

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

## **Meeting Agenda**

## **Metropolitan Transportation Commission**

Alfredo Pedroza, Chair Nick Josefowitz, Vice Chair

Wednesday, September 22, 2021

9:35 AM

Board Room - 1st Floor (REMOTE)

The Metropolitan Transportation Commission is scheduled to meet on Wednesday, September 22, 2021 at 9:35 a.m., in the Bay Area Metro Center (Remotely). In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 issued by Governor Newsom on March 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, the meeting will be conducted via webcast, teleconference, and Zoom for committee, commission, or board members who will participate in the meeting from individual remote locations. A Zoom panelist link for meeting participants will be sent separately to committee, commission, or board members.

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

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

Attendee Link: https://bayareametro.zoom.us/j/82130298219
iPhone One-tap: US: +16699006833,,82130298219# or +14086380968,,82130298219#
Join by Telephone (for higher quality, dial a number based on your current location) US:
+1 669 900 6833 or +1 408 638 0968 or +1 346 248 7799 or

+1 253 215 8782 or +1 646 876 9923 or +1 301 715 8592 or +1 312 626 6799 or 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 821 3029 8219
International numbers available: https://bayareametro.zoom.us/u/kimmlEmvk

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

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

- 2. Pledge of Allegiance / Acknowledgement of the Flag
- 3. Compensation Announcement (Clerk)
- 4. Chair's Report (Pedroza)
- **4a.** 21-1049 Appointment of Network Management Business Case Advisory Group

A request to establish and appoint a limited duration, multi-stakeholder advisory body to contribute to a Business Case analysis of potential transit

network management reforms.

Action: Commission Approval

- 5. Policy Advisory Council Report (Randi Kinman)
- 6. Executive Director's Report (McMillan)

21-1087 E.D. Report

- 7. Commissioner Comments
- 8. Closed Session
- 8a. 21-1128 Closed Session Public Comment
- 8b. 21-1129 Closed Session CONFERENCE WITH LEGAL COUNSEL -

ANTICIPATED LITIGATION

Significant Exposure to Litigation: One Case

The Commission will meet in closed session pursuant to Government Code Section 54956.9(a) and paragraph (2) of subdivision (d) of Government Code Section 54956.9 to confer with counsel.

9. Open Session

21-1130 Reconvene in open session.

#### 10. Consent Calendar:

**10a.** <u>21-1017</u> Minutes of the July 28, 2021 meeting

<u>Action:</u> Commission Approval

Attachments: 10a - 21-1017 - July 28 Draft Commission Minutes.pdf

#### **Administration Committee**

**10b.** 21-1031 MTC Resolution No. 4483. Authorization for the execution of a Master

Agreement and Program Supplement Agreements for State-Funded Transit Projects with the California Department of Transportation.

Action: Commission Approval

Attachments: 10b - 21-1031 - Reso 4483 Agreements w-CADOT.pdf

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

**10c.** 21-1030 MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letter of

No Prejudice to the Alameda County Transportation Commission for the

I-680 Southbound Express Lane project in Alameda County.

Action: Commission Approval

Attachments: 10c - 21-1030 - Reso 4412 RM3 LONP.pdf

**10d.** <u>21-1047</u> MTC Resolution Nos. 4464 Revised; 4465, Revised; 4466, Revised; and

4467, Revised

Allocation of \$175 million in FY2021-22 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2) and Assembly Bill 1107 (AB1107) funds to SFMTA and GGBHTD to support

transit operations in the region.

Action: Commission Approval

Attachments: 10d - 21-1047 - Resos Allocation to SFMTA and GGBHTD.pdf

**10e.** <u>21-1033</u> MTC Resolution No. 4488. Policies and Procedures for the 2022 Regional

Transportation Improvement Program (RTIP).

Adoption of the Policies and Procedures for the 2022 RTIP, which includes

approximately \$103 million in new programming capacity for the Bay Area.

Action: Commission Approval

<u>Attachments:</u> 10e - 21-1033 - Reso 4488 RTIP.pdf

#### **Committee Reports**

#### 11. Administration Committee (Glover)

11a. 21-1025 MTC Resolution No. 4459, Revised - MTC FY 2021-22 Agency Operating

and Capital Budgets, Amendment No. 1

A request that the Committee refer MTC Resolution No. 4459 Revised, Amendment 1, amending the MTC FY 2021-22 Operating and Capital

Budgets to the Commission for approval.

Action: Commission Approval

Attachments: 11a - 21-1025 - Reso 4459 FY2021-22 Budget Amendment.pdf

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

**12a.** 21-1029 MTC Resolution No. 4202, Revised. Revisions to the One Bay Area Grant

(OBAG 2) program.

Revisions to the One Bay Area Grant program (OBAG 2), including

programming \$4.2 million to various projects within the Safe and Seamless

Mobility Quick-Strike program.

Action: Commission Approval

<u>Attachments:</u> 12a - 21-1029 - Reso 4202 Seamless Mobility Quick-Strike Program.pdf

**12b.** <u>21-1034</u> MTC Resolution 4481, Revised. Supplemental Programming of Phase 1

American Rescue Plan Act Funding

Programming of Phase 1 American Rescue Plan Act (ARP) funding for

specific hardships and focused recovery strategies, and to transit

operators in Solano and Sonoma Counties.

Action: Commission Approval

Attachments: 12b - 21-1034 - Reso-4481 ARP Funding w-Attachment A.pdf

#### 13. Operations Committee (Dutra-Vernaci)

**13a.** 21-1048 Transit Transformation Action Plan

Blue Ribbon Transit Recovery Task Force's Transit Transformation Action

Plan.

Action: Receive and Support

Attachments: 13a - 21-1048 - Blue Ribbon Action Plan.pdf

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

**14a.** 21-1137 Assembly Bill 361 (Rivas) Open Meetings/Teleconference

Authorizes teleconferencing for local agency meetings during periods of a

proclaimed state of emergency.

Action: Support / ABAG Executive Board Approval

Support / MTC Commission Approval

<u>Attachments:</u> <u>14a - 21-1137 - AB 361\_Rivas.pdf</u>

#### 15. Planning Committee (Spering)

**15a.** <u>21-1073</u> MTC Res. Nos. 4035, Revised and 4202, Revised - Climate Initiatives

Program Mobility Hubs Pilot Project Selection

Approval of a program of projects selected through the pilot phase of the Mobility Hubs program, an MTC Climate Initiatives Program strategy.

Action: MTC Commission Approval

Attachments: 15a - 21-1073 - DRAFT Reso 4035 and 4202 Mobility Hubs Pilot Recommendat

#### 16. Public Comment / Other Business

#### 17. Adjournment / Next Meetings:

The next meeting of the Metropolitan Transportation Commission is scheduled to be held on Wednesday, October 27, 2021 at 9:35 a.m. remotely and by webcast. Any changes to the schedule will be duly noticed to the public.

