	0	57,484
Marin	40,935	(25,837)	0	15,098	0	15,098
Napa	341,774	(324,324)	0	17,450	0	17,450
San Francisco	271,018	(45,000)	0	226,018	0	226,018
San Mateo	503,035	0	0	503,035	0	503,035
Santa Clara	7,820,548	(7,083,653)	0	736,895	0	736,895
Solano	127,365	22,532	0	149,897	0	149,897
Sonoma	37,447	0	0	37,447	0	37,447
JARC Funding Restoration	400,668	(340,668)	0	60,000	0	60,000
Participatory Budgeting Pilot	1,032,650	(200,000)	0	832,650	0	832,650
SUBTOTAL	12,038,925	(9,276,355)	0	2,762,571	0	2,762,571
MTC Regional Coordination Program⁶		0	0	0	0	0
BART to Warm Springs	0	0	0	0	0	0
SamTrans	42,420	0	0	42,420	0	42,420
GRAND TOTAL	\$14,012,974	(\$9,818,083)	\$0	\$4,194,889	\$0	\$4,194,889

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 1/31/21.

3. The projected carryover as of 6/30/2021 does not include interest accrued in FY 2020-21.

4. FY 2018-19 - FY 2021-22 revenue is distributed through MTC Resolution 4321, adopted in February 2018. See following page for details.

5. The February 2021 version of the FY21-22 Fund Estimate is the last occasion that the MTC Resolution 3837 Population-based Program will appear in the Fund Estimate. All remaining balances for the Northern Counties/Small Operators and Regional Paratransit programs will be transferred to the appropriate STA County Block Grant fund established by MTC Resolution 4321.

6. See Regional Program on following page for details from FY 2018-19 onwards.

**FY 2021-22 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313) - FY 2018-19 ONWARDS**

Attachment A
Res No. 4450
Page 13 of 20
7/28/2021

FY2020-21 STA Revenue Estimate			FY2021-22 STA Revenue Estimate			
1. State Estimate (May, 21) ³		\$53,756,799	4. Projected Carryover (Aug, 21)		\$46,262,208	
2. Actual Revenue (Aug, 21)			5. State Estimate ⁴ (Jan, 21)		\$65,520,778	
3. Revenue Adjustment (Lines 2-1)			6. Total Funds Available (Lines 4+5)		\$111,782,986	
STA POPULATION-BASED COUNTY BLOCK GRANT AND REGIONAL PROGRAM APPORTIONMENT						
Column	A	C	D	E=Sum(A:D)	F	G=Sum(E:F)
	6/30/2020	FY2020-21	FY2020-21	6/30/2021	FY2021-22	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Revenue Estimate ³	Projected Carryover ⁴	Revenue Estimate ⁵	Available For Allocation
County Block Grant ⁶						
Alameda	1	(6,410,580)	6,651,853	241,274	8,082,314	8,323,588
Contra Costa	1	(8,044,464)	8,347,232	302,769	10,142,279	10,445,048
Marin	2	(2,069,434)	2,147,322	77,890	2,609,098	2,686,988
Napa	84	(985,275)	1,313,521	328,330	1,595,990	1,924,320
San Francisco	3,179,433	(5,289,224)	3,181,779	1,071,988	3,866,011	4,937,999
San Mateo	3,266,259	(475,842)	1,905,013	4,695,430	2,314,681	7,010,111
Santa Clara	222	(5,110,672)	5,302,791	192,341	6,443,141	6,635,482
Solano	6,283,432	(5,812,578)	3,951,866	4,422,720	4,801,703	9,224,423
Sonoma	3	(4,653,249)	4,828,382	175,137	5,866,712	6,041,849
SUBTOTAL	12,729,436	(38,851,318)	37,629,760	11,507,879	45,721,929	57,229,808
Regional Program	14,410,656	(10,046,012)	2,706,923	7,071,566	19,595,113	26,666,679
Means-Based Transit Fare Program ⁷	22,072,476	(8,606,095)	13,420,117	26,886,499	0	26,886,499
Transit Emergency Service Contingency Fund ⁸	796,264	0	0	796,264	203,736	1,000,000
GRAND TOTAL	\$50,008,832	(\$57,503,425)	\$53,756,799	\$46,262,208	\$65,520,778	\$111,782,986

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 1/31/21.

3. FY 2020-21 STA revenue generation is based on revised estimates from the May Revision to the Governor's Budget in May 2021. These revised estimates for FY 2020-21 reflect the stronger performance of diesel sales tax revenues than were originally expected when the FY 2020-21 state budget was adopted in June 2020.

4. The projected carryover as of 6/30/2021 does not include interest accrued in FY 2020-21.

5. FY2021-22 STA revenue generation based on forecasts from the May Revision to the Governor's Budget in May 2021. Both the revenue forecast and distribution factors may change with the release of the SCO's official report in August, and will be reflected in a Fund Estimate revision in September or October 2021.

6. County Block Grant adopted through MTC Resolution 4321 in February 2018.

7. FY2021 Revenue Estimates for the Means-Based Transit Fare Program includes a transfer of \$6.6M from the Regional Program, and an additional \$6.7M transfer as part of a CARES Act swap with STA funds.

8. Funds for the Transit Emergency Service Contingency Fund are taken "off the top" from the STA Population-Based program.

**FY 2021-22 FUND ESTIMATE
BRIDGE TOLLS¹**

Attachment A
Res No. 4450
Page 14 of 20
7/28/2021

BRIDGE TOLL APPORTIONMENT BY CATEGORY

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=Sum(A:C)</i>	<i>E</i>	<i>F=D+E</i>
	6/30/2020	FY2019-21	FY2020-21	6/30/2021	FY2021-22	Total
Fund Source	Balance ²	Outstanding Commitments ³	Programming Amount ⁴	Projected Carryover	Programming Amount ⁴	Available for Allocation
MTC 2% Toll Revenues						
Ferry Capital	6,032,793	(4,218,443)	1,000,000	2,814,350	1,000,000	3,814,350
Bay Trail	0	(450,000)	450,000	0	450,000	450,000
Studies	577,048	(121,992)	0	455,056	0	455,056
SUBTOTAL	6,609,841	(4,790,435)	1,450,000	3,269,406	1,450,000	4,719,406
5% State General Fund Revenues						
Ferry	15,541,375	(1,936,468)	3,374,680	16,979,587	3,126,721	20,106,308
Bay Trail	109,655	(391,361)	281,706	0	281,706	281,706
SUBTOTAL	15,651,030	(2,327,829)	3,656,386	16,979,587	3,408,427	20,388,014

1. BATA Resolution 93 and MTC Resolution 3948 required BATA to make a payment to MTC equal to the estimated present value of specified fund transfers for the next 50 years (FY2010-11 through FY2059-60) and relieved BATA from making those fund transfers for that 50 year period. The MTC 2% Toll Revenues listed above, commencing in FY2010-11, are funded from this payment.

2. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

3. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 1/31/21.

4. MTC Resolution 4015 states that annual funding levels are established and adjusted through the fund estimate for 2%, and 5% bridge toll revenues.

FY 2021-22 FUND ESTIMATE
AB1107 FUNDS
AB1107 IS TWENTY-FIVE PERCENT OF THE ONE-HALF CENT BART DISTRICT SALES TAX

Attachment A
Res No. 4450
Page 15 of 20
7/28/2021

FY2020-21 AB1107 Revenue Estimate		FY2021-22 AB1107 Estimate	
1. Original MTC Estimate (Feb, 20)	\$93,500,000	4. Projected Carryover (Jun, 21)	\$0
2. Actual Revenues (Jun, 21)	\$86,173,152	5. MTC Estimate (Feb, 21)	\$83,000,000
3. Revenue Adjustment (Lines 2-1)	(\$7,326,848)	6. Total Funds Available (Lines 4+5)	\$83,000,000

AB1107 APPORTIONMENT BY OPERATOR

Column	A	B	C=Sum(A:B)	D	E	F	G=Sum(A:F)	H	I=Sum(G:H)
	6/30/2020	FY2019-20	6/30/2020	FY2019-21	FY2020-21	FY2020-21	6/30/2021	FY2021-22	FY2021-22
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
AC Transit	0	0	0	(43,086,576)	46,750,000	(3,663,424)	0	41,500,000	41,500,000
SFMTA	0	0	0	(43,086,576)	46,750,000	(3,663,424)	0	41,500,000	41,500,000
TOTAL	\$0	\$0	\$0	(\$86,173,152)	\$93,500,000	(\$7,326,848)	\$0	\$83,000,000	\$83,000,000

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 6/31/21.

**FY 2021-22 FUND ESTIMATE
TDA & STA FUND SUBAPPORTIONMENT FOR ALAMEDA & CONTRA COSTA COUNTIES
& IMPLEMENTATION OF OPERATOR AGREEMENTS**

Attachment A
Res No. 4450
Page 16 of 20
7/28/2021

ARTICLE 4.5 SUBAPPORTIONMENT				
Apportionment Jurisdictions	Alameda Article 4.5		Contra Costa Article 4.5	
Total Available	\$4,781,796		\$2,955,515	
AC Transit	\$4,368,410		\$896,787	
LAVTA	\$160,244			
Pleasanton	\$86,121			
Union City	\$167,020			
CCCTA				
ECCTA			\$1,254,857	
WCCTA			\$616,852	
			\$187,019	
IMPLEMENTATION OF OPERATOR AGREEMENTS				
Apportionment of BART Funds to Implement Transit Coordination Program				
Apportionment Jurisdictions	Total Available Funds (TDA and STA) FY 2021-22			
CCCTA	\$891,994			
LAVTA	\$750,699			
ECCTA	\$2,899,892			
WCCTA	\$3,025,641			
Fund Source	Apportionment Jurisdictions	Claimant	Amount ¹	Program
Total Available BART STA Revenue-Based Funds ²			\$35,606,416	
STA Revenue-Based	BART	CCCTA	(891,994)	BART Feeder Bus
STA Revenue-Based	BART	LAVTA	(644,998)	BART Feeder Bus
STA Revenue-Based	BART	ECCTA	(2,899,892)	BART Feeder Bus
STA Revenue-Based	BART	WCCTA	(2,649,395)	BART Feeder Bus
Total Payment			(7,086,279)	
Remaining BART STA Revenue-Based Funds			\$28,520,137	
Total Available BART TDA Article 4 Funds			\$481,947	
TDA Article 4	BART-Alameda	LAVTA	(105,700)	BART Feeder Bus
TDA Article 4	BART-Contra Costa	WCCTA	(376,247)	BART Feeder Bus
Total Payment			(481,947)	
Remaining BART TDA Article 4 Funds			\$0	
Total Available SamTrans STA Revenue-Based Funds			\$12,204,066	
STA Revenue-Based	SamTrans	BART	(801,024)	SFO Operating Expense
Total Payment			(801,024)	
Remaining SamTrans STA Revenue-Based Funds			\$11,403,042	
Total Available Union City TDA Article 4 Funds			\$13,040,006	
TDA Article 4	Union City	AC Transit	(116,699)	Union City service
Total Payment			(116,699)	
Remaining Union City TDA Article 4 Funds			\$12,923,307	

1. Amounts assigned to the claimants in this page will reduce the funds available for allocation in the corresponding apportionment jurisdictions by the same amounts.

2. As of February 2021 discussions are ongoing between BART, MTC, and the four East Bay bus operators shown here regarding possible changes to the operator agreements which govern these payments. Should any changes be proposed staff will return to the MTC Programming and Allocations Committee to provide an update.

**FY 2021-22 FUND ESTIMATE
STA SPILLOVER FUNDING AGREEMENT PER RESOLUTION 3814**

Attachment A
Res No. 4450
Page 17 of 20
7/28/2021

PROPOSITION 1B TRANSIT FUNDING PROGRAM -- POPULATION BASED SPILLOVER DISTRIBUTION

Apportionment Category	MTC Resolution 3814	%	FY 2007-08	FY2009-20	MTC Res-3833	MTC Res-3925	FY2021-22
	Spillover Payment Schedule		Spillover Distribution	Spillover Distribution	(RM 1 Funding)	(STP/CMAQ Funding)	Remaining
Lifeline	10,000,000	16%	1,028,413	0	0	8,971,587	0
Small Operators / North Counties	3,000,000	5%	308,524	0	0	2,691,476	0
BART to Warm Springs	3,000,000	5%	308,524	0	0	0	0
eBART	3,000,000	5%	327,726	0	2,672,274	0	0
SamTrans	43,000,000	69%	4,422,174	0	0	19,288,913	19,288,913
TOTAL	\$62,000,000	100%	\$6,395,361	\$0	\$0	\$30,951,976	\$19,288,914

FY 2021-22 FUND ESTIMATE
CAP AND TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)

Attachment A
Res No. 4450
Page 18 of 20
7/28/2021

FY2020-21 LCTOP Revenue Estimate¹		FY2021-22 LCTOP Revenue Estimate²	
1. Estimated Statewide Appropriation (Jan, 21)	\$100,000,000	5. Estimated Statewide Appropriation (Jan, 21)	\$106,000,000
2. MTC Region Revenue-Based Funding	\$26,792,290	6. Estimated MTC Region Revenue-Based Funding	\$28,399,828
3. MTC Region Population-Based Funding	\$9,791,321	7. Estimated MTC Region Population-Based Funding	\$10,378,800
4. Total MTC Region Funds	\$36,583,611	8. Estimated Total MTC Region Funds	\$38,778,628

1. The FY 2020-21 LCTOP revenue generation is based on the \$100 million revised estimate included in the FY 2021-22 Proposed State Budget.

2. The FY 2021-22 LCTOP revenue generation is based on the \$106 million estimated in the FY 2021-22 Proposed State Budget.