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

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

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

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

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

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

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

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

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375 Beale Street, Suite 800 San Francisco, CA 94105

### Legislation Details (With Text)

File #: 21-1049 Version: 1 Name:

Type: Report Status: Commission Approval

File created: 7/28/2021 In control: Programming and Allocations Committee

On agenda: 9/22/2021 Final action:

Title: Appointment of Network Management Business Case Advisory Group

A request to establish and appoint a limited duration, multi-stakeholder advisory body to contribute to

a Business Case analysis of potential transit network management reforms.

Sponsors:

Indexes:

**Code sections:** 

Attachments:

Date Ver. Action By Action Result

#### Subject:

Appointment of Network Management Business Case Advisory Group

A request to establish and appoint a limited duration, multi-stakeholder advisory body to contribute to a Business Case analysis of potential transit network management reforms.

#### Presenter:

Alix Bockelman

#### **Recommended Action:**

Commission Approval

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Legislation Details (With Text)

File #: 21-1087 Version: 1 Name:

Type: Report Status: Informational

File created: 8/12/2021 In control: Metropolitan Transportation Commission

On agenda: 9/22/2021 Final action:

Title: E.D. Report

Sponsors:

Indexes:

Code sections:

Attachments:

Date Ver. Action By Action Result

Subject:

E.D. Report

375 Beale Street, Suite 800 San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-1128 Version: 1 Name:

Type: Report Status: Informational

File created: 8/23/2021 In control: Metropolitan Transportation Commission

On agenda: 9/22/2021 Final action:

Title: Closed Session Public Comment

Sponsors:

Indexes:

Code sections:

Attachments:

Date Ver. Action By Action Result

Subject:

Closed Session Public Comment

375 Beale Street, Suite 800 San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-1129 Version: 1 Name:

Type: Report Status: Informational

File created: 8/23/2021 In control: Metropolitan Transportation Commission

On agenda: 9/22/2021 Final action:

Title: Closed Session - CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION

Significant Exposure to Litigation: One Case

The Commission will meet in closed session pursuant to Government Code Section 54956.9(a) and

paragraph (2) of subdivision (d) of Government Code Section 54956.9 to confer with counsel.

Sponsors:

Indexes:

Code sections:

Attachments:

Date Ver. Action By Action Result

#### Subject:

Closed Session - CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION

Significant Exposure to Litigation: One Case

The Commission will meet in closed session pursuant to Government Code Section 54956.9(a) and paragraph (2) of subdivision (d) of Government Code Section 54956.9 to confer with counsel.

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Legislation Details (With Text)

File #: 21-1130 Version: 1 Name:

Type: Report Status: Informational

File created: 8/23/2021 In control: Metropolitan Transportation Commission

On agenda: 9/22/2021 Final action:

**Title:** Reconvene in open session.

Sponsors:

Indexes:

Code sections:

Attachments:

Date Ver. Action By Action Result

#### Subject:

Reconvene in open session.

375 Beale Street, Suite 800 San Francisco, CA 94105

## Legislation Details (With Text)

File #: 21-1017 Version: 1 Name:

Type: Minutes Status: Commission Approval

File created: 7/21/2021 In control: Metropolitan Transportation Commission

On agenda: 9/22/2021 Final action:

Title: Minutes of the July 28, 2021 meeting

Sponsors:

Indexes:

Code sections:

Attachments: 10a - 21-1017 - July 28 Draft Commission Minutes.pdf

Date Ver. Action By Action Result

Subject:

Minutes of the July 28, 2021 meeting

**Recommended Action:** 

**Commission Approval** 

#### **COMMISSION AGENDA ITEM 10a**



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

## **Meeting Minutes**

### **Metropolitan Transportation Commission**

Alfredo Pedroza, Chair Nick Josefowitz, Vice Chair

Wednesday, July 28, 2021

9:40 AM

**Board Room - 1st Floor (REMOTE)** 

#### **Call Remote Meeting to Order**

1. Roll Call / Confirm Quorum

Present: 14 - Chair Pedroza, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez,

Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Spering, and Commissioner Worth

Absent: 4 - Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Glover, and

Commissioner Liccardo

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

- 2. Pledge of Allegiance / Acknowledgement of the Flag
- 3. Compensation Announcement (Clerk)
- 4. Chair's Report (Pedroza)

Roland Lebrun was called to speak.

Commissioner Spering arrived during agenda item 4.

5. Policy Advisory Council Report (Randi Kinman)

<u>21-1010</u> Policy Advisory Council Recommendations

6. Executive Director's Report (McMillan)

Commissioner Worth arrived during agenda item 6.

21-1027 E.D. Report

7. Commissioner Comments

#### 8. Consent Calendar:

Commissioner Josfowitz arrived during agenda item 8.

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

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

Absent: 3 - Commissioner Abe-Koga, Commissioner Glover and Commissioner Liccardo

**8a.** 21-0912 Minutes of the June 23, 2021 meeting

Action: Commission Approval

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

**8b.** <u>21-0891</u> 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

8c. 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

**8d.** 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

**8e.** 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

8f. 21-0844 MTC Resolution No. 4475, Revised. 2021 Transportation Improvement

Program (TIP) Amendment 2021-07.

Action: Commission Approval

Presenter: Adam Crenshaw

**8g.** 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

**8h.** <u>21-0910</u> 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

8i. 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

**8j.** 21-0967 MTC Resolution No. 4456, Revised. FY2020-21 Transit Capital Priorities

**Program Revisions** 

Action: Commission Approval

**Presenter:** Margaret Doyle

**8k.** <u>21-0888</u>

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

#### **Committee Reports**

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

**9a.** 21-0909

MTC Resolution Nos. 4481 and 4202, Revised - American Rescue Plan Act of 2021 Phase 1 Distribution and Accelerated Funding for Integration Strategies

Proposed programming of \$912 million of American Rescue Plan Act of 2021 (ARP) funds to Bay Area transit operators for COVID-19 relief, and \$1.75 million in federal Safe and Seamless Quick-Strike funding for the implementation of small operator focused recovery efforts.

Action: Commission Approval

Presenter: Theresa Romell and William Bacon

Written public comment was received from Caltrain.

Roland Lebrun was called to speak.

Upon the motion by Commissioner Rabbitt and the second by Commissioner Spering the Commission adopted MTC Resolution Nos. 4481 and 4202, Revised. The motion carried by the following vote:

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

Nay: 1 - Commissioner Chavez

Absent: 3 - Commissioner Abe-Koga, Commissioner Glover and Commissioner Liccardo

#### 10. Commission Approval

**10a.** 21-0913 Contract - Bay Area Regional Rail Partnerships - Project Delivery and

Governance: Steer Davies & Gleave, Inc. (\$451,824)

A request for Commission approval to enter into a contract with Steer Davies & Gleave, Inc. (Steer) to produce a Report and Recommendations for MTC's Rail Partnerships grant, consistent with the general project description and scope as submitted to and awarded by Caltrans under the "Bay Area Regional Rail Partnerships: Project Delivery and Governance" project.

Action: Commission Approval

Presenter: Shruti Hari

Written public comment was received from Bay Area Council.

Roland Lebrun was called to speak.

Adina Levin was called to speak.

Upon the motion by Vice Chair Josefowitz and the second by Commissioner Spering, the Commission unanimously approved the contract with Steer Davies & Gleave, Inc. The motion carried by the following vote:

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

Absent: 3 - Commissioner Abe-Koga, Commissioner Glover and Commissioner Liccardo

#### 11. Legislation

11a. 21-1011 Update on FY 2021-22 State Budget Funding of High-Speed Rail and

Other Transportation Programs

Update on negotiations in Sacramento as it relates to high-speed rail funding and funding for the Transit and Intercity Rail Capital Program

(TIRCP).

Action: Commission Approval

Presenter: TBD

Roland Lebrun was called to speak.

Upon the motion by Commissioner Spering and the second by Vice Chair Josefowitz, the Commission unanimously directed staff to send a letter to the Bay Area State Legislative Delegation reiterating support for the Legislature appropriating the \$4.2 billion to keep the high-speed rail project on track; and support for all projects included within the Final Blueprint of Plan Bay Area 2050, as the candidate basis for any additional transportation funding emerging from state budget negotiations, including augmentations to existing programs like TIRCP, SHOPP or active transportation. The motion carried by the following vote:

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

Absent: 3 - Commissioner Abe-Koga, Commissioner Glover and Commissioner Liccardo

#### 12. Public Comment / Other Business

Aleta Dupree was called to speak.

Roland Lebrun was called to speak.

#### 13. Adjournment / Next Meetings:

The next meeting of the Metropolitan Transportation Commission is scheduled to be held on Wednesday, September 22, 2021 at 9:35 a.m. remotely and by webcast. Any changes to the schedule will be duly noticed to the public.

375 Beale Street, Suite 800 San Francisco, CA 94105

### Legislation Details (With Text)

File #: 21-1031 Version: 1 Name:

Type: Resolution Status: Commission Approval

File created: 7/27/2021 In control: Administration Committee

On agenda: 9/8/2021 Final action:

Title: MTC Resolution No. 4483. Authorization for the execution of a Master Agreement and Program

Supplement Agreements for State-Funded Transit Projects with the California Department of

Transportation.

Sponsors:

Indexes:

**Code sections:** 

Attachments: 10b - 21-1031 - Reso 4483 Agreements w-CADOT.pdf

2e - 21-1031 - Reso 4483 Agreements w-CADOT.pdf

Date Ver. Action By Action Result

#### Subject:

MTC Resolution No. 4483. Authorization for the execution of a Master Agreement and Program

Supplement Agreements for State-Funded Transit Projects with the California

Department of Transportation.

#### Presenter:

John Saelee

#### **Recommended Action:**

Commission Approval

## Metropolitan Transportation Commission Administration Committee

September 8, 2021

**Agenda Item 2e - 21-1031** 

#### MTC Resolution No. 4483

**Subject:** Authorization for the execution of a Master Agreement and Program

Supplement Agreements for State-Funded Transit Projects with the

California Department of Transportation.

**Background:** The California Department of Transportation (Caltrans) utilizes Master

Agreements for State-Funded Transit Projects, along with associated Program Supplements, for the purpose of administering and reimbursing state transit funds. Caltrans statutes related to state-funded transit projects require a local or regional implementing agency, such as MTC, to execute

an agreement with Caltrans before it can be reimbursed for project

expenditures.

MTC, as the regional transportation planning agency and the Metropolitan Planning Organization (MPO) for the San Francisco Bay Area, may receive state funding from Caltrans sometime in the future for transit projects. Execution of the Master Agreement does not provide funding to MTC, but subsequent Program Supplement Agreements will. Transit funding MTC may receive include funds from the Public Transportation Account and other state transit grants.

The Master Agreement for State-Funded Transit Projects with Caltrans has an effective date of November 1, 2021 and will be effective for ten

years through October 31, 2031.

**Issues:** None

**Recommendation:** Staff recommends that the Committee refer MTC Resolution No. 4483 to

the Commission for approval, which authorizes delegation to the Executive Director to execute a Master Agreement and Program Supplement Agreements for State-Funded Transit Projects with the

California Department of Transportation.

**Attachment:** MTC Resolution No. 4483

Request for Committee Approval – Summary of Proposed Agreement

Therese W. McMillan

Date: September 22, 2021

W.I.: 1515

Referred by: Administration

#### **ABSTRACT**

#### Resolution No. 4483

Authorizes the execution of a Master Agreement and Program Supplement Agreements for State-Funded Transit Projects with the California Department of Transportation, and delegates execution of those agreements to the Executive Director.

Further discussion of this action is contained in the Administration Committee Summary Sheet dated September 8, 2021.

Date: September 22, 2021

W.I.: 1515

Referred by: Administration

RE: <u>Authorization for the Execution of a Master Agreement and Program Supplement Agreements for State-Funded Transit Projects</u>

### METROPOLITAN TRANSPORTATION COMMISSION RESOLUTION NO. 4483

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

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

<u>WHEREAS</u>, the Metropolitan Transportation Commission may receive state funding from the California Department of Transportation (Department) now or sometime in the future for transit projects; and

<u>WHEREAS</u>, substantial revisions were made to the programming and funding process for the transportation projects programmed in the State Transportation Improvement Program, by Chapter 622 (SB 45) of the Statutes of 1997; and

<u>WHEREAS</u>, the statutes related to state-funded transit projects require a local or regional implementing agency to execute an agreement with the Department before it can be reimbursed for project expenditures; and

<u>WHEREAS</u>, the Department utilizes Master Agreements for State-Funded Transit Projects, along with associated Program Supplements, for the purpose of administering and reimbursing state transit funds to local agencies; and

<u>WHEREAS</u>, the Metropolitan Transportation Commission wishes to delegate authorization to execute these agreements and any amendments thereto to its Executive Director; now, therefore, be it

<u>RESOLVED</u> that the Metropolitan Transportation Commission agrees to comply with all conditions and requirements set forth in this agreement and applicable statutes, regulations and guidelines for all state-funded transit projects; and be it further

<u>RESOLVED</u> that the Executive Director be authorized to execute the Master Agreement and all Program Supplements for State-Funded Transit Projects and any Amendments thereto with the California Department of Transportation.

METROPOLITAN TRANSPORTATION COMMISSION	)N
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 September 22, 2021.