**FY 2021-22 FUND ESTIMATE
STATE OF GOOD REPAIR (SGR) PROGRAM
REVENUE-BASED FUNDS**

Attachment A
Res No. 4450
Page 19 of 20
7/28/2021

FY2020-21 SGR Revenue-Based Revenue Estimate		FY2021-22 SGR Revenue-Based Revenue Estimate	
1. State Estimate (Aug, 20)	\$31,528,098	4. Projected Carryover (Aug, 21)	\$46,019
2. Actual Revenue (Aug, 21)		5. State Estimate (Jan, 21)	\$31,477,988
3. Revenue Adjustment (Lines 2-1)	\$0	6. Total Funds Available (Lines 4+5)	\$31,524,007

STATE OF GOOD REPAIR PROGRAM REVENUE-BASED APPORTIONMENT BY OPERATOR

Column	A 6/30/2020	B FY2019-21	C FY2020-21	D=Sum(A:C) 6/30/2021	E FY2021-22	F=Sum(D:E) Total
Apportionment Jurisdictions	Balance (w/interest)	Outstanding Commitments	Revenue Estimate ¹	Projected Carryover	Revenue Estimate ²	Available For Allocation
ACCMA - Corresponding to ACE	650	(650)	46,019	46,019	45,946	91,965
Caltrain	18,963	(1,513,360)	1,494,397	0	1,492,021	1,492,021
CCCTA	1,766	(132,782)	131,016	0	130,808	130,808
City of Dixon	0	(1,279)	1,279	0	1,277	1,277
ECCTA	932	(64,276)	63,344	0	63,244	63,244
City of Fairfield	372	(23,620)	23,248	0	23,211	23,211
GGBHTD	19,098	(1,453,035)	1,433,937	0	1,431,657	1,431,657
LAVTA	790	(63,635)	62,845	0	62,746	62,746
Marin Transit	3,721	(248,785)	245,064	0	244,675	244,675
NVTA	266	(18,058)	17,792	0	17,763	17,763
City of Petaluma	111	(7,745)	7,634	0	7,622	7,622
City of Rio Vista	0	(407)	407	0	406	406
SamTrans	18,168	(1,516,951)	1,498,783	0	1,496,400	1,496,400
SMART	3,793	(313,594)	309,801	0	309,308	309,308
City of Santa Rosa	363	(26,015)	25,652	0	25,611	25,611
Solano County Transit	788	(55,429)	54,641	0	54,554	54,554
Sonoma County Transit	507	(36,240)	35,733	0	35,676	35,676
City of Union City	268	(19,681)	19,413	0	19,382	19,382
Vacaville City Coach	0	(4,161)	4,161	0	4,154	4,154
VTA	52,038	(4,594,691)	4,542,653	0	4,535,433	4,535,433
VTA - Corresponding to ACE	416	(26,966)	26,550	0	26,508	26,508
WCCTA	1,134	(84,229)	83,095	0	82,963	82,963
WETA	5,180	(412,676)	407,496	0	406,849	406,849
SUBTOTAL	129,325	(10,618,266)	10,534,959	46,019	10,518,214	10,564,233
AC Transit	53,066	(4,060,639)	4,007,573	0	4,001,204	4,001,204
BART	91,021	(6,370,893)	6,279,872	0	6,269,892	6,269,892
SFMTA	142,873	(10,848,566)	10,705,693	0	10,688,678	10,688,678
SUBTOTAL	286,960	(21,280,098)	20,993,139	0	20,959,774	20,959,774
GRAND TOTAL	\$416,285	(\$31,898,364)	\$31,528,098	\$46,019	\$31,477,988	\$31,524,007

1. FY2020-21 State of Good Repair Program revenue generation is based on August 1, 2020 estimates from the State Controller's Office (SCO).

2. FY2021-22 State of Good Repair Program revenue generation is based on January 29, 2021 estimates from the State Controller's Office (SCO).

**FY 2021-22 FUND ESTIMATE
STATE OF GOOD REPAIR (SGR) PROGRAM
POPULATION-BASED FUNDS**

Attachment A
Res No. 4450
Page 20 of 20
7/28/2021

FY2020-21 SGR Population-Based Revenue Estimate		FY2021-22 SGR Population-Based Revenue Estimate				
1. State Estimate (Aug, 20)	\$11,522,035	4. Projected Carryover (Aug, 21)	\$0			
2. Actual Revenue (Aug, 21)		5. State Estimate (Jan, 21)	\$11,503,725			
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$11,503,725			
SGR PROGRAM POPULATION-BASED APPORTIONMENT						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2020	FY2019-21	FY2020-21	6/30/2021	FY2021-22	Total
Apportionment	Balance (w/interest)	Outstanding Commitments	Revenue Estimate ¹	Projected Carryover	Revenue Estimate ²	Available For Allocation
Clipper®/Clipper® 2.0 ³	13,345,856	(24,867,891)	11,522,035	0	11,503,725	11,503,725
GRAND TOTAL	\$13,345,856	(\$24,867,891)	\$11,522,035	\$0	\$11,503,725	\$11,503,725

1. FY2020-21 State of Good Repair Program revenue generation is based on August 1, 2020 estimates from the State Controller's Office (SCO).

2. FY2021-22 State of Good Repair Program revenue generation is based on January 28, 2021 estimates from the State Controller's Office (SCO).

3. State of Good Repair Program funds are shown here according to the policy in MTC Resolution 4321.

Date: June 23, 2021
W.I.: 1255
Referred by: PAC
Revised: 07/28/21-C

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.

On July 28, 2021, Attachment A was revised to allocate funds to the 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 and July 14, 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

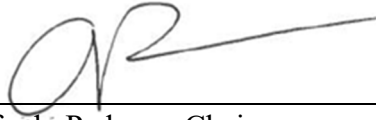
RESOLVED, that MTC approves the allocation of RM2 funds in accordance with Attachment A; and be it further

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

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

Alfredo Pedroza, Chair

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

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

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

Claimant	Project Description	Allocation Amount	Allocation Code	Approval Date	Project Number
TJPA ¹	Transbay Transit Center	\$ 2,550,000	1	06/23/21	13
MTC	Clipper	\$ 1,700,000	2	06/23/21	12
AC Transit	Express Bus Service	\$ 4,613,718	3	06/23/21	4
AC Transit	Dumbarton Bus	\$ 2,989,430	4	06/23/21	5
AC Transit	Owl Bus Service	\$ 1,284,030	5	06/23/21	7
AC Transit	Enhanced/Rapid Bus Service	\$ 2,550,000	6	06/23/21	9
WETA	Planning and Administration	\$ 2,550,000	7	07/28/21	11
WETA	Ferry Operations	\$ 13,005,000	8	07/28/21	6
Total		\$ 31,242,178			

Notes

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

Date: June 23, 2021
W.I.: 1514
Referred by: PAC
Revised: 07/28/21-C

ABSTRACT

Resolution No. 4465, Revised

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).

On July 28, 2021, Attachment A was revised to allocate funds to Eastern Contra Costa Transit Authority (ECCTA or Tri Delta Transit), Livermore Amador Valley Transit Authority (LAVTA or Wheels), Napa Valley Transportation Authority (NVTA), Sonoma County Transit, and Western Contra Costa Transit Authority (WestCAT).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 9, 2021 and July 14, 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

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

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
 Revised: 07/28/2021-C

Attachment A
 MTC Resolution No. 4465
 Page 1 of 1

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

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area
5801 - 99233.7, 99275 Community Transit Service - Operations					
VTA	Paratransit Operations	6,155,184	01	06/23/21	Santa Clara County
CCCTA	Paratransit Operations	1,211,358	02	06/23/21	Contra Costa County
AC Transit	Paratransit Operations	4,338,169	03	06/23/21	Alameda County
Subtotal		11,704,711			

5802 - 99260A Transit - Operations

AC Transit	Transit Operations	48,597,106	04	06/23/21	AC Transit - D1 Ala
AC Transit	Transit Operations	12,980,480	05	06/23/21	AC Transit - D2 Ala
AC Transit	Transit Operations	7,072,554	06	06/23/21	AC Transit - D1 CC
VTA	Transit Operations	116,948,496	07	06/23/21	VTA
SolTrans	Transit Operations	3,327,437	08	06/23/21	Vallejo/Benicia
CCCTA	Transit Operations	20,905,683	09	06/23/21	CCCTA
ECCTA	Transit Operations	12,074,983	12	07/28/21	ECCTA
Sonoma County T	Transit Operations	6,772,284	13	07/28/21	Sonoma County
NVTA	Transit Operations	1,451,200	14	07/28/21	NVTA
WestCat	Transit Operations	2,444,398	15	07/28/21	WestCat
LAVTA	Transit Operations	11,282,017	16	07/28/21	LAVTA
Subtotal		243,856,638			

Attachment A
 MTC Resolution No. 4465
 Page 2 of 2

5803 - 99260A Transit - Capital

SolTrans	Transit Capital	4,012,000	10	06/23/21	Vallejo/Benicia
CCCTA	Transit Capital	2,694,520	11	06/23/21	CCCTA
ECCTA	Transit Capital	4,103,457	17	07/28/21	ECCTA
Sonoma County T	Transit Capital	2,032,760	18	07/28/21	Sonoma County
NVTA	Transit Capital	4,223,000	19	07/28/21	NVTA
LAVTA	Transit Capital	4,686,907	20	07/28/21	LAVTA
Subtotal		21,752,644			

5807 - 99400C General Public - Operating

Sonoma County	Transit Operations	2,307,500	07/28/21	Sonoma County
	<i>Subtotal</i>	2,307,500		

5812 - 99400D Planning & Admin - Operating

NVTA	Planning and Administrative	1,070,000	07/28/21	NVTA
	<i>Subtotal</i>	1,070,000		

TOTAL 280,691,493

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
Revised: 07/28/21-C

ABSTRACT

Resolution No. 4466, Revised

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).

On July 28, 2021, Attachment A was revised to allocate funds to Eastern Contra Costa Transit Authority (ECCTA or Tri Delta Transit) and Western Contra Costa Transit Authority (WestCAT).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 9, 2021 and July 14, 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

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

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
Revised: 7/28/21 C

Attachment A
MTC Resolution No. 4466
Page 1 of 1

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

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area
5820 - 6730A Operating Costs - Revenue-based					
AC Transit	Transit Operations	18,707,978	01	06/23/21	AC Transit
VTA	Transit Operations	21,232,325	02	06/23/21	VTA
ECCTA	Transit Operations	2,899,892	06	07/28/21	BART
WestCat	Transit Operations	2,737,806	07	07/28/21	BART
	Subtotal	45,578,001			
5820 - 6730A Operating Costs - County Block Grant					
SolTrans	Transit Operations	1,134,745	03	06/23/21	Solano County
	Subtotal	1,134,745			
5820 - 6730A Operating Costs - Population-based MTC Regional Coordination					
MTC	Clipper Operations	6,300,000	04	06/23/21	MTC
	Subtotal	6,300,000			
5822 - 6731C Paratransit - Operating - County Block Grant					
VTA	Transit Operations	5,285,640	05	06/23/21	Santa Clara County
	TOTAL	58,298,386			

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: July 28, 2021
W.I.: 1511
Referred by: PAC

ABSTRACT

Resolution No. 4472

This resolution adopts the project allocations for the Caltrans transit State of Good Repair Program for the San Francisco Bay Area for Fiscal Year (FY) 2021-22.

This resolution includes the following attachment:

Attachment A – FY 2021-22 State of Good Repair Program Public Utilities Code § 99314 and 99313 Project List

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated July 14, 2021.

Date: July 28, 2021
W.I.: 1511
Referred by: PAC

RE: Caltrans Transit State of Good Repair Program, FY 2021-22

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4472

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, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), known as the Road Repair and Accountability Act of 2017, establishes the State of Good Repair Program (SGR Program); and

WHEREAS, the SGR Program will provide approximately \$105 million annually to transit operators in California for eligible transit maintenance and capital projects; and

WHEREAS, Public Utilities Code § 99313 and 99314 provides for the allocation by the State Controller of SGR Program funds to MTC based on the ratio of the population of the area under MTC's jurisdiction to the total population of the State of California and based on each Bay Area operator's qualifying revenue, respectively; and

WHEREAS, the State Department of Transportation (Caltrans) is responsible for administering the SGR Program; and

WHEREAS, Caltrans has developed guidelines for the purpose of administering and distributing SGR Program funds to eligible project sponsors; and

WHEREAS, Caltrans' guidelines for the Fiscal Year 2021-22 SGR Program require Regional Transportation Planning Agencies (RTPAs) like MTC to approve and submit a regional project list for all Public Utilities Code § 99314 and 99313 funds to be allocated to operators in the Bay Area; and

WHEREAS, staff has prepared a SGR Program Public Utilities Code § 99314 and 99313 funding allocation request list, Attachment A, for submittal to Caltrans, said attachment attached hereto and incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the Fiscal Year 2021-22 SGR Program Public Utilities Code § 99314 and 99313 funding allocation request list, attached hereto as Attachment A; and, be it further

RESOLVED, that MTC agrees to comply with all conditions and requirements set forth in the applicable statutes, regulations, guidelines, for all SGR Program funded projects; and, be it further

RESOLVED, that MTC hereby authorizes the submittal of the SGR Program Public Utilities Code § 99314 and 99313 funding allocation request list, attached hereto as Attachment A; and, be it further

RESOLVED, that should the final Fiscal Year 2021-22 amount differ from the State Controller's Office estimate, any amount above or below the estimate will be allocated to the projects listed in Attachment A; and, be it further

RESOLVED, that the Executive Director is authorized to make minor changes to Attachment A to conform to sponsor requests, and Caltrans and State Controller's actions.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations, on July 28, 2021.

Fiscal Year 2021-22 State of Good Repair Program Public Utilities Code § 99314 Project List			
Agency	Project Title	Amount	Notes
Alameda-Contra Costa Transit District (AC Transit)	Purchase 50 40-ft Replacement Diesel Buses	\$4,001,204	
ACE Train (Alameda County Apportionment)	Purchase of Capital Spare parts	\$45,946	
BART	Preventative Maintenance and Renovation of Various BART District-Wide Systems	\$6,269,892	
Peninsula Corridor Joint Powers Board (Caltrain)	State of Good Repair Track Rehabilitation	\$1,045,725	
Peninsula Corridor Joint Powers Board (Caltrain)	State of Good Repair Communications Rehab/Upgrades	\$55,296	
Peninsula Corridor Joint Powers Board (Caltrain)	Guadalupe Bridge-Final Design	\$391,000	
Central Contra Costa Transit Authority (County Connection)	Intelligent Transportation System Security Maintenance	\$130,808	
City of Fairfield (FAST)	Corporation Yard Transit Fleet Electrification Project	\$28,642	Includes Vacaville and Dixon allocations
Golden Gate Bridge Highway and Transportation District	New Vessel Acquisition	\$1,431,657	
Livermore-Amador Valley Transit Authority (Wheels)	Livermore Transit Center Rehabilitation and Improvement	\$62,746	
Marin County Transit District (Marin Transit)	Replacement of 7 35-ft Hybrid Vehicles	\$244,674	
Napa County Transportation and Planning Agency	Vine Bus Maintenance Facility	\$17,763	

Fiscal Year 2021-22 State of Good Repair Program Public Utilities Code § 99314 Project List			
Agency	Project Title	Amount	Notes
City of Petaluma	Preventative Maintenance	\$7,622	
San Mateo County Transit District (SamTrans)	LED Lighting Upgrade, Phase-2 at North Base & South Base Facilities	\$1,496,400	
City of Santa Rosa (Santa Rosa City Bus)	Preventive Maintenance of Fixed-Route Fleet	\$25,611	
City of San Francisco (SFMTA)	SFMTA Facilities SGR Project FY21-22	\$5,344,339	
City of San Francisco (SFMTA)	SFMTA Fixed Guideway SGR Project FY21-22	\$5,344,339	
Sonoma-Marin Area Rail Transit District (SMART)	SMART Capital Spare Parts Project	\$309,308	
Solano County Transit (SolTrans)	Battery refresh for two hybrid diesel buses	\$54,960	Includes Rio Vista allocation
County of Sonoma (Sonoma County Transit)	Fixed-Route Vehicle Replacements	\$35,676	
Eastern Contra Costa Transit Authority (TriDelta Transit)	ECCTA Parking Lot Repairs	\$63,244	
City of Union City (Union City Transit)	Bus Stop Improvements	\$19,382	
Santa Clara Valley Transportation Authority (VTA)	Operating assistance	\$4,561,941	
Western Contra Costa Transit Authority (WestCAT)	Purchase of Replacement Revenue Vehicles	\$82,963	
San Francisco Bay Area Water Emergency Transportation Authority (WETA)	Terminal Dredging - Vallejo	\$406,849	
TOTAL		\$31,477,987	

Fiscal Year 2021-22 State of Good Repair Program Public Utilities Code § 99314 Project List			
Agency	Project Title	Amount	Notes

Fiscal Year 2021-22 State of Good Repair Program Public Utilities Code § 99313 Project List			
Agency	Project Title	Amount	Notes
Metropolitan Transportation Commission (MTC)	Clipper®/Clipper® 2	\$11,503,725	
TOTAL		\$11,503,725	



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0909 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 6/7/2021 **In control:** Programming and Allocations Committee
On agenda: 7/14/2021 **Final action:**
Title: MTC Resolution 4481. American Rescue Plan Act of 2021 Phase 1 Distribution

Proposed programming of approximately \$912 million of American Rescue Plan Act of 2021 (ARP) funding to Bay Area transit operators to provide funding relief for revenue losses and ongoing financial uncertainty as a result of the COVID-19 pandemic.

Sponsors:

Indexes:

Code sections:

Attachments: [3a - 21-0909 - Reso 4481 - ARP Phase 1 Distribution.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:

MTC Resolution 4481. American Rescue Plan Act of 2021 Phase 1 Distribution

Proposed programming of approximately \$912 million of American Rescue Plan Act of 2021 (ARP) funding to Bay Area transit operators to provide funding relief for revenue losses and ongoing financial uncertainty as a result of the COVID-19 pandemic.

Presenter:

Theresa Romell and William Bacon

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

July 14, 2021

Agenda Item 3a - 21-0909

MTC Resolution 4481 – American Rescue Plan Act of 2021 Phase 1 Distribution

Subject: Proposed programming of approximately \$912 million of American Rescue Plan Act of 2021 (ARP) funding to Bay Area transit operators to provide funding relief for revenue losses and ongoing financial uncertainty as a result of the COVID-19 pandemic.

Background: The American Rescue Plan (ARP) Act of 2021 appropriated \$30.5 billion to support public transit through the impacts of the COVID-19 pandemic. The Bay Area will receive \$1.68 billion in transit funding from the ARP across the 12 federally designated urbanized areas (UZAs) that constitute the nine county Bay Area region. These funds are apportioned by the Federal Transit Administration (FTA) using the Section 5307 transit formula. As the designated recipient of these funds, MTC is responsible for programming the funds to eligible transit operators in the Bay Area.

In May, the Commission adopted a set of principles to guide the distribution of ARP funding. These principles, in summary included:

1. **Stabilize and Sustain Transit** – Funds should be used to ensure the financial stability of the region’s transit operators.
2. **Restore and Reimagine Service** – Funds should be distributed on the condition that operators take measures to restore service to at least match current demand, and to plan to deploy additional service in a way that advances equity and at a level necessary to support increased local and regional transit demand.
3. **Improve Customer Experience** – Funds should be used to promote and sustain transit usage in the region. Transit needs to invest to welcome riders back or risk that habits and travel modes adopted during the pandemic will linger long after the public health risk has passed. To better compete with other modes of transportation, transit must be safe, reliable, affordable, and easy to use for riders.

To further inform the distribution of ARP funds, in June, at the Programming and Allocations Committee staff proposed several questions for consideration ahead of the distribution of funds. Commissioners also 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 at a special Programming and Allocations workshop held the same month.

Based on key takeaways from the special workshop presentations and ensuing discussion, staff provided several recommendations at the June Commission meeting including:

1. Distribute ARP funding in multiple tranches to allow operators to make significant near-term service improvements yet provide flexibility for MTC to gauge the recovery’s progress and fund sustainable service that best fits customer’s needs;
2. Maintain a needs-based framework that is conducive to sustaining Bay Area operators in a unique and unprecedented emergency-driven framework as opposed to distributing funds in proportion to the Urbanized Area formulaic

service provision factors that were used as vehicle to quickly get federal funds out to the regions; and

3. Set aside funds for future allocation to advance Blue Ribbon Transit Recovery Task Force (BRTF) initiatives.

Based on direction and input received since May, staff is proposing a Phase 1 distribution of ARP funds of approximately \$912 million, and a set-aside of approximately \$157 million for future allocation, to be used for BRTF initiatives, to respond to unexpected operator hardships or disparities, and for other focused recovery strategies.

The methodology used for the Phase 1 distribution and the rationale behind it is detailed in Attachment 1, and briefly summarized below:

1. Preserve the region's ability to pivot to alternative factors and distribution considerations by releasing only 60% of the total amount calculated.
2. Continue a needs-based focus by providing operators with relief from on-going pandemic related revenue losses in the next fiscal year, while assuming an improved level of economic and ridership recovery.
3. Look forward to service restoration and recovery by providing a funding incentive, on top of revenue loss back-fill, for operators to make meaningful and context-specific service provision improvements.
4. Provide a more level financial footing across operators by taking into account the amount of prior COVID relief funding received in comparison to actual/estimated revenue losses. Further, allow all operators, regardless of prior relief allocated, to receive some amount of ARP funds to respond to ongoing uncertainties.
5. Target an amount of ARP funds to be set aside for future allocation for BRTF initiatives, to respond to operator hardship and disparities, and for focused recovery efforts.
6. Reinforce coordination efforts in Solano and Sonoma counties by allowing operators and County Transportation Authorities (CTAs) to collaborate on how best to distribute ARP funds among operators in those counties.

Prior to the development of the proposed Phase 1 distribution detailed in Attachment 2, MTC staff worked with transit operator stakeholders in attempt to build consensus on the proposed methodology and operator funding shares. While staff believes most operators are in support of the proposed distribution, ongoing concerns from operator stakeholders and MTC staff responses are summarized below:

- *Continued disagreement on the part of certain operators with a needs-based framework that does not align with factors used to size funding within the Urbanized Areas* – Staff maintains that distributing ARP funds on a need basis is better aligned with the intent of the federal government for the use of these funds and with the desire to provide for operator financial sustainability.
- *The funding that is proposed to be provided as incentive for operators to restore service is not based on actual costs per service hour in all cases.* – The calculation used to establish the incentive funding amounts is based on each operator's cost per service hour, capped at the highest cost/hour of

the seven large operators. The cap was put in place to limit the disproportionately high incentive funding for high-cost operators given the fact that the backfilling of forecasted revenue losses contained in the proposed distribution methodology is sufficient to accommodate nearly a full return to pre-COVID levels on its own.

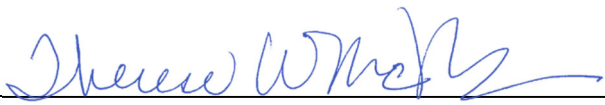
- *The incentive funding methodology is punitive to operators that maintained a high level of service throughout the pandemic.* – Staff acknowledges that some operators provided higher levels of on-going service during the pandemic than others, however, there is not a simple way of gauging whether operator adjustments to service levels were warranted for the accommodation of customer needs, were based on the availability of financial resources, or were the result of another decision-making process. Given that the incentive funds are on top of what is needed to backfill lost revenues to pre-pandemic levels, and the addition of a “floor” that guarantees all operators a share of ARP funds, staff does not believe this concern represents a significant disparity in the distribution.
- *Actual or better-informed forecasts of revenue losses as well as an evaluation of service restoration and ridership needs should be considerations in the distribution of future phases of ARP funds* – Staff agrees that the distribution of future phases of ARP should be informed by evolving trends in the recovery, and how well restored service aligns with customer needs.

In terms of next steps, staff will work with CTAs in Solano and Sonoma counties on specific allocations to operators in those areas and return in September to recommend specific programming amounts. Further, we anticipate having recommendations in late Fall – following the approval of the Blue Ribbon Transformation Action Plan and further discussion by the Commission – for amounts to support the BRTRTF initiatives. Lastly, while the timing will be dictated by the evolving landscape on operator need and transit service restoration, we anticipate returning with a future tranche recommendation in late 2021 or early 2022.

Issues: None

Recommendation: Refer MTC Resolution 4481 to the Commission for approval.

Attachments: MTC Resolution 4481
Attachment 1 – ARP Act Phase 1 Proposed Distribution Methodology
Attachment 2 – Proposed Phase 1 Distribution
Presentation


Therese W. McMillan

Date: July 28, 2021
W.I.: 1512
Referred By: Commission

ABSTRACT

Resolution No. 4481

This resolution approves the process, establishes the criteria, and programs projects for Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula and 5311 Rural Area formula funds apportioned to the San Francisco Bay Area pursuant to the American Rescue Plan Act of 2021 (ARP) (H.R. 1319).

This resolution includes the following attachments:

Attachment A – American Rescue Plan Act FTA Formula Funds Program of Projects

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

Attachment C – American Rescue Plan Act FTA Formula Funds Programming Policy

Further discussion is contained in the Metropolitan Transportation Commission Summary Sheets dated May 26, 2021 and June 23, 2021, and the Programming and Allocations Committee Summary Sheets dated May 12, 2021, June 9, 2021, and July 14, 2021.

Date: July 28, 2021
W.I.: 1512
Referred By: Commission

RE: San Francisco Bay Area American Rescue Plan Act FTA Formula Funds Programming and Policy

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4481

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

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

WHEREAS, the American Rescue Plan Act of 2021 (ARP) (H.R. 1319) has been signed into law in response to the nationwide Coronavirus pandemic, which provides supplemental appropriations for Emergency Transit Operations Assistance through the Federal Transit Administration (FTA) Section 5307 Urbanized Area and Section 5311 Rural Area formula programs; and

WHEREAS, MTC is the designated recipient of the FTA Section 5307 Urbanized Area Formula Program funds for the large urbanized areas of San Francisco-Oakland, San Jose, Concord, Antioch, and Santa Rosa, and has been authorized by the California Department of Transportation (Caltrans) to select projects and recommend funding allocations subject to state approval for the FTA Section 5307 funds for the small urbanized areas of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma in MTC's Federal Transportation Improvement Program and for the Section 5311 funds in non-urbanized areas; and

WHEREAS, the projects to be funded are set forth in the detailed project listings in Attachment A, which are incorporated herein as though set forth at length; and

WHEREAS, this Commission approved Principles and Approach to the Distribution of Transit Funding from the American Rescue Plan Act of 2021 on May 26, 2021, as set forth in Attachment B; and

WHEREAS, the Policy to be used for the distribution of funds is set forth in Attachment C, which is incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the American Rescue Plan Act FTA Formula Funds Program of Projects to be funded as set forth in Attachment A; and, be it further

RESOLVED, that MTC approves the American Rescue Plan Act FTA Formula Funds Programming Policy as set forth in Attachment C; and, be it further

RESOLVED, that MTC will use the Policy as set forth in Attachment C to program supplemental FTA Sections 5307 and 5311 formula funds appropriated in the American Rescue Plan Act as provided under statute; and, be it further

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

RESOLVED, that the Executive Director of MTC, or their designee, is authorized and directed to forward a copy of this resolution to FTA or other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on July 28, 2021.