## REQUEST FOR COMMITTEE APPROVAL

## Summary of Proposed Agreement

Work Item No.:	1512
Consultant:	California Department of Transportation (Caltrans) Sacramento, CA
Work Project Title:	Master Agreement and Program Supplement Agreements for State- Funded Transit Projects with Caltrans
Purpose of Project:	To accept future transit-related transportation funding from Caltrans
Brief Scope of Work:	Provides a framework for MTC to receive future public transit-related transportation funding and grants from Caltrans
Project Cost Not to Exceed:	There is no cost associated with the Master Agreement; grants to MTC will be determined by Caltrans in future funding cycles
Funding Source:	Not applicable
Fiscal Impact:	No impact, however, future funding will impact the agency budget.
Motion by Committee:	That the Committee refer MTC Resolution No. 4483 to the Commission for approval, which authorizes the Executive Director or designee to negotiate and enter into a Master Agreement and Program Supplement Agreements for State-Funded Transit Projects with Caltrans for the term of November 1, 2021, through October 31, 2031, as described above and in the Administration Committee Summary Sheet dated September 8, 2021.
Administration Committee:	
	Federal D. Glover, Chair

September 8, 2021

Approved:

375 Beale Street, Suite 800 San Francisco, CA 94105

### Legislation Details (With Text)

File #: 21-1030 Version: 1 Name:

Type: Resolution Status: Commission Approval

File created: 7/27/2021 In control: Programming and Allocations Committee

On agenda: 9/8/2021 Final action:

Title: MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letter of No Prejudice to the Alameda

County Transportation Commission for the I-680 Southbound Express Lane project in Alameda

County.

Sponsors:

Indexes:

**Code sections:** 

Attachments: <u>10c - 21-1030 - Reso 4412 RM3 LONP.pdf</u>

2c - 21-1030 - Reso-4412 RM3 LONP.pdf

Date Ver. Action By Action Result

#### Subject:

MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letter of No Prejudice to the

Alameda County Transportation Commission for the I-680 Southbound Express

Lane project in Alameda County.

#### Presenter:

Kenneth Kao

#### **Recommended Action:**

Commission Approval

## Metropolitan Transportation Commission Programming and Allocations Committee

September 8, 2021 Agenda Item 2c - 21-1030

MTC Resolution No. 4412, Revised

**Subject:** Regional Measure 3 (RM3) Letter of No Prejudice to the Alameda County

Transportation Commission for the I-680 Southbound Express Lane project in

Alameda County.

**Background:** Regional Measure 3 Letters of No Prejudice (LONP)

Bay Area voters approved Regional Measure 3 (RM3) on June 5, 2018, and on December 19, 2018, the Bay Area Toll Authority (BATA) adopted a toll schedule phasing in the resulting toll increase. The first dollar of the toll increase was implemented on January 1, 2019. RM3 is under litigation and collected RM3 revenue is being held in an escrow account. No allocations of RM3 funds are anticipated until and unless litigation is resolved in favor of RM3. In December 2019, MTC approved a Letter of No Prejudice (LONP) process as part of the overall RM3 Policies and Procedures to allow project sponsors to move projects forward with alternate funds, at-risk, while maintaining RM3 eligibility if and when RM3 funds are available.

Through MTC Resolution No. 4412, the Commission may approve specific RM3 LONPs, at the request of project sponsors, and following the RM3 Policies and Procedures. Details on each LONP request specifying the amount and scope for which RM3 eligibility will be preserved will be included in the attachments to the resolution.

#### I-680 Southbound Express Lane Project in Alameda County

The Alameda County Transportation Commission (ACTC) submitted an RM3 LONP request for \$80 million for the construction phase of the I-680 Southbound Express Lane Project between SR-84 and Alcosta Blvd., part of RM3 project 2 (Bay Area Corridor Express Lane Network). The Commission approved \$80 million of the \$300 million available under RM3 project 2 to the I-680 project in 2020 under MTC Resolution No. 4411. In addition to RM3 funds, the Project funding plan includes money from Senate Bill 1 Local Partnership Program (LPP) and the State Highway Operation and Protection Program (SHOPP). The Project scope includes pavement widening and reconstruction to accommodate the addition of 9 miles of southbound express lane, as well as supporting infrastructure such as center median barrier, retaining and sound walls, and toll equipment. The Project is currently in final design and right-of-way phases, which are expected to end in October 2021. ACTC expects construction work to begin in April 2022.

#### **LONP Funding Source**

The RM3 Policies and Procedures require that the project sponsor provide a non-RM3 source of funding to cover the portion that would be covered by RM3 funds, and that a plan be provided in case the RM3 funds never become available. In lieu of RM3 funds at this time, ACTC will use its local option sales tax (Measure BB) to complete the construction phase of the I-680 Southbound Express Lane project. ACTC understands the risk that RM3 funds may never become available.

Staff has reviewed the Initial Project Report and LONP request and recommend issuing the LONP. Issuing the LONP will preserve the eligibility of activities related to the above-mentioned project in Alameda County occurring after the issuance of the LONP, for future RM3 allocation and reimbursement if RM3 legislation is resolved favorably.

An RM3 LONP does not represent a general funding commitment by MTC. In the event RM3 funds do not become available, there is no expectation that MTC or BATA will provide alternate funds.

**Issues:** If the RM3 litigation is not resolved favorably, funds may never become available

to reimburse ACTC. ACTC has acknowledged this risk in their agency resolution

and MOU.

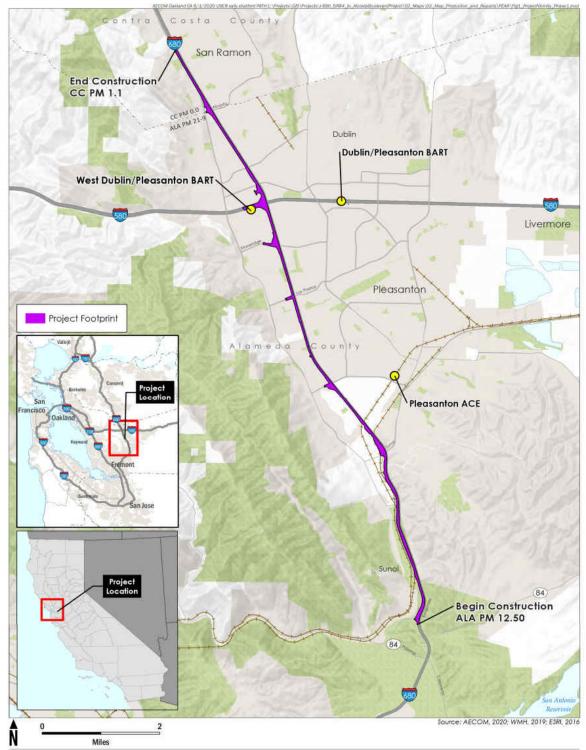
**Recommendation:** Refer MTC Resolution No. 4412, Revised to the Commission for approval.