Date: July 28, 2021
W.I.: 1512
Referred by: Commission

Attachment A
Resolution No. 4481
Page 1 of 1

American Rescue Act FTA Formula Funds Program of Projects, Phase I

TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5311
		Apportionments	1,676,840,094	1,676,840,094	-
NEW	AC Transit	ARP-eligible Projects	66,101,819	66,101,819	-
NEW	ACE	ARP-eligible Projects	3,587,230	3,587,230	-
NEW	BART	ARP-eligible Projects	330,848,991	330,848,991	-
NEW	Caltrain	ARP-eligible Projects	41,098,334	41,098,334	-
NEW	CCCTA	ARP-eligible Projects	5,875,630	5,875,630	-
NEW	ECCTA	ARP-eligible Projects	1,909,865	1,909,865	-
NEW	GGBHTD	ARP-eligible Projects	57,697,418	57,697,418	-
NEW	LAVTA	ARP-eligible Projects	5,730,074	5,730,074	-
NEW	Marin Transit	ARP-eligible Projects	2,607,631	2,607,631	-
NEW	NVTA	ARP-eligible Projects	2,320,772	2,320,772	-
NEW	SamTrans	ARP-eligible Projects	15,633,362	15,633,362	-
NEW	SFMTA	ARP-eligible Projects	288,170,574	288,170,574	-
NEW	Solano County Operators*	ARP-eligible Projects	6,563,592	6,563,592	-
NEW	Sonoma County Operators*	ARP-eligible Projects	9,293,860	9,293,860	-
NEW	Transbay Joint Powers Authority	ARP-eligible Projects	1,800,000	1,800,000	-
NEW	Union City Transit	ARP-eligible Projects	453,251	453,251	-
NEW	VTA	ARP-eligible Projects	55,687,355	55,687,355	-
NEW	WCCTA	ARP-eligible Projects	2,896,784	2,896,784	-
NEW	WETA	ARP-eligible Projects	13,361,837	13,361,837	-
Program Total			911,638,380	911,638,380	-
Fund Balance			765,201,714	765,201,714	-

**Final amounts for specific Solano and Sonoma county operators will be finalized in September. For Phase I of programming, the total amounts for each county are shown, and operator-specific amounts will be finalized in collaboration with the County Transportation Authorities.*

Date: July 28, 2021
W.I.: 1512
Referred By: Commission

Attachment B
Resolution No. 4481
Page 1 of 2

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

- 1. Stabilize and Sustain Transit** – Funds should be used to ensure the financial stability of the region’s transit operators.
 - a. Distribute funds to operators with demonstrated financial need, where layoffs or furloughs would be likely without support. Adequate staffing is critical to the region’s ability to restore service. American Rescue Plan (ARP) Act funds were enacted with the intent that agencies preserve jobs to allow for transit service to be restored as demand begins to recover.
 - b. Recognize that there have been uneven revenue impacts, changes in ridership, and changes in expenses. Account for the fact that based on these uneven impacts and changes, some operators have received more federal relief funds from the Coronavirus Aid, Relief, and Economic Security (CARES) Act and the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) than their financial need indicates. As articulated through guiding principles and commitments from both CARES and CRRSAA, the distribution of ARP Act funds will seek to place each operator on an equal financial footing to facilitate a sustainable recovery during FY 2021-22.
 - c. In order to support an equitable, adaptable, sustainable, and customer-focused recovery of transit service across the Bay Area, MTC will make multiple allocations of ARP Act funds to transit operators over the course of FY 2021-22 and potentially into FY 2022-23, to assure operators that potential revenue losses due to the impacts of the COVID-19 pandemic do not limit the ability of transit operators to restore service in FY 2021-22. Specifically, operators should take action to swiftly amend budgets to accommodate allocations as they are made available, to address operating adjustments in a timely manner.
- 2. Restore and Reimagine Service** – Funds should be distributed on the condition that operators take measures to restore service to at least match current demand, and to plan to deploy additional service in a way that advances equity and at a level necessary to support increased local and regional transit demand by September 2021. Although there remains uncertainty about financial sustainability in the medium to long term, transit must be there for riders now, or riders will not be there for transit.

- a. ARP Act funds should be used to restore service and deploy operating staff in a manner that significantly reduces pass ups while physical distancing public health orders remain in place and eliminate persistent pass-ups entirely as soon as possible upon changes to physical distancing public health orders. We note that eliminating passenger pass-ups is of paramount importance to the traveling public, transit operators, and MTC. However, until physical distancing public health orders are lifted, the capacity constraints they impose on vehicle use make it nearly impossible to fully eliminate pass-ups in some circumstances.
 - b. Funds should be used to amend service levels to accommodate new ridership patterns, including increased demand for local service and the anticipated return to in-person school/community college/university in August/September 2021, as well as increased regional commute trips that require coordination among operators, as more workers return to workplaces.
 - c. While services levels should increase on aggregate, operators are encouraged to exercise flexibility, nimbleness, and creativity with where and how service is deployed. As ridership patterns and travel behaviors change, transit service must adapt and scale with these changes. Available resources, including ARP Act funds, should be deployed to maximize operators' ability to serve riders. To grow ridership in the long-run, transit must come back stronger and better than before the pandemic.
- 3. Improve Customer Experience** – Funds should be used to promote and sustain transit usage in the region. Transit needs to invest in welcoming riders back, or risk that habits and travel modes adopted during the pandemic will linger long after the public health risk has passed. To better compete with other modes of transportation, transit must be safe, reliable, affordable, and easy to use for riders.
- a. Funds should support the implementation of certain recommendations from the Blue Ribbon Transit Recovery Task Force that will increase value and enhance the experience for customers.
 - b. Funds should be made available to support creative, customer-oriented initiatives that support transit reliability and/or encourage ridership recovery.

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

Date: July 28, 2021
W.I.: 1512
Referred By: Commission

Attachment C
Resolution No. 4481
Page 1 of 6

**San Francisco Bay Area
American Rescue Plan Act
FTA Formula Funds Programming Policy**

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

I. About the Policy

- a. **Background:** The American Rescue Plan Act FTA Formula Funds Programming Policy applies to the programming of supplemental Federal Transit Administration Section 5307 Urbanized Area and 5311 Rural Area formula program funds apportioned to the San Francisco Bay Area in FY2020-21, pursuant to the American Rescue Plan Act of 2021 (ARP) (H.R. 1319).

This policy contains the rules for establishing a program of projects for eligible transit operators in the San Francisco Bay Area Region.

On March 11, 2021, the ARP was signed into law, providing supplemental appropriations for emergency transit operations in response to the global COVID-19 pandemic. These supplemental appropriations were provided via existing FTA Section 5307 and 5311 formula programs, and follow many of the same statutory guidelines and requirements. However, the funds are explicitly eligible for use for operating assistance and capital expenses related to transit operator response to the Coronavirus pandemic.

- b. **Goals & Objectives:** The goal of this policy is to ensure that all Bay Area transit operators receive enough relief funding to support meaningful and context-specific restoration of transit service and protect the jobs needed to deliver that service. As each transit operator has a unique revenue mix, each of which has been impacted differently by the economic impacts of the COVID-19 pandemic, the immediate need for additional relief funds varies considerably by agency.

II. The Policy

a. FTA Funds

- i. **Federal Eligibility:** In addition to the typical eligibility for capital and operating projects for the FTA Section 5307 Urbanized Area and FTA Section 5311 Rural Area Formula Programs as described in detail in MTC Resolution Nos. 4036, Revised (5311 Program Policy), and 4444 (Transit Capital Priorities Policy), ARP also makes these funds “*available for the operating expenses of transit agencies to prevent, prepare for, and respond to the coronavirus public health emergency, including, beginning on January 20, 2020—*

- (i) *reimbursement for payroll of public transportation (including payroll and expenses of private providers of public transportation);*
- (ii) *operating costs to maintain service due to lost revenue due as a result of the coronavirus public health emergency, including the purchase of personal protective equipment; and*
- (iii) *paying the administrative leave of operations or contractor personnel due to reductions in service.”*

Further, ARP provides this supplemental funding up to a 100% Federal share. Funds are available for obligation until September 30, 2024, and must be disbursed by

September 30, 2029.

- ii. **Regional Eligibility:** Transit operators are required to submit annual reports to the National Transit Database (NTD). Service factors reported in large urbanized areas partially determine the amounts of FTA Section 5307 funds generated in the region. An operator is eligible to be programmed and apply to FTA for funds only in designated UZAs, as outlined in Table 1 below. Eligibility is based on geographical operations and 2018 self-reported NTD information and may be broader than the UZA eligibility for the Transit Capital Priorities (TCP) Program (MTC Resolution No. 4456) typically used for distribution of FTA formula funds, in which certain operator agreements are recognized. Additionally, MTC is an eligible recipient in each UZA in the region.

Table 1. Urbanized Area Eligibility

Urbanized Area	Eligible Transit Operators[†]
San Francisco-Oakland	Alameda-Contra Costa Transit District (AC Transit), Altamont Corridor Express (ACE)*, San Francisco Bay Area Rapid Transit District (BART), Peninsula Corridor Joint Powers Board (Caltrain), Fairfield and Suisun Transit (FAST)*, Golden Gate Bridge, Highway & Transportation District (GGBHTD), Marin County Transit District (Marin Transit)*, MTC, Napa Valley Transportation Authority (NVTA), San Francisco Municipal Transportation Authority (SFMTA), San Mateo County Transit District (SamTrans), Santa Clara Valley Transportation Authority (VTA), Solano County Transit (SolTrans)*, Sonoma-Marin Area Rail Transit (SMART)*, Transbay Joint Powers Authority (TJPA), City of Union City (Union City Transit)*, Water Emergency Transportation Authority (WETA)*, Western Contra Costa Transit Authority (WestCAT)*
San Jose	AC Transit, ACE*, Caltrain, MTC, VTA
Concord	ACE*, BART, Central Contra Costa Transit Authority (CCCTA)*, Eastern Contra Costa Transit Authority (ECCTA/Tri Delta Transit)*, Livermore-Amador Valley Transit Authority (LAVTA)*, MTC, SolTrans*
Antioch	BART, ECCTA/Tri Delta Transit*, MTC
Santa Rosa	GGBHTD, MTC, Santa Rosa CityBus*, SMART*, Sonoma County Transit*
Vallejo	FAST*, MTC, SolTrans*, WETA*
Fairfield	FAST*, MTC, SolTrans*
Vacaville	City of Vacaville (CityCoach)*, FAST*, MTC
Napa	MTC, NVTA/Vine*
Livermore	ACE*, LAVTA*, MTC
Gilroy-Morgan Hill	Caltrain, MTC, VTA
Petaluma	GGBHTD, City of Petaluma*, MTC, SMART*, Sonoma County Transit*

[†] Eligibility based on 2019 NTD Report Data

*Small Operator

The FTA Section 5311 Rural Area formula program provides funds to transit

operators for service in non-urbanized and rural areas. Operator eligibility is determined by non-urbanized service as provided in the 2012 Regional Transit Database, as explained in MTC Resolution No. 4036, and as self-reported in 2019 NTD reporting. Operators eligible to receive Rural Area formula program funds, based on their provision of rural and non-urbanized area service are as follows:

Caltrain	FAST	SamTrans
City of Dixon	LAVTA	SolTrans
City of Rio Vista	Marin Transit	Sonoma County Transit
ECCTA/Tri Delta Transit	NVTA/Vine	VTA

Per the State Management Plan for Federal Transit Funds, Caltrans makes final determination of project eligibility for Section 5311 Rural Area Formula funds.

b. Funding Distribution Methodology

- i. Regional Programming Approach: The Regional Programming Approach, as described below, is designed to prioritize funds to operators based on needs as well as to provide incentive to restore service and to invest in longer term pandemic recovery strategies. The approach assumes a regional programming perspective and constrains regional demands to the amount of funds available to the region, prior to programming funds to project. It then assigns funds from urbanized areas in the following order:
 1. Fund calculated shares for operators that are restricted to receiving funds in one UZA (e.g., SFMTA, WestCAT, etc.).
 2. Fund balance of operator shares among multiple UZAs, as eligibility allows, with the objective of fully funding needs (as defined in III.a., below) due to the Coronavirus to the maximum extent possible.
 3. Reduce operator funding proportionately in UZAs where needs exceed available funding.
 4. If, after Future Phase(s) funds are programmed to address intended purposes (further described in III.a.2. below), any remaining funds will be programmed for eligible recipients per the TCP Policy (MTC Resolution No. 4444), but using the UZA eligibility outlined in Table 1 to maintain maximum flexibility with these funds.
- ii. Phased Distribution of Funds: Funds will be distributed in at least two Phases:
 1. Phase 1: A first phase will be distributed as detailed in Attachment A to this resolution using the methodology described in III.a.i., below.
 2. Subsequent phase(s): The remaining funding from the region's apportionment will be assigned to operators following a process to be determined in consultation with regional partners and adopted by the Commission. The methodology for future phases is described in III.a.ii., below.

III. The Process

- a. The distribution of funds in Phase 1 and any subsequent phase(s) may utilize separate methodologies in order to balance the impacts of the Coronavirus pandemic on the various operators in the region, provide incentive to restore a meaningful level of service, and fund targeted recovery strategies and initiatives to improve transit service and ridership in the region.
 - i. Phase 1 Methodology*
 1. Funding needed for each operator to back-fill forecasted revenue losses for Fiscal Year (FY) 2021-2022, was calculated as 65% of the average estimated monthly revenue loss from March 2020 through June 2021 multiplied by 12 months.
 2. Incentive funding for each operator to be used to resume a meaningful level of pre-COVID service levels, was calculated as 95% of the difference in FY 2019 and FY2021 revenue vehicle hours (RVH), multiplied by the agencywide cost per RVH, capped at \$461/revenue vehicle hour.
 3. The total amounts calculated in numbers 1 and 2 above were summed for each operator.
 4. The difference between prior COVID relief received and actual/estimated revenue losses between March 2020 and June 2021 was deducted from the total amount calculated in number 3 above. This calculation did not include COVID relief funding operators received through the CARES Act "Equity Adjustment."
 5. A "floor" equivalent to 15% of an operator's reported FY 2018-19 operating cost was substituted for operators where that amount was greater than the total calculated using the methodology described in numbers 1 through 4 above.
 6. Total shares for operators in Solano and Sonoma counties were grouped to allow operators and County Transportation Agencies in those counties to collaboratively identify funding amounts per operator that best align with on-going coordination and integration efforts.
 7. The total shares calculated using the methodology described above was multiplied by 60% to determine the funding amounts for Phase 1.
 8. An amount was set aside to implement Blue Ribbon Transit Recovery Task Force initiatives and to respond to hardships or disparities and specific recovery strategies.