Attachments: Attachment A: Project Area Map

MTC Resolution No. 4412, Revised

Therese W. McMillan

**Attachment A**Project Area Map: I-680 Southbound Express Lane Project



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

09/22/21-C

#### **ABSTRACT**

#### MTC Resolution No. 4412, Revised

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

This resolution includes the following attachments:

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

- Attachment L US-101 Marin-Sonoma Narrows Project (Transportation Authority of Marin) LONP Summary
- Attachment M I-80 Express Lanes Project (Solano Transportation Authority) LONP Summary
- Attachment N Vine Transit Maintenance Facility (Napa Valley Transportation Authority) LONP Summary
- Attachment O I-80 Express Lanes Project Toll System (Bay Area Infrastructure Financing Authority) LONP Summary
- Attachment P I-680 Southbound Express Lane (ACTC) 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-Marin 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.

This resolution was revised by Commission Action on September 22, 2021 to add Attachment P, LONP Summary for the I-680 Southbound Express Lanes Project in Alameda 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, July 14, 2021, and September 8, 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

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

<u>RESOLVED</u>, 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

<u>RESOLVED</u>, 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

<u>RESOLVED</u>, 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

<u>RESOLVED</u>, 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

<u>RESOLVED</u>, 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

<u>RESOLVED</u>, 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	2.3			
Project Title	I-680 Southbound Express Lane in Alameda County			
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency		
Alameda County Transportation Commission (ACTC)		ACTC		
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		\$300,000		
Bay Area Express Lane Network, including supportive operational im	provements 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				
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 proje	ct sponsors include the Bay Area Infrastructure Financing			
Authority, and any countywide or multicounty agency in a bay area o	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).				
Sponsor Programming and LONP Request Action		1		
The Alameda County Transportation Commission appro	ved ACTC Resolution No. 21-013 on 7/22/2021, a	approving an \$80,000,000 RM3 LONP request.		

#### **Detailed Project Description**

The project extends from SR-84 to Alcosta Boulevard through the community of Sunol and the cities of Dublin and Pleasanton. The Project scope includes pavement widening and reconstruction to accommodate the addition of 9 miles of southbound express lane, as well as supporting infrastructure such as center median barrier, retaining and sound walls, and toll equipment.

LONP Phase	LONP Amount (in \$1,000s)	LONP Approval Date	
Construction	\$80,000	22-Sep-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 phase of the I-680 Southbound Express Lane 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

RM3 Project Number	2.3
Project Title	I-680 Southbound Express Lane in Alameda County
RM3 Replacement Funding Source	Measure BB, ACTC's Local Option Sales Taxes

Project Funding Plan Project Schedule

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Phase	Funding Source	Committed? (Yes/No)	Total Ar (\$1,000s		Start	End
ENV	ACTC Measure Funds	Yes	\$	7,000		
	ENV Subtotal		\$	7,000	Oct-18	Nov-20
PSE	ACTC Measure Funds	Yes	\$	20,000		
	PSE Subtotal		\$	20,000	Feb-20	Oct-21
ROW	ACTC Measure Funds	Yes	\$	7,000		
	ROW Subtotal		\$	7,000	Feb-20	Oct-21
CON	ACTC Measure Funds	Yes	\$	20,500		
	ACTC Measure Funds (RM3 Replacement)	Yes	\$	80,000		
	Local Partnership Funds (Formula/Comp.)	Yes	\$	47,009		
	State Transportation Improvement Program	Yes	\$	11,066		
	Future Toll Revenues	No	\$	66,428		
	CON Subtotal		\$	225,003	Apr-22	Mar-25
	Capital Funding Total		\$	259,003		



# Metropolitan Transportation Commission

# Legislation Details (With Text)

File #: 21-1047 Version: 1 Name:

Type: Resolution Status: Commission Approval

File created: 7/28/2021 In control: Programming and Allocations Committee

On agenda: 9/8/2021 Final action:

Title: MTC Resolution Nos. 4464 Revised; 4465, Revised; 4466, Revised; and 4467, Revised

Allocation of \$175 million in FY2021-22 Transportation Development Act (TDA), State Transit

Assistance (STA), Regional Measure 2 (RM2) and Assembly Bill 1107 (AB1107) funds to SFMTA and

GGBHTD to support transit operations in the region.

Sponsors:

Indexes:

Code sections:

Attachments: 10d - 21-1047 - Resos Allocation to SFMTA and GGBHTD.pdf

3a - 21-1047 - Reso-Various Allocation to SFMTA and GGBHTD.pdf

Date	Ver.	Action By	Action	Result
9/8/2021	1	Programming and Allocations Committee	Programming and Allocations	

## Subject:

MTC Resolution Nos. 4464 Revised; 4465, Revised; 4466, Revised; and 4467, Revised

Allocation of \$175 million in FY2021-22 Transportation Development Act (TDA), State Transit

Assistance (STA), Regional Measure 2 (RM2) and Assembly Bill 1107 (AB1107) funds to SFMTA and GGBHTD to support transit operations in the region.

#### Presenter:

Cheryl Chi

#### **Recommended Action:**

Commission Approval

# **Metropolitan Transportation Commission Programming and Allocations Committee**

September 8, 2021

Agenda Item 3a 21-1047

MTC Resolution Nos. 4464 Revised; 4465, Revised; 4466, Revised; and 4467, Revised

**Subject:** 

Allocation of \$175 million in FY2021-22 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2) and Assembly Bill 1107 (AB1107) funds to SFMTA and GGBHTD to support transit operations in the region.

**Background** 

This month's proposed actions continue the annual allocation process of these funds for FY2021-22. Golden Gate Bridge, Highway and Transportation District (GGBHTD) and the San Francisco Municipal Transportation Agency (SFMTA) are requesting TDA, STA, RM2, and/or AB1107 allocations this month that exceed the \$1 million delegated authority limit. Allocation requests that are less than \$1 million are approved separately through the Executive Director's Delegated Authority process. These funds comprise a significant share of the revenue for agencies' operating budgets.

The proposed allocation amounts are based on the programming levels identified in the FY 2021-22 Fund Estimate (MTC Resolution 4450) and the RM2 Operating Program (MTC Resolution 4463). The proposed allocations are summarized in the following table:

\$ in millions

Transit Operator	TDA Res. No. 4465	STA Res. No. 4466	RM2 Operating Res. No. 4464	AB1107 Res. No. 4467	Grand Total
GGBHTD	\$13.7	\$8.4	\$2.1	\$0.0	\$24.2
SFMTA	\$41.9	\$65.7	\$2.1	\$41.5	\$151.2
Grand Total	\$55.7	\$74.1	\$4.2	\$41.5	\$175.4

Information regarding the FY 2021-22 operating budgets and current and future services for the above claimants is provided in Attachment A. Neither operator anticipates near-term restoration of pre-pandemic service levels. SFMTA is conducting a network study to identify how to best use resources in the near-term while GGBHTD approved significant reductions to its bus network and created a new baseline condition. Both these operators are especially reliant on locally generated revenues that are expected to recover slowly. MTC-administered funds comprise a small, but significant part of these agencies' operating revenue (19 percent for GGBHTD and 15 percent for SFMTA, respectively). Federal relief funding will account for two to three times as much of the operating revenue proposed to be allocated for these operators in FY 2021-22.

To receive an allocation of funds, operators agree to comply with transit coordination requirements in MTC Resolution 3866, the Transit Coordination Implementation Plan. AB1107 funds may only be allocated to AC Transit, BART, or SFMTA. The Commission could consider further coordination requirements as a condition of receiving the funds proposed for allocation.

**Issues**: None

**Recommendation:** Refer MTC Resolution Nos. 4464, Revised; 4465, Revised; 4466,

Revised; and 4467, Revised to the Commission for approval.

**Attachments:** Attachment A – Transit Operator Budget and Operations Summary

MTC Resolution Nos. 4464, Revised, 4465, Revised, 4466 Revised, and

4467, Revised

Therese W. McMillan

## **Attachment A: Transit Operator Budget and Operations Summary**

## Golden Gate Bridge, Highway, and Transportation District (Golden Gate)

#### \$ Amounts are in millions

Expected Carryover of Federal COVID Relief	Proposed Operating	Change in Budget	Current Average Ridership % Decrease	Total Proposed TDA/ STA/ RM2/ AB 1107	% of Operating Budget
Funding <sup>1</sup>	Budget	compared to FY 20	(Mar 2021 to Mar 2019)	FY21-22 Allocation <sup>2</sup>	Funded with Allocations
\$25.5	\$128.9	12.9%	-80%	\$24.2	19%

**Budget Highlights**: The approved budget included a \$49.2 million deficit that was planned to be covered by American Rescue Plan funds. Funding for all vacant positions plus rising fringe benefits costs accounts for 63 percent of the budget increase. The budget assumes that bus service will increase from 55 percent to 75 percent of pre-pandemic levels. Ferry service is budgeted to grow from 25 percent to approximately 65 percent of pre-pandemic service levels. GGBHTD projects that bus and ferry ridership will increase less quickly to 60% and 50%, respectively, of pre-COVID levels by the end of FY 2021-22. If the ridership assumptions are not met, additional reduction in expenses or increase in revenue will be needed due to lower fare revenue.

Operations Summary: In July 2021, after conducting a\ Title VI equity analysis, the GGBHTD Board approved suspension of twelve routes and reduced service on three routes. All of these routes provided commute service and primarily operated in the peak periods. This approval creates a new baseline for Golden Gate bus service against which future potential service changes will be evaluated for Title VI purposes. While changes in ferry service have also met the threshold for a Title VI equity analysis, GGBHTD will be consulting with the FTA regarding whether resetting the baseline service for the ferry is appropriate given the service restorations, and how the 2020 service suspensions can be addressed from a Title VI perspective. Unlike bus service, which can be redeployed, ferry service is more analogous to a fixed guideway rail line and cannot be redeployed elsewhere.

Weekend ferry service was added in July and additional bus service is planned for September.

### San Francisco Municipal Transportation Agency (SFMTA)

#### \$ Amounts are in millions

Expected Carryover of Federal COVID Relief Funding <sup>1</sup>	Proposed Operating Budget	Change in Budget compared to FY 20	Current Average Ridership % Decrease (June 2021 to June 2019)	Total Proposed TDA/ STA/ RM2/ AB 1107 FY21-22 Allocation <sup>2</sup>	% of Operating Budget Funded with Allocations
\$122.1	\$1,016	9.6%	-64%	\$151.2	15%

**Budget Highlights**: The FY22 budget represents a 9.6 percent increase over FY20, driven largely by labor costs. Labor comprises 76 percent of the total operating budget. The operating budget includes \$298.8 M in federal relief funding. SFMTA estimates that previous revenue streams will not recover to pre-pandemic levels until FY25. Even prior to the pandemic, SFMTA had a growing structural deficit (i.e. costs exceeding revenue). Transportation 2050, a long-term planning effort, is currently underway to consider possible futures and actions to address transportation needs and priorities which includes consideration of potential funding measures.

**Operations Summary**: Service was added in May and August. SFMTA is working to get to 85% of pre-pandemic service by January 2022. A network study is underway to identify a sustainable service network level based on current revenue projections; restoration of 100% of pre-pandemic service is not seen as sustainable. Service adjustments are anticipated in early 2022 after the completion of the network study. Restoring 15% of pre-pandemic service is estimated to cost \$160-170 million for the entire fiscal year.

<sup>&</sup>lt;sup>1</sup> Includes the balance of CARES and CRRSAA federal relief funds not used in FY20 or FY21, as reported by operators.

<sup>&</sup>lt;sup>2</sup> The allocation request includes funds that will be allocated through Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Allocations made by Delegated Authority are reported to the Commission quarterly. In addition, allocations of STA County Block Grant funds will be late Fall 2021.

W.I.: 1255 Referred by: PAC

Revised: 07/28/21-C

09/22/21-C

# ABSTRACT Resolution No. 4464, Revised

This resolution approves the allocation of the Regional Measure 2 operating and planning funds for FY 2021-22.

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).

On September 22, 2021, Attachment A was revised to allocate funds to the San Francisco Municipal Transportation Agency (SFMTA) and the Golden Gate Bridge, Highway and Transportation District (GGBHTD).

Discussion of the allocations made under this resolution are contained in the MTC Programming and Allocations Committee Summary Sheets dated June 9, 2021, July 14, 2021, and September 8, 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

<u>RESOLVED</u>, 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

<u>RESOLVED</u>, 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

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

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

Date: June 23, 2021 W.I.: 1255 Referred by: PAC Revised: 07/28/21-C 09/22/21-C

> Attachment A MTC Resolution No. 4464 Page 1 of 1

## 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	9	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
SFMTA	Metro 3rd Street Extension	\$ 2,125,000	9	09/22/21	8
GGBHTD	Route 40	\$ 2,102,666	10	09/22/21	1

Total \$ 35,469,844

#### Notes

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

W.I.: 1514 Referred by: PAC

Revised: 07/28/21-C

09/22/21-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).

On September 22, 2021, Attachment A was revised to allocate funds to the Golden Gate Bridge, Highway and Transportation District (GGBHTD) and the San Francisco Municipal Transportation Agency (SFMTA).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 9, 2021, July 14, 2021, and September 8, 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 <u>et seq.</u>, 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 <u>et seq.</u>), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 <u>et seq.</u>); now, therefore, be it

<u>RESOLVED</u>, 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

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

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

Referred by: PAC

Revised: 07/28/2021-C 09/22/2021-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.