**Note: The total share determined for the Transbay Joint Powers Authority is based on a review of that agency's COVID-19 related financial impacts, and not the methodology described above.*

- ii. Subsequent Phase(s) Methodology: TBD
- iii. Funding: Once operator funding targets are determined by the methodology outlined above, the Phase 1 and subsequent phase(s) targets will be funded using the Regional Programming Model described in II.b.i, above.

- b. Annual Programming in the TIP: MTC, in cooperation with the state and eligible transit operators, is required to develop a Transportation Improvement Program (TIP) for the MTC Region. The TIP is a four-year programming document, listing federally-funded transportation projects, projects requiring a federal action, and projects deemed regionally significant. TCP programming in each year of the TIP will be financially constrained to the estimated apportionment level. Programming adjustments in the TIP will be done in consultation with eligible transit operators in the MTC region.

ARP waives the typical requirement for TIP inclusion for the supplemental apportionments included in the Act used for operating assistance or to pay for capital expenses for emergency relief do not need to be included in the TIP/STIP unless the projects are for substantial functional, locational, or capacity changes. [23 CFR §§ 450.326(e)(5), 450.218(g)(5)]. Over time, MTC will work to incorporate all such funding from ARP into the TIP for fund monitoring purposes. However, inclusion in the TIP is not a precondition for receiving these funds.

- c. Process for Programming Revisions & Amendments: The attachments to this resolution will be revised at a later date to include Future Phase funding amounts for operators and to include more detail on the FTA Section 5311 process, as needed, once provided by Caltrans. MTC will consider revisions to an operator's programming as requested.
- d. Grant Applications:
 - i. FTA Section 5307 Programs: Each operator is expected to complete their own Federal grant application using FTA's Transit Award Management System (TrAMS). MTC staff will review grant applications and submit concurrence letters or other required materials to FTA on behalf of project sponsors as needed.
 - ii. FTA Section 5311 Program: Operators are responsible for working with Caltrans, the designated recipient and grantee for the Section 5311 program, to respond to calls for projects and submit required materials to access these funds. MTC will assist with the Regional Agency/Transportation Planning Agency (TPA) Certifications and Assurances and any other documentation, as needed.

Attachment 1

Proposed American Rescue Plan (ARP) Distribution Rationale and Methodology

1. Preserve the Ability to Pivot:
 - Many uncertainties remain related to the pace of recovery and how ridership patterns will emerge from the pandemic. ARP funding allocations should be paced in a way that allows operators to meet customer needs and MTC to align funding with changing circumstances.
 - *Proposal: Distribute 60% of the calculated distribution in the first tranche. The remaining funds will be reapportioned based on actual service needs and more informed estimates of financial need. Distribution factors will change, and operator shares of remaining funds will shift.*
2. Maintain a Needs-Based Focus:
 - The variable impact of the pandemic on transit operating revenue will continue to be a significant factor in Fiscal Year 2022. While a level of recovery is expected, revenue sources hit hardest during the first fifteen months of the pandemic will likely rebound more slowly (i.e., fares, toll revenue, and sales taxes in counties with significant downturn in economic activity). Recognition of on-going revenue losses should remain a central factor in a needs-based distribution methodology.
 - *Proposal: Provide 65% of the average monthly revenue loss from March 2020 through June 2021, through June of 2022.*
3. Look Forward to Restoring Service and Ridership:
 - ARP funding provides an opportunity for operators to restore service in a robust and financially sustainable way to ensure the demands of transit ridership can be met, and to ensure lack of service provision does not discourage a return of ridership post-pandemic.
 - *Proposal: Provide incentive to resume a meaningful level of pre-COVID service levels, calculated as 95% of the difference in FY 2019 and FY2021 revenue vehicle hours (RVH), multiplied by the agencywide cost per RVH, capped at the highest large operator cost/revenue vehicle hour. Limiting the RVHs to 95% of the difference between FY2019 and FY2021 is intended to allow flexibility to address changing needs and circumstances or specific hardships in future tranche(s) within the ARP funding envelope.*
4. Ensure Level Financial Footing:
 - Account for the fact that some operators have received proportionately more COVID-relief funding than needed to replace pandemic-related revenue losses than others. Under the assumption that COVID-relief funding will be put to use in the short-term to retain and expand service, ARP funds should be used to ensure equal financial footing among operators to the degree possible.
 - *Proposal: Adjust total shares by operators' beginning balance calculated as the difference between prior COVID relief received and actual/estimated revenue losses*

between March 2020 and June 2021. The beginning balance would hold operators harmless for the CARES Act "Equity Adjustment".

- Provide all eligible operators with a minimum amount of funding to respond to service and financial uncertainties.
 - *Proposal: In the case where the beginning balance still exceeds the amount of forecasted revenue loss plus cost of added service, the distribution amount is replaced with a "floor" equivalent to 15% of the operator's FY 2019 operating costs*
5. Support Customer Improvement and Focused Recovery Efforts, and Allow Flexibility to Address Unexpected Hardships or Disparities:
- Respond to Commission direction to invest in initiatives highlighted by the Blue Ribbon Transit Recovery Task Force with the aim of improving transit customer experience and growing ridership long-term. Also, given uncertainties, preserve some ability to respond to unexpected operator hardships or disparities and advance focused recovery strategies.
 - *Proposal: Target up to 10% of ARP funds to implement Blue Ribbon Transit Recovery Task Force initiatives and to respond to hardships or disparities and specific recovery strategies.*
6. Facilitate North Bay Coordination and Integration Efforts by Allowing Flexibility in Assignment of ARP funds Among Solano and Sonoma County Operators:
- Reinforce coordination efforts in Solano and Sonoma counties by providing flexibility for how to best distribute funds among operators within those counties.
 - *Proposal: Calculate a total relief amount based on the methodology described and allow the operators and CTAs to collaboratively identify the amounts by operator to best align with the coordinated service planning and integration efforts on-going in the counties.*

Attachment 2
Proposed American Rescue Plan Act Transit Funding Distribution

	Initial Calculated Share	Phase 1 = 60% of Initial Calculated Share
AC Transit	\$110,169,698	\$66,101,819
BART	\$551,414,986	\$330,848,991
Caltrain	\$68,497,224	\$41,098,334
GGBHTD	\$96,162,363	\$57,697,418
SFMTA	\$480,284,290	\$288,170,574
SamTrans	\$26,055,603	\$15,633,362
VTA	\$92,812,259	\$55,687,355
Subtotal	\$1,425,396,423	\$855,237,854
ACE	\$5,978,716	\$3,587,230
CCCTA	\$9,792,717	\$5,875,630
ECCTA	\$3,183,108	\$1,909,865
LAVTA	\$9,550,123	\$5,730,074
Marin Transit	\$4,346,051	\$2,607,631
NVTA	\$3,867,954	\$2,320,772
Transbay Joint Powers Authority	\$3,000,000	\$1,800,000
Union City Transit	\$755,419	\$453,251
WCCTA	\$4,827,974	\$2,896,784
WETA	\$22,269,728	\$13,361,837
Solano County Operators:	\$10,939,321	\$6,563,592
City of Dixon		
City of Fairfield		
City of Rio Vista		
City of Vacaville		
Solano County Transit		
Sonoma County Operators:	\$15,489,767	\$9,293,860
City of Petaluma		
City of Santa Rosa		
SMART		
Sonoma County Transit		
Subtotal	\$94,000,877	\$56,400,526
Grand Total	\$1,519,397,300	\$911,638,380
~10% for Targeted Investments (Blue Ribbon initiatives; hardships or disparities; and specific recovery strategies)	\$ 157,442,794	



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0911 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 6/7/2021 **In control:** Programming and Allocations Committee
On agenda: 7/14/2021 **Final action:**
Title: One Bay Area Grant (OBAG 3) Considerations.

Staff will present an overview of the One Bay Area Grant (OBAG 3) initial program considerations and development schedule for Committee discussion and feedback.

Sponsors:

Indexes:

Code sections:

Attachments: [3b - 21-0911 - OBAG 3 Considerations.pdf](#)
[3b - 21-0911 - OBAG 3 Considerations Presentation.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:

One Bay Area Grant (OBAG 3) Considerations.

Staff will present an overview of the One Bay Area Grant (OBAG 3) initial program considerations and development schedule for Committee discussion and feedback.

Presenter:

Mallory Atkinson

Recommended Action:

Information

Metropolitan Transportation Commission Programming and Allocations Committee

July 14, 2021

Agenda Item 3b - 21-0911

One Bay Area Grant (OBAG 3) Considerations

Subject: One Bay Area Grant (OBAG 3) initial program considerations and development schedule.

Background: The One Bay Area Grant (OBAG) program is the policy and programming framework for investing certain funding such as Surface Transportation Block Grant Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ), and other funds throughout the San Francisco Bay Area.

MTC established the OBAG program in 2013 to strengthen the connection between transportation investments and regional goals for focused growth in Priority Development Areas (PDAs), affordable housing, and greenhouse gas emissions reduction to implement the regional transportation plan. OBAG is delivered through two program components that reinforce the region's growth objectives while continuing to deliver on important regional initiatives.

- **County Program:** Working in step with *Plan Bay Area*, the County Program is designed to strategically invest in local transportation projects that support the implementation of the regional growth framework through community-based efforts. County program funds are invested throughout the nine-county Bay Area based, in part, on local efforts to accommodate housing growth at all income levels, while maintaining the existing transportation system.
- **Regional Program:** The Regional Program invests in ongoing transportation programs that are well-suited for regionwide implementation, as well as new initiatives and pilot efforts to advance *Plan Bay Area* strategies. The OBAG Regional Program has invested in a broad array of transportation priority programs, including the Climate Initiatives program, PDA planning and implementation, Priority Conservation Area (PCA) grants, Bay Bridge Forward and other highway operations improvement projects, and transit capital investment in Clipper C2 and the BART Car Replacement project. Through strategic fund exchanges, the Regional Program has also launched several innovative pilot efforts to support affordable housing, including the Transit Oriented Affordable Housing (TOAH) and Bay Area Preservation Pilot (BAPP) revolving loan funds.

OBAG 3 Preliminary Considerations

Staff have identified the following set of preliminary overarching considerations to guide the development of the OBAG 3 program framework. There is some overlap within these topic areas, however, each individual consideration provides a distinct lens for thinking about how to prioritize investments and balance trade-offs within the next round of the OBAG program.

- 1. Preserve the effective features of the OBAG program to support regional objectives.** The current approach for the County Program concentrates transportation investments within PDAs; incorporates housing factors into its funding distribution between counties, local policy requirements, and in the prioritization of projects; and relies on County Transportation Agencies (CTAs) to identify local community-based projects for funding that are consistent with regional goals.

In 2019, the Commission directed staff to conduct an evaluation of the OBAG program. The combined PDA & OBAG Assessment project, recently completed, includes the following findings for the OBAG program framework:

- A demonstrated strength of the County Program framework is the requirement for local jurisdictions to adopt specific housing and transportation policies. Notable examples include the requirement for a certified housing element and the adoption of a local complete streets policy.
- The overall objectives of the OBAG program are not clearly defined in the OBAG framework resolution, presenting a challenge for ongoing program evaluation.
- Also presenting a challenge for programmatic assessment is the significant variation in the project prioritization approaches within the County Program.

The PDA & OBAG Assessment also included an analysis of OBAG transportation investments and housing and mobility outcomes in PDAs between 2013 and 2017. The analysis found no conclusive relationship between OBAG investments and PDA outcomes over this five-year period. However, the assessment recommends continuing to focus transportation investments and planning efforts within priority growth areas, and completing a similar analysis in the future, over a longer time horizon. Additional summary findings and recommendations from the PDA & OBAG Assessment project are provided as **Attachment 1**.

2. Strategically advance *Plan Bay Area 2050* implementation through OBAG investments and policies. The primary objective of the OBAG 1 and 2 programs, both in the regional and county components, has been to support many of the interconnected strategies of *Plan Bay Area* and *Plan Bay Area 2040*. However, the STP/CMAQ revenues delivered through the OBAG program are relatively limited (STP/CMAQ revenues account for only 1.3% of *Plan Bay Area 2050* transportation revenues) and are insufficient to make progress on any one plan strategy alone.

3. Incorporate recent policy initiatives and adapt to the new mobility landscape. In the years following the adoption of OBAG 2, MTC has undertaken several major policy initiatives, which, in addition to the economic and societal ramifications of the COVID-19 pandemic, will need to be taken into consideration in the development of OBAG 3. These policy actions and focus areas include connecting transportation funds to housing, the adoption of a Regional Safety/Vision Zero policy and MTC Equity Platform, the approval of an Express Lanes Strategic Plan, and forthcoming Transit Transformation Action Plan. Additional information on several of Commission's recent policy initiatives is provided in **Attachment 2**.

Furthermore, there is a need to consider sustainable staffing levels within both the county and regional programs to implement continued and new initiatives.

4. Advance equity through program policies and investments. Adopted in 2019, MTC's Equity Platform is a framework to advance equity internally as an organization and externally through planning, funding, design, delivery, and evaluation. The OBAG 3 program provides an opportunity to advance equity with a racial justice focus by investing resources for historically underserved, systemically marginalized groups, including low-income and communities of color, at a scale to meaningfully reverse the disparities in access and mobility.

5. Address federal planning and programming requirements. As the federally-designated Metropolitan Planning Organization (MPO) for the Bay Area, MTC is responsible for regional transportation planning and programming efforts, including performance-based requirements. MTC's federal certification review in 2020 highlighted the need to clarify and better document MTC's roles and responsibilities for programming STP/CMAQ funding, including the areas of project selection and funding distribution processes, and the prioritization

process for CMAQ funds. Additional information on the federal requirements that will need to be addressed through the OBAG 3 program is provided in attachment 3.

Development Schedule


In the coming months, staff will develop a draft program framework with these considerations at the forefront. At the July Committee meeting, staff is seeking input on a set of policy and investment questions to guide this framework development. The draft framework will include the investment and policy priorities, as well as the approach through which MTC staff and its partners will deliver the program. Partner agency and stakeholder input will be sought throughout the summer and fall, ahead of Commission action on the draft framework.

Staff is targeting a December 2021 adoption of the program framework, with the county and regional program development to follow. Additional milestones throughout the development process are provided as **Attachment 4.**

Issues: None.

Recommendation: Information. No action required.

Attachments: Presentation – OBAG 3 Considerations
Attachment 1 – PDA & OBAG Assessment Summary Findings & Recommendations
Attachment 2 – Recent MTC Policy Initiatives
Attachment 3 – OBAG 3 Federal Requirements
Attachment 4 – OBAG 3 Development Schedule


Therese W. McMillan

PDA & OBAG Assessment

Summary Findings and Recommendations

Background

Staff recently completed an integrated evaluation of the One Bay Area Grant (OBAG) program and progress toward achieving focused growth and reduced vehicle miles traveled (VMT) in Priority Development Areas (PDA). This document summarizes the key findings of the PDA and OBAG Assessment and outlines the policy and investment recommendations emerging from the study.

The assessment has been guided by a Technical Advisory Committee with representation from County Transportation Agencies (CTAs), the development community (BIA), local government, transit operators, and equity advocates. The findings and recommendations highlighted in this memo reflect an iterative, collaborative process between staff, a consultant team led by Community Design + Architecture, and TAC members.

The purpose of the assessment was to gain a deeper understanding of the housing and mobility outcomes in PDAs in the first years of the OBAG program, between 2013 and 2017, and to identify opportunities to refine programming policies for the OBAG 3 program to better support PDA implementation.

1. PDA Implementation: Summary Findings & Recommendations

The evaluation focused first on PDA Implementation. Findings and recommendations, shown below, are organized into three categories established in the project scope: Housing Production, Gentrification & Displacement, and Transportation Outcomes.

Housing ProductionSummary Findings

- Progress toward achieving housing production targets in Plan Bay Area 2040 and in adopted local plans is uneven across the region, with wide variation based on a variety of contextual factors, particularly access to regional job centers, level of PDA-specific planning completed, real estate market conditions, and proximity to major transit investments such as BART and Caltrain stations.
- While some barriers to housing production are context-specific, others are common across the region: limited availability and high cost of land, escalating construction costs, and subsidies for affordable housing.
- The findings of the assessment echo those of the *Regional Growth Strategies Horizon Perspective Paper*, which shaped the update to the Regional Growth Framework adopted by ABAG and MTC and reflected in the Plan Bay Area 2050 Final Blueprint.

Policy & Investment Recommendations

- Continue to support local PDA plans & zoning updates that increase density and housing diversity.
- Expand regional and county funding and incentives to adopt policies that support affordable housing production and preservation, supported by regional Technical Assistance.
- Incorporate more transit rich and high resource areas to expand growth framework¹
- Shift the location of jobs to non-traditional job centers to support growth in new market areas
- Establish development financing plans and capital improvement plans for PDAs.
- Support targeted PDA pilot projects, such as mall reuse and the conversion of office parks to housing.

¹ Implemented during the course of the assessment through the Plan Bay Area 2050 Blueprint.

Gentrification & Displacement

Summary Findings

- Gentrification and displacement are a concern in communities in most PDAs throughout the region.
- There are varying degrees of affordability across the individual PDAs, although new affordable housing is more likely to be located within PDAs.
- While household incomes and the racial composition of the region remained relatively steady over the analysis period, individual PDAs experienced relatively large shifts in household incomes and racial composition.

Policy & Investment Recommendations

- Develop a comprehensive policy and funding approach supported by regional Technical Assistance to protect low-income tenants, preserve existing housing at affordable levels, and produce housing at all levels of affordability in PDAs.
 - Encourage or incentivize efforts to maximize affordability within PDAs.
 - Incentivize and support community stabilization policies tailored to the needs of cities and PDAs in different parts of the region.
- Analyze the impacts of climate change on displacement risk within PDAs, as a result of wildfires and sea level rise.
- Implement community-based transportation projects in PDAs to improve transit access and connectivity in under-resourced areas.

Transportation Outcomes

Summary Findings

- Vehicle miles traveled (VMT) per household may have increased at a faster rate within PDAs than other areas throughout the region, likely the result of demographic changes within the PDAs. However, VMT per household within PDAs is lower than in other areas of the region and workers within PDAs are more likely to take transit and less likely to drive alone for commutes, as compared to workers from other areas.
- Transit service increased in PDAs over the studied period within all counties except Marin and San Mateo. The largest percentage increase in transit service serving PDAs was seen in Solano and Sonoma counties.

Policy & Investment Recommendations

- Invest in projects that improve first-last mile access and transit connections to key destinations, with an increased focus program-wide on multimodal project types (non-SOV) within PDAs.
- Restore and increase transit service within and between PDAs to support future growth.
- Develop or expand travel demand management (TDM) programs, at a regional or countywide scale, tailored to the needs of different PDAs.
- Provide technical assistance for supportive local policies, including parking reform, VMT reduction policies, SB 743 implementation.
- Evaluate employment growth and density in PDAs.
- Collect data and monitor trends in VMT, mode choice, and other transportation metrics in PDAs over time.

2. OBAG Investments: Summary Findings & Recommendations

The second phase of the assessment focused on the effect of OBAG transportation investments on housing production and transportation outcomes within PDAs through a literature review and analysis of available data.

Summary Findings

- A literature review identified a well-documented connection between land use and transportation outcomes. For example, highway construction has been shown consistently to increase VMT while residents of transit-rich areas consistently drive less than residents of areas with more limited transit service.
- The literature review also identified a relationship between major transportation investments and development but did not find evidence that smaller transportation investments typical of OBAG projects drive housing production or spur displacement. However, multiple small projects may cumulatively shift outcomes, particularly if coupled with comprehensive policy approaches.
- Analysis of available trend data found no conclusive relationship between OBAG transportation projects and housing and mobility outcomes in nearby PDAs, but caveats apply: Investments and outcomes were evaluated within the same limited window in time (2013-2017), and travel behaviors and market conditions can take several years to shift in response to investments.

Policy & Investment Recommendations

- Continue to invest in neighborhood-scale transportation projects in PDAs that improve connectivity, transit access, and safety for all users; and couple these investments with PDA planning and supportive policies.
- Collect data to monitor and evaluate effectiveness of individual investments, in addition to completing another program wide assessment after additional years of data are available.

3. OBAG Framework: Summary Findings & Recommendations

The final phase of the assessment concluded with an evaluation of the overall OBAG program framework. The current approach for the county program focuses transportation investments within PDAs; incorporates housing factors in the distribution formula, policy requirements, and prioritization of projects; relies on CTAs to identify local projects that are consistent with regional goals.

Summary Findings

- The overall objectives of the OBAG program are not clearly defined in the OBAG framework resolution, presenting a challenge for ongoing program evaluation.
- The requirement for local jurisdictions to adopt specific housing and transportation policies to maintain funding eligibility is a demonstrated strength of the framework. Notable examples include the requirement for a certified housing element and the adoption of a local complete streets policy or compliant update to the transportation element.
- Significant variation in the project prioritization approaches within the county program present a challenge for programmatic assessment. Areas with significant variation include scoring rubrics, definitions for PDA proximate access, and the use of formulas to distribute a portion of the available funding.

Policy & Investment Recommendations

- Clarify the goals and objectives for the OBAG program.
- Continue to leverage program funds to incentivize local housing and transportation policy adoption.
- Develop a regional scoring rubric and standardized definitions for the county program to increase program effectiveness.

Detailed information is available in the PDA and OBAG Assessment technical memos available here: link following <https://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>.

One Bay Area Grant (OBAG 3) Development

Major Policy Initiatives following OBAG 2 Adoption

Connecting transportation funds to housing: At the January 2020 Commission Workshop, Commissioners discussed various approaches for connecting transportation funding to housing outcomes. As discussed at the workshop and later formalized at the August 2020 Commission meeting, the Commission consensus was to focus MTC's future housing and transportation fund conditioning efforts within the OBAG 3 program. This consensus included:

- Requiring jurisdictions to be compliant with relevant state housing laws to be eligible for OBAG 3 funds.
- Considering using incremental funding increases to reward or incentivize housing performance.
- Considering potential adjustments to the funding split between the county and regional programs.

Additional information available here: link following <http://mtc.legistar.com/gateway.aspx?m=l&id=/matter.aspx?key=20290>

Regional Safety/Vision Zero Policy: The Commission adopted a Regional Safety/Vision Zero Policy in June 2020, in recognition of the important role that MTC can have to encourage and support equitable and data-driven actions towards elimination traffic fatalities and serious injuries in the Bay Area.

Additional information available here: link following <https://mtc.ca.gov/planning/transportation/bicycle-pedestrian-micromobility/regional-safetyvision-zero>

Bay Area Housing Finance Authority: The Bay Area Housing Finance Authority (BAHFA) was created by the state Legislature (AB 1487) in 2019 to lead a comprehensive regional strategy for the production, preservation, and protection of affordable housing in the region.

Additional information available here: link following <https://mtc.ca.gov/about-mtc/authorities/bay-area-housing-financing-authority-bahfa>

Equity Platform: MTC launched its Equity Platform in 2019 to advance its commitment to equity through its investments and public engagement efforts.

Additional information available here: link following <https://mtc.ca.gov/about-mtc/what-mtc/equity-platform>

Express Lanes Strategic Plan: In April 2021, the Commission adopted the Bay Area Express Lanes Strategic Plan, which links the broader Express Lanes Network purpose and goals to the strategic implementation of *Plan Bay Area 2050* through prioritization of near-term actions and longer-term policy recommendations.

Additional information available here: link following <https://mtc.ca.gov/planning/transportation/driving-congestion-environment/mtc-express-lanes>

Safe and Seamless Mobility Quick-Strike program: In June 2021, the Commission approved the program of projects for the competitive grant program to support local and regional projects that can be implemented quickly to benefit communities responding and adapting to the COVID-19 environments.

Additional information available here: <https://mtc.ca.gov/funding/federal-funding/federal-highway-administration-grants/one-bay-area-grant-obag-2>

Blue-Ribbon Transit Recovery Taskforce: First established in response to the need to coordinate COVID-19 response and recovery efforts, the Task Force is anticipated to adopt a Transit Transformation Action Plan this month, outlining recommendations and strategies to shape the region's transit system into a more connected, more efficient, and more user-focused mobility network.

Additional information available here: link following <https://mtc.ca.gov/about-mtc/committees/interagency-committees/blue-ribbon-transit-recovery-task-force>

One Bay Area Grant (OBAG 3) Development Federal Requirements

USDOT Certification Review

MTC's 2020 certification review included corrective actions focusing on MTC's programming processes for Surface Transportation Block Grant Program (STP) and Congestion Mitigation Air Quality Improvement (CMAQ) program. MTC must comply with the required actions listed below by the date of adoption of the 2023 Transportation Improvement Program, anticipated for Commission approval in September 2023.

Federal Focus Areas & Required Actions	
Documentation of compliance	
MTC should improve its STBG and CMAQ programming documentation to clearly demonstrate that its programs are in full compliance with applicable federal regulations.	
Use of formulas in the distribution of federal funds	
The use of any formula to distribute STBG and/or CMAQ funds across geographic areas, in general, or to specific jurisdictions or modes specifically, should be clearly communicated as to how it is based in considerations required to be addressed as part of the metropolitan transportation planning process.	
Reference: Federal Regulations 23 CFR § 450.126(m) states the following: <i>“(m) Procedures or agreements that distribute suballocated Surface Transportation Program funds to individual jurisdictions or modes within the MPA by pre-determined percentages or formulas are inconsistent with the legislative provisions that require the MPO, in cooperation with the state and the public transportation operator, to develop a prioritized and financially constrained TIP and shall not be used unless they can be clearly shown to be based on considerations required to be addressed as part of the metropolitan transportation planning process.”</i>	
Project selection authority	
MTC's project selection authority for STBG and CMAQ funds should be clearly described and detailed in its programming documentation and in all programming actions to ensure that MTC is satisfying its responsibilities outlined in 23. U.S.C. 134. MTC's practice of cooperation with partner agencies, including county transportation agencies, throughout the coordinated and comprehensive planning and programming process is commendable, however,	

Federal Focus Areas & Required Actions
<p>distinctions between partnership and project selection authority must be reflected clearly in public documentation and communication.</p>
CMAQ process improvements
<p>To ensure that projects deemed most effective in reducing motor vehicle emissions and congestion are programmed for early implementation in the TIP, MPOs, State DOTs, and transit agencies should develop CMAQ project selection processes in accordance with the metropolitan and/or statewide planning process under 23 U.S.C. 134 and 135. The selection process should involve State and/or local transportation and air quality agencies. This selection process provides an opportunity for States and/or local agencies to present a case for the selection of eligible projects that will best use CMAQ funding to meet the requirements and advance the goals of the Clean Air Act.</p> <p>The CMAQ project selection process should be transparent, in writing, and publicly available. The process should identify the agencies involved in rating proposed projects, clarify how projects are rated, and name the committee or group responsible for making the final recommendation to the MPO board or other approving body. The selection process should also clearly identify the basis for rating projects, including emissions benefits, cost-effectiveness, and any other ancillary selection factors such as congestion relief, greenhouse gas reductions, safety, system preservation, access to opportunity, sustainable development and freight, reduced SOV reliance, multimodal benefits, and others. States and MPOs should fulfill this responsibility so that nonattainment and maintenance areas are able to make good-faith efforts to attain and maintain the NAAQS by the prescribed deadlines.</p> <p>Before project selection, an assessment of the project's expected emission reduction benefits should be completed to better inform the MPO's selection of CMAQ projects.</p>

Performance-Based Programming

For all federally-required targets, MTC must show that the Transportation Improvement Program (TIP) “makes progress towards achieving the performance targets” and that the TIP includes, “to the maximum extent practicable, a description of the anticipated effect of the TIP towards achieving the performance targets” (23 CFR § 450.326). MTC must show that it is moving in the right direction based on the package of investments included in the TIP and must also describe how much of an effect the TIP investments are expected to have on the targets.