	Project	Allocation	Alloc.	Approval	Apportionment	
Claimant	Description	Amount	Code	Approvai Date	Apportionment	Note
Ciaimant	Description	Amount	Couc	Date	Aica	Note
5801 - 99233.7.	99275 Community Transit Service	ce - 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		00:-0:-	y	
		, ,				
5802 - 99260A Tı	ansit - 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 Tra	an: 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	
GGBHTD	Transit Operations	7,416,263	23	09/22/21	GGBHTD (Marin)	
GGBHTD	Transit Operations	6,322,679	24	09/22/21	GGBHTD (Sonoma)	
SFMTA	Transit Operations	2,096,220	25	09/22/21	San Francisco County	1
SFMTA	Transit Operations	39,828,179	26	09/22/21	SFMTA	
	Subtotal	299,519,979				
5803 - 99260A Ti	ansit - 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 Tra	an: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				
5007 004000	Canaval Dublia Onavativa					
	General Public - Operating	2 2 2 7 7 2 2	21	07/00/01		
Sonoma County	Transit Operations	2,307,500	21	07/28/21	Sonoma County	
	Subtotal	2,307,500				
5812 - 99400D I	Planning & Admin - Operating					
NVTA	Planning and Administration	1,070,000	22	07/28/21	NVTA	
· · · · <del> •</del>	Subtotal	1,070,000		2,,20,21		
	Subtotti	1,070,000				

TOTAL 336,354,834

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 2l California Code of Regulations § 6633.l, 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 2l California Code of Regulations § 6634.

W.I.: 1514 Referred by: PAC

Revised: 07/28/21-C

09/22/21-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).

On September 22, 2021, Attachment A was revised to allocate funds to the San Francisco Municipal Transportation Agency (SFMTA) and the Golden Gate Bridge, Highway and Transportation District (GGBHTD).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 9, 2021, July 14, 2021, and September 8, 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 <u>et seq.</u>, 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 2l 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

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

<u>RESOLVED</u>, 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;

<u>RESOLVED</u>, 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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

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

Referred by: PAC
Revised: 07/28/21 C
09/22/21-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 Op	erating 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		
SFMTA	Transit Operations	62,690,293	08	09/22/21	SFMTA		
GGBHTD	Transit Operations	8,396,836	09	09/22/21	GGBHTD		
	Subtotal	116,665,130					
<b>5820 - 6730A Op</b> t SolTrans	erating Costs - County Block Grant Transit Operations Subtotal	1,134,745 <b>1,134,745</b>	03	06/23/21	Solano County		
5820 - 6730A Op	erating Costs - Population-based MTC Region	nal 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		
SFMTA	Paratransit Operations	3,012,914	10	09/22/21	San Francisco County		

TOTAL 132,398,429

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

Attachment B Resolution No. 4466 Page 2 of 2

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.

WI: 1514
Referred by: PAC
Revised: 9/22/21-C

# **ABSTRACT**

## Resolution No. 4467

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

On September 22, 2021, Attachment A was revised to allocate funds to the San Francisco Municipal Transportation Agency (SFMTA).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 9, 2021 and September 8, 2021.

Referred by: PAC

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

# METROPOLITAN TRANSPORTATION COMMISSION RESOLUTION NO. 4467

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

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

Date: June 23, 2021 Referred by: PAC

Revised: 09/22/21-C

Attachment A MTC Resolution No. 4467 Page 1 of 1

## ALLOCATION OF AB 1107 FUNDS DURING FISCAL YEAR 2021-22

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

	Project	Fare Ratio Plus Local Support Percentage		Allocation	Alloc.	Approval
Claimant	Description	FY 19-20 FY 21-22		Amount	Code	Date
AC Transit	Transit Operations	64.6%	38.2%	50% of deposits to MTC's AB 1107 account.	1	06/23/21
SFMTA	Transit Operations	61.6%	56.1%	50% of deposits to MTC's AB 1107 account.	2	09/22/21

Referred by: PAC

Attachment B Resolution No. 4467 Page 1 of 1

# ALLOCATION OF FISCAL YEAR 2021-22 AB 1107 FUNDS

# **FINDINGS**

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

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



# Metropolitan Transportation Commission

# Legislation Details (With Text)

File #: 21-1033 Version: 1 Name:

Type: Resolution Status: Commission Approval

File created: 7/27/2021 In control: Programming and Allocations Committee

On agenda: 9/8/2021 Final action:

Title: MTC Resolution No. 4488. Policies and Procedures for the 2022 Regional Transportation

Improvement Program (RTIP).

Adoption of the Policies and Procedures for the 2022 RTIP, which includes approximately \$103 million

in new programming capacity for the Bay Area.

Sponsors:

Indexes:

Code sections:

Attachments: <u>10e - 21-1033 - Reso 4488 RTIP.pdf</u>

4a - 21-1033 - Reso-4488 RTIP\_.pdf

Date	Ver.	Action By	Action	Result
9/8/2021	1	Programming and Allocations Committee		

## Subject:

MTC Resolution No. 4488. Policies and Procedures for the 2022 Regional Transportation Improvement Program (RTIP).

Adoption of the Policies and Procedures for the 2022 RTIP, which includes approximately \$103 million in new programming capacity for the Bay Area.

#### Presenter:

Karl Anderson

#### **Recommended Action:**

Commission Approval

# **Metropolitan Transportation Commission Programming and Allocations Committee**

September 8, 2021

**Agenda Item 4a - 21-1033** 

#### MTC Resolution No. 4488

**Subject:** 

Policies and Procedures for the 2022 Regional Transportation Improvement Program (RTIP).

**Background:** 

MTC is responsible for developing the region's funding priorities for the Regional Transportation Improvement Program (RTIP), and for submitting the proposed projects to the California Transportation Commission (CTC) for adoption into the State Transportation Improvement Program (STIP). Resolution No. 4488 establishes MTC's policies, procedures, project criteria, schedule, and funding targets for the 2022 RTIP, and will include the program of projects due to the CTC by December 15, 2021. The 2022 STIP covers fiscal years 2022-23 through 2026-27.

The 2022 RTIP provides about \$103 million in new programming capacity to the nine-county MTC region. Senate Bill (SB) 1, signed by the governor in 2017, stabilized the revenues for the State Highway Account that funds the STIP. Note that decreased fuel sales during the pandemic resulted in lower than expected revenues for the 2022 STIP.

In addition to the new programming capacity in the 2022 RTIP, sponsors have the opportunity to update existing project funding plans and schedules. To meet the CTC deadline, the Bay Area County Transportation Agencies (CTAs) must submit their final project nominations to MTC in early November. Staff will evaluate all submitted project nominations for compliance with the policies and procedures. This Committee will review the project listing on December 8, 2021. The Commission is scheduled to consider adoption of the final 2022 RTIP at its December 15, 2021 meeting, via an amendment to this resolution. The 2022 guidance includes the latest updates to the CTC STIP Guidelines adopted on August 18, 2021 (see Attachment 1).

Staff met with the region's CTAs in July to solicit input on the proposed policies and procedures.