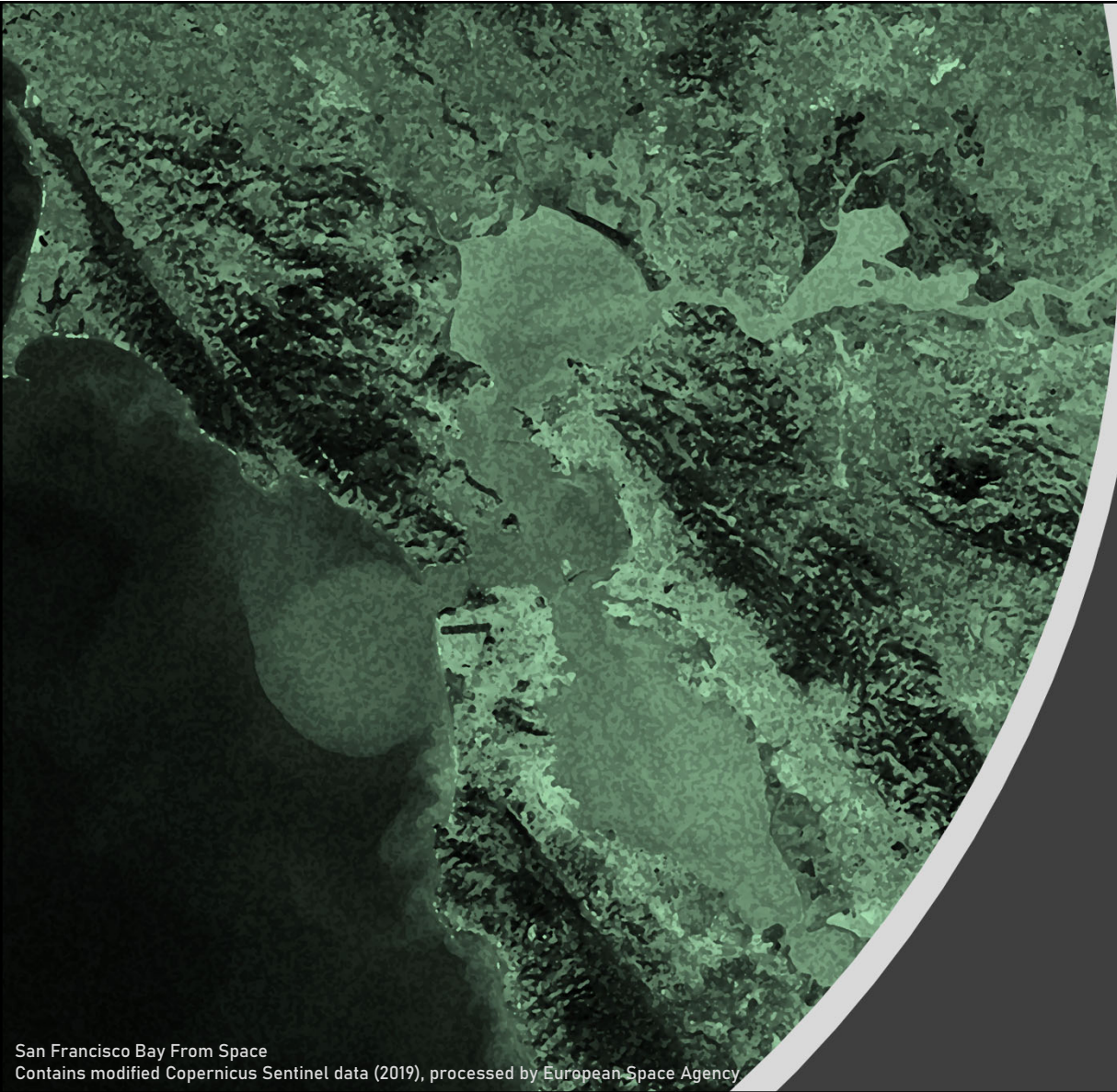
Performance-based programming requirements apply collectively all projects and programs in the TIP. However, the OBAG 3 program presents one of MTC's best opportunities to address federal performance in the TIP, given MTC's role in project selection. The table below lists all five federal performance goals areas and 29 federal performance measures. MTC will be required to document how the OBAG 3 program aligns with federal performance but is not required to address all 29 measures.

Goal Areas	General Measures	Performance Measures
Safety	Roadway Safety	<ol style="list-style-type: none"> 1. Total number of road fatalities 2. Road fatalities per vehicle miles traveled (VMT) 3. Total number of serious injuries on roads 4. Serious injuries on roads per VMT 5. Combined total number of non-motorized fatalities and serious injuries
	Safety of Public Transit Systems	<ol style="list-style-type: none"> 6. Total number of reportable transit fatalities 7. Reportable transit fatalities per revenue vehicle miles (RVM) by mode 8. Total number of reportable transit injuries 9. Reportable transit injuries per RVM by mode 10. Total number of reportable transit safety events 11. Reportable transit safety events per RVM by mode 12. Mean distance between major mechanical failures by mode
Infrastructure Condition	Pavement Condition	<ol style="list-style-type: none"> 13. Percentage of pavements on the Interstate in good condition 14. Percentage of pavements on the Interstate in poor condition 15. Percentage of pavements on the non-Interstate National Highway System (NHS) in good condition 16. Percentage of pavements on the non-IHS NHS in poor condition

Goal Areas	General Measures	Performance Measures
	Bridge Condition	17. Percentage of NHS bridges by deck area classified in good condition 18. Percentage of NHS bridges by deck area classified in poor condition
	Transit Asset State of Good Repair	19. Percentage of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB) by asset class 20. Percentage of facilities within a condition rating below fair by asset class 21. Percentage of guideway directional route-miles with performance restrictions 22. Percentage of non-revenue vehicles that have met or exceeded their ULB
System Performance	Performance of the Interstate and NHS	23. Percentage of person-miles traveled on the HIS that are reliable 24. Percentage of person-miles traveled on the non-IHS NHS that are reliable 25. Percent change in NHS tailpipe CO2 emissions compared to 2017 baseline (eliminated by FHWA in spring 2018)
	Freight Movement on the Interstate	26. Interstate truck travel reliability index
Congestion Reduction	Traffic Congestion	27. Annual hours of peak-hour excessive delay per capita by urbanized area 28. Percent of non-SOV travel by urbanized area
Environmental Sustainability	On-Road Mobile Source Emissions	29. Total emissions reductions from CMAQ-funded projects by pollutant

One Bay Area Grant (OBAG 3) Development
Development Schedule

Date	Milestones	
March – June 2021	<ul style="list-style-type: none">• Development of initial considerations and approach• Initial outreach with Bay Area Partnership Board and working groups	
July	<ul style="list-style-type: none">• MTC Commission – Overview and discussion	
July – September	<ul style="list-style-type: none">• Develop draft program framework, including funding levels, program categories, and key policy changes	<ul style="list-style-type: none">• Ongoing outreach: Bay Area Partnership, Policy Advisory Council, and stakeholders
October	<ul style="list-style-type: none">• MTC Commission – Review and discussion of draft OBAG 3 program framework	
<i>December</i>	<ul style="list-style-type: none">• <i>MTC Commission – Review and approval of final OBAG 3 program framework</i>	
January – December 2022	<ul style="list-style-type: none">• County Program – call for projects• Regional Program – program definition and programming actions	
Spring 2023	<ul style="list-style-type: none">• MTC Commission – Review and approval of OBAG 3 County Program (program of projects)• Programming actions for ongoing projects/programs may be approved earlier on as-needed basis	



One Bay Area Grant OBAG 3 Considerations

MTC Programming & Allocations Committee

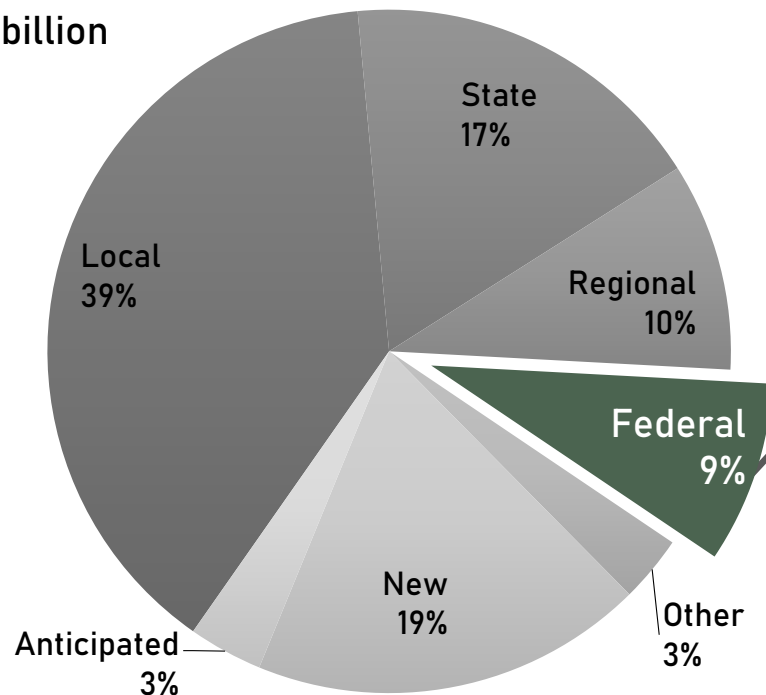
July 14, 2021

San Francisco Bay From Space
Contains modified Copernicus Sentinel data (2019), processed by European Space Agency

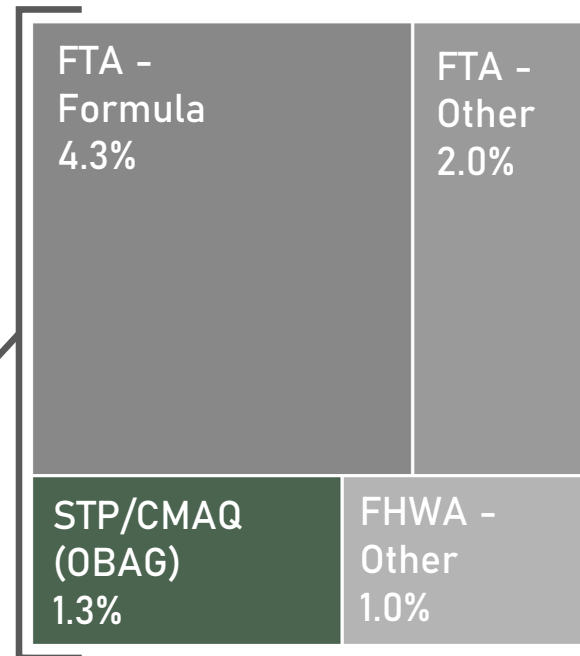
Revenue Context

Plan Bay Area 2050

PBA 2050 Revenues
\$591 billion



Federal Revenues
\$50.8 billion



STP/CMAQ (OBAG) Revenues:

- 1.3% of *Plan Bay Area 2050* transportation revenues
- 15% of federal transportation revenues over plan period

One Bay Area Grant Program Overview

- ❖ County program created in 2013 as block grant to enhance ongoing regional programs with targeted place-based investments (PDAs)
- ❖ Regional programs & county partnerships to strategically advance interconnected strategies of *Plan Bay Area*

\$820M

OBAG 1

FY2013-2017



\$870M

OBAG 2

FY2018-2022

Note: OBAG 2 total does not include Safe & Seamless Mobility Quick-Strike or Regional Strategic Initiatives programs



Latham Square, Oakland
SPUR

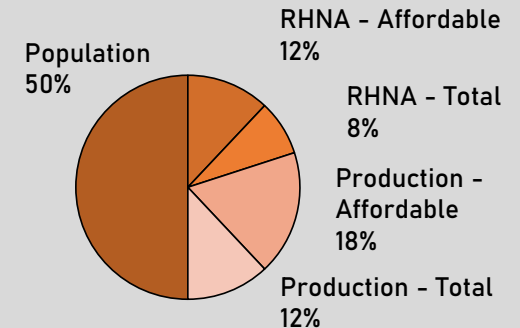
County Program Focus

OBAG 2 Program Overview

Focus Areas

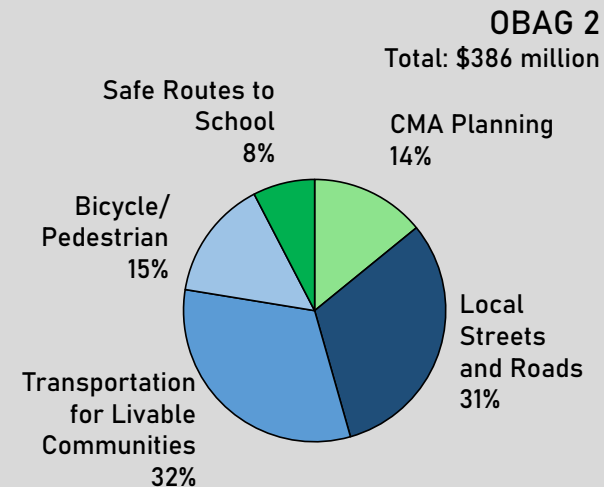
- ❖ Housing connections – county formula, scoring rubrics
- ❖ Focuses investments in PDAs
- ❖ Provides flexibility for county & local priorities
- ❖ Local policy requirements (Housing Elements, Complete Streets, etc.)
- ❖ County Program share:
OBAG 1 - 40% ➤➤ OBAG 2 - 45%

County Distribution OBAG 2



Note: OBAG 2 county program funds were distributed between the counties based on population shares and various housing factors

Investments by Project Type OBAG 2



Notes: Reflects OBAG 2 county program investments by project type resulting from competitive calls for projects within each county. 4

Regional Program Focus

OBAG 2 Program Overview

Focus Areas

- ❖ *Plan Bay Area* commitments for focused growth and emissions reductions
 - ❖ Climate Initiatives
 - ❖ PDA Planning & PCA Grants
 - ❖ Housing Initiatives
- ❖ Implementation of Plan Bay Area strategies at regional scale
 - ❖ Transit Capital Priorities
 - ❖ Bridge Forwards programs
- ❖ Regional Program share:

OBAG 1 - 60%

➤

OBAG 2 - 55%

Regional Program	\$	OBAG 2 Share
Regional Planning Activities	\$10	1%
Pavement Management Program	\$9	1%
PDA Planning & Implementation	\$20	2%
Climate Initiatives	\$23	3%
Active Operational Management	\$177	20%
Transit Priorities	\$189	22%
Priority Conservation Area Grants	\$16	2%
Housing Initiatives	\$40	5%
Total	\$485	55%

Note: Total does not include Safe & Seamless Mobility Quick-Strike program or Regional Strategic Initiatives



O BAG 3 Considerations

- Preserve effective program features to support regional objectives
- Advance *Plan Bay Area 2050* implementation
- Incorporate recent policy initiatives and adapt to current landscape
- Advance equity through policies and investments
- Address federal requirements, including performance & recertification

1

Preserve effective features of the OBAG program to support regional objectives

PDA & OBAG Assessment (2020-2021)

- ❖ Continue focusing transportation investments in priority growth areas
- ❖ Local policy adoption is a notable program strength (ex. certified Housing Element)
- ❖ Need to clarify program goals to guide program development and evaluation
- ❖ Significant variation in project prioritization approaches between counties



Grant Avenue, San Francisco
Sergio Ruiz

Strategically advance *Plan Bay Area 2050* implementation through OBAG investments and policies

Transportation

- ❖ Maintain and Optimize the Existing Transportation System *T1-T7*
- ❖ Create Healthy and Safe Streets *T8-T9*
- ❖ Build a Next-Generation Transit Network *T10-T12*

Housing

- ❖ Protect and Preserve Affordable Housing *H1-H2*
- ❖ Spur Housing Production at All Income Levels *H3-H6*
- ❖ Create Inclusive Communities *H7-H8*

Economy

- ❖ Improve Economic Mobility *EC1-EC3*
- ❖ Shift the Location of Jobs *EC4-EC6*

Environment

- ❖ Reduce Risks from Hazards *EN1-EN3*
- ❖ Expand Access to Parks and Open Spaces *EN4-EN6*
- ❖ Reduce Climate Emissions *EN7-EN9*

3

Incorporate recent policy initiatives and adapt to new mobility landscape



4

Advance equity through program policies and program investments

MTC's Equity Platform calls for:

- ❖ Inclusion of historically under-represented people as central to the decision-making process
- ❖ Investing resources for historically-underserved, systematically marginalized groups including low-income and communities of color, at a scale to meaningfully reverse the disparities in access and mobility



Alemany Boulevard, San Francisco
Sergio Ruiz

5 Address federal planning and programming requirements



Certification Requirements

- ❖ Improve documentation to demonstrate compliance
- ❖ Funding cannot be sub-allocated by formula, unless it is necessary to address considerations in the plan
- ❖ Project selection authority cannot be delegated
- ❖ Prioritization for CMAQ to include analysis of emissions benefits & cost-effectiveness

Performance-Based Programming

- ❖ Document alignment between federal performance factors (safety, asset management, etc.) and OBAG framework
- ❖ Incorporate performance factors in project selection process, where appropriate

Questions to Consider:

Policy Priorities

- ❖ What are the policy priorities and desired outcomes for the next OBAG program?
- ❖ Which elements of the existing OBAG framework are the most effective and should continue?
- ❖ Are there project types or existing program elements that should see an increased emphasis – either through policy refinements or increased investment?
- ❖ How do we best achieve desired outcomes with a shared county/regional framework?

OBAG 3 Considerations

1. Preserve effective program features to support regional objectives
2. Advance *Plan Bay Area 2050* implementation
3. Incorporate recent policy initiatives and adapt to current landscape
4. Advance equity through policies and investments
5. Address federal requirements, including performance & recertification

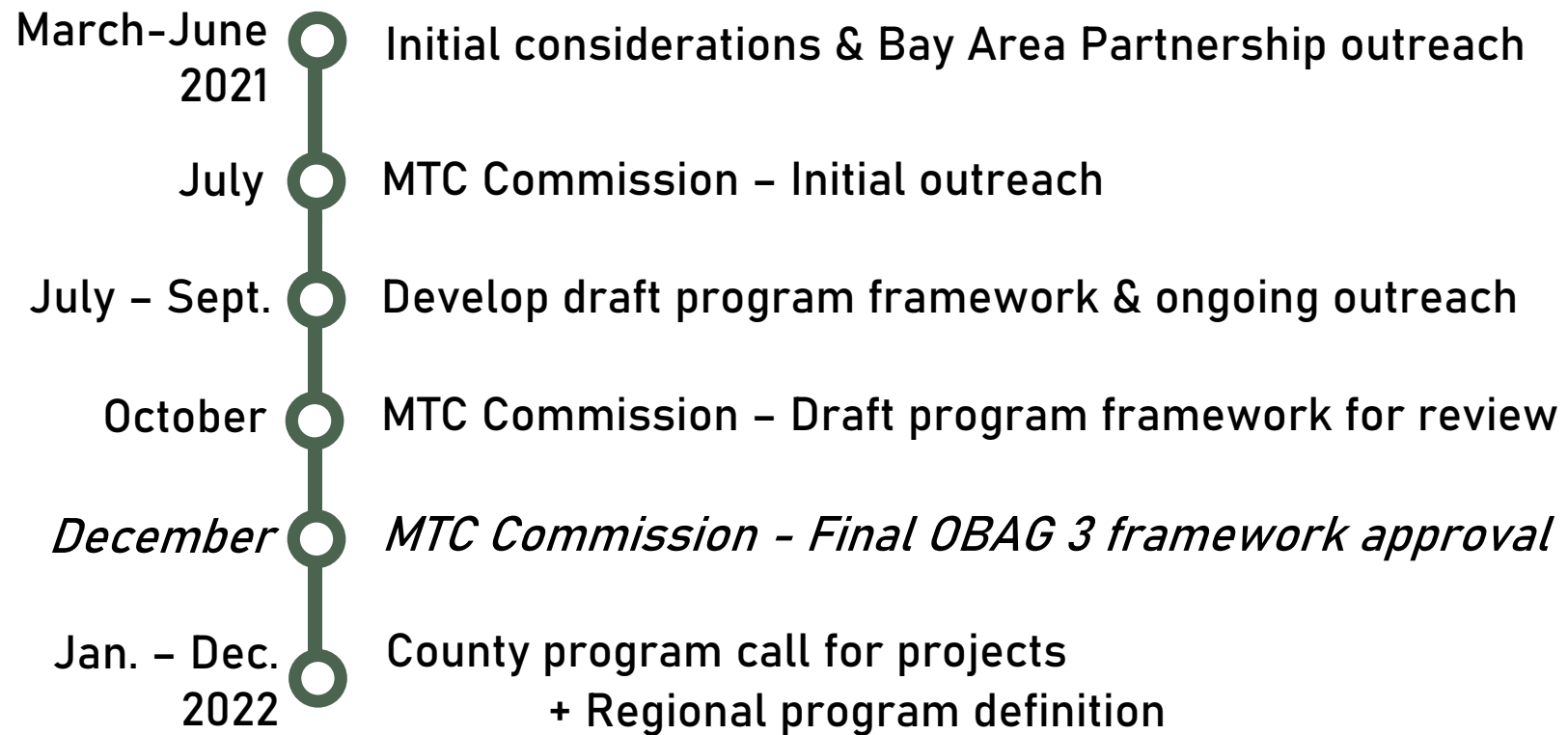
OBAG 3 Considerations

1. Preserve effective program features to support regional objectives
2. Advance *Plan Bay Area 2050* implementation
3. Incorporate recent policy initiatives and adapt to current landscape
4. Advance equity through policies and investments
5. Address federal requirements, including performance & recertification

Questions to Consider: Investment Priorities

- ❖ How should new or increased revenues from complementary sources influence the investment priorities for OBAG 3?
(ARP, State surplus, etc.)
- ❖ If federal revenues increase significantly over current levels, how should additional funds be leveraged within OBAG 3?
(New programs, strategic increases)
- ❖ Note: New and ongoing regional initiatives require commitment for staffing support.

OBAG 3 Development Schedule





Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0887 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 6/2/2021 **In control:** Programming and Allocations Committee
On agenda: 7/14/2021 **Final action:**
Title: California Transportation Commission (CTC) Update

An update on the June 23-24, 2021 CTC Meeting and other state funding activities

Sponsors:

Indexes:

Code sections:

Attachments: [4a - 21-0887 - PAC CTC Update.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:

California Transportation Commission (CTC) Update

An update on the June 23-24, 2021 CTC Meeting and other state funding activities

Presenter:

Kenneth Kao

Recommended Action:

Information

Metropolitan Transportation Commission Programming and Allocations Committee

July 14, 2021

Agenda Item 4a - 21-0887

California Transportation Commission (CTC) and State Funding Programs Update

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

Background: The California Transportation Commission (CTC) is responsible for programming and allocating certain state and federal transportation funds for the planning and implementation of highway, passenger rail, non-motorized facilities, and transit improvements throughout California. Among other transportation funding programs, the CTC approves programming and allocations for the State Transportation Improvement Program (STIP); State Highway Operations and Protection Program (SHOPP); State Active Transportation Program (ATP) and various Senate Bill 1 (SB1) programs including Solutions for Congested Corridors (SCC); Trade Corridor Enhancement Program (TCEP) and the competitive element of the Local Partnership Program (LPP). The CTC allocates funds for projects in the Transit and Intercity Rail Capital Program (TIRCP), following project selection by the California State Transportation Agency (CalSTA).

The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has three (3) CTC members residing in its geographic area: Vice-Chair Bob Alvarado (Executive Officer, Northern California Carpenters Regional Council), Darnell Grisby (Executive Director of Transform), and Carl Guardino (Executive Vice President of Global Government Affairs and Policy for Bloom Energy).

June CTC Meeting (June 23-24, Held Online)

The CTC met and discussed the following issues of regional significance.

Federal COVID Relief Funds. With the passage of the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), California is slated to receive \$912 million in relief funds administered by the Federal Highway Administration. In June, the CTC approved two actions to program CRRSAA funds to important projects regionwide. This includes projects amended into the 2020 State Transportation Improvement Program (STIP) as part of the Mid-Cycle CRRSAA programming (managed by the Bay Area County Transportation Agencies (BACTAs)), as well as the CRRSAA Program funds (managed by MTC as part of the Safe and Seamless Quick Strike Program). MTC approved both programs in June.

Active Transportation Program.

- **MTC Regional Program Adoption.** CTC approved MTC's regional portion of the 2021 Active Transportation Program in June. The MTC Commission approved the list of Regional ATP projects in April, and includes \$37 million in ATP funds for 8 projects. Staff will work with the project sponsors to deliver these ATP projects successfully.

- **Augmentation.** In response to the CTC's request for additional funds for active transportation projects, the FY 2021-22 State Budget includes a \$500 million one-time augmentation to the Active Transportation Program, contingent on follow-up legislation. MTC welcomes additional funds for ATP, which is part of MTC's legislative platform to increase funding to ATP, especially since increasing active transportation use is a key strategy to reduce greenhouse gas emissions in MTC's Regional Transportation Plan/Sustainable Communities Strategy. Staff will return to this Committee in the Fall to program the region's share of the ATP augmentation, which totals about \$41 million in new ATP funding for the Bay Area.

Draft 2022 STIP Guidelines and Fund Estimate. CTC and Caltrans released the draft 2022 State Transportation Improvement Program (STIP) Guidelines and Fund Estimate, which will guide the programming of STIP funds. The 2022 STIP is expected to provide about \$97 million in new programming capacity to the region. MTC staff will work with BACTA staff to develop the 2022 Regional Transportation Improvement Program (RTIP) policies and procedures over the summer, which will be considered by this Committee in September. MTC will consider adoption of the 2022 RTIP in December 2021, and will subsequently transmit it to the CTC for inclusion in the 2022 STIP.

Allocations, Extensions, and Amendments. The CTC approved the following:

Allocations. For the following allocations, CTC provides a 12-month deadline to award a contract (from the standard 6 months) due to project delivery uncertainty caused by the COVID-19 pandemic. This extended contract award deadline expired in June 2021.

- Funding allocation for one State Transportation Improvement Program (STIP) project in Alameda County;
- Funding allocation for one Active Transportation Program (ATP) project in Alameda County;
- Funding allocations for four Local Partnership Program (LPP) projects in Contra Costa and San Mateo Counties, and for AC Transit and SamTrans; and
- Funding allocation for one Trade Corridor Enhancement Program (TCEP) project in Solano County.

Extensions.

- Allocation extensions for two STIP projects for AC Transit and SFMTA; three ATP projects in San Francisco (1), and Solano (2), Counties; and three LPP projects in Marin (1) and Sonoma (1) Counties and for BART; and
- Project completion and expenditure extensions for two ATP projects in Marin (1) and San Francisco (1) Counties, and one STIP project in Contra Costa County.

Amendments.

- STIP Amendments for project changes for five projects in Alameda (1), Santa Clara (2), and Solano (2) Counties;
- LPP Formulaic Program Amendments to add four projects in Alameda (2) and San Mateo (2) Counties;
- LPP Competitive Program Scope Amendment for one project in Alameda County; and
- ATP Program Scope Amendment for one project in San Francisco County.


MTC staff continue to work with project sponsors of ATP and other CTC-managed programs to meet CTC delivery deadlines and requirements.

The next CTC meeting is scheduled for August 18-19, 2021, to be held online.

Issues: None.

Recommendation: Information. No action required.

Attachments: None.


Therese W. McMillan