Staff recommends minor changes to the 2020 RTIP Policies and Procedures for the 2022 RTIP. A full summary of the proposed changes to the regional guidance is included in Attachment 2.

### **Matching Funds for SB1 Grants**

CTC's 2022 STIP guidelines again allow sponsors to match SB1 competitive program projects with STIP funds. If the CTC does not select a project for funding in a competitive SB1 program, and alternative funding is not identified within six months, a STIP amendment will be required to delete or substitute the project for another project with a full

funding plan commitment. MTC strongly encourages sponsors to use RTIP funds to match SB1 competitive program applications and will require a match come from the RTIP before committing other regional discretionary funding. If a county's RTIP shares are pre-committed or otherwise unavailable, MTC expects the CTA to examine local funds as match before MTC will consider committing other regional discretionary funding.

**Issues:** 

- 1.) As shown in the Regional Policies section of the 2022 RTIP Policies and Procedures and highlighted in Attachment 2 under "Regional Setaside Summary", San Francisco's commitment towards repayment for the advance of Surface Transportation Program / Congestion Mitigation and Air Quality Improvement Program funding has been reduced from \$34 million to \$31 million. The reduction of \$3 million is proposed in lieu of an additional MTC funding commitment and in support of the Caltrain Downtown Extension project and is conditioned upon the San Francisco County Transportation Authority allocating an equivalent amount of funds for this purpose.
- 2.) The Regional Set-aside Programming section of the 2022 RTIP Policies and Procedures describes MTC's commitment of \$46 million in regional set-aside STIP funds to additional contingency for the Caltrain Peninsula Corridor Electrification Project (PCEP), through MTC Resolution No. 4267. Because it has been assumed these contingency funds would not be needed, Commission policy would instead direct these funds to the Housing Incentive Program. It is staff's understanding that these funds are not needed for contingency expenses on the PCEP project at this time, despite the known project cost increases that are described in more detail under Item 6a. Staff will continue to monitor the project cost increases and will update the Committee if the set-aside funds are needed for PCEP or can be redirected to an alternative use.

**Recommendation:** Refer MTC Resolution No. 4488 to the commission for approval.

**Attachments:** Attachment 1 – Highlights of CTC 2022 STIP Guidelines

Attachment 2 – MTC Highlights and Changes to the 2022 RTIP Policies

and Procedures

MTC Resolution No. 4488

Therese W. McMillan

### **Highlights of CTC 2022 STIP Guidelines**

## • Fund Capacity

The 2022 STIP Fund Estimate identifies net new capacity only in the two years added to the STIP, FY 2025-26 and FY 2026-27. No new capacity is identified for the first three years. Due to the lack of new capacity in the early years of the STIP, counties with cost increases that want to program additional STIP funds in the first three years would need to identify another project in the early years to delay. If the county does not identify another project with commensurate programming to delay, the original project may be delayed to the last two years of the STIP.

### Uncommitted funding for STIP projects

The CTC will again consider programming projects with uncommitted funds only from the Local Partnership Program, Solutions for Congested Corridors Program, and Trade Corridors Enhancement Program, provided that the uncommitted funding is secured within six months of the adoption of these programs. If the funding commitment from these programs, or alternative funding, is not secured by the established date, a STIP amendment will be required to delete or substitute the project for another project with a full funding plan commitment.

## Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) Programming

CRRSAA shares distributed as a part of the 2021 Mid-Cycle STIP are not included in the 2022 STIP Fund Estimate, and therefore, are not included as part of the county shares and targets. The CTC and Caltrans are tracking CRRSAA balances separately. However, if a county has a remaining balance of CRRSAA funds, the county may program the funds as a part of the 2022 RTIP programming process. Funds made available from CRRSAA must be allocated by the CTC by June 2024 and obligated by August 2024.

# • Public Transportation Account

Although the overall statewide capacity for the 2022 STIP Fund Estimate identifies new capacity for the STIP period, the 2022 STIP Fund Estimate indicates a negative program capacity for the Public Transportation Account (PTA). SB 1 did not provide additional funding for the PTA; instead, PTA resources for the STIP decreased as a result of SB 1. Therefore, all transit projects programmed in the STIP will need to be delivered with other STIP funds, if eligible. Regions may nominate transit and rail projects in its RTIP within SHA and Federal funding constraints (rolling stock may only be funded with Federal funds).

## • Advance Project Development Element

There is no Advance Project Development Element capacity identified for the 2022 STIP. Therefore, Counties will have limited opportunity to advance county shares to develop new STIP projects for future STIP cycles.

## MTC Highlights and Changes for the 2022 RTIP Policies and Procedures

## • Senate Bill 1 Competitive Programs Match

CTC's 2022 STIP guidelines again allow sponsors to match SB1 competitive program projects with STIP funds. If the CTC does not select a project for funding in a competitive SB1 program, and alternative funding is not identified within six months, a STIP amendment will be required to delete or substitute the project for a project with a full funding plan commitment. MTC strongly encourages sponsors to use RTIP funds to match SB1 competitive program applications and will require a match come from the RTIP before committing other regional discretionary funding. If a county's RTIP shares are precommitted or otherwise unavailable, MTC expects the CTA to examine local funds as a match before MTC considers committing other regional discretionary funding.

#### • PPM Escalation Rate

MTC has programmed Regional PPM amounts based on a letter of understanding from MTC's executive director Steve Heminger to the CMA directors in 2005. Regional PPM funds MTC staff and consultant activities to plan, program, and monitor projects. The letter based MTC's PPM amount on a base amount of \$500,000 in FY 2005-06 escalated annually thereafter. MTC has used a 3.5% escalation factor for calculating the annual funding levels based on the standard escalation rate used since FY 2005-06. New for the 2022 RTIP MTC will revise the Policies and Procedures to reflect a new escalation rate of 2%. The new escalation rate will apply to the two new fiscal years and beyond.

### • San Francisco Bay Area Regional Advance Mitigation Program

As a part of *Plan Bay Area 2040* and through MTC Resolution No. 4290, MTC identified the Regional Advance Mitigation Program (RAMP) as a mitigation strategy for the Bay Area. RAMP would mitigate certain environmental impacts from groups of planned transportation projects, rather than mitigating on an inefficient per-project level. MTC strongly encourages counties to program RTIP funds to implement RAMP, especially in counties that have an approved Regional Conservation Investment Strategy (RCIS). RAMP activities could include purchasing mitigation land bank credits, establishing a greenfield mitigation site, contributing to an existing Habitat Conservation Plan, and purchasing conservation land easements and their endowments, as allowed under state and federal law. In instances where RTIP funds are not eligible for RAMP implementation, MTC encourages sponsors to exchange RTIP funds with eligible non-federal funds for RAMP. Such exchanges must be consistent with MTC's fund exchange policy, MTC Resolution No. 3331.

## • Regional Set-aside Summary

The table below summarizes MTC's regional set-aside of the available \$49 million, which the Commission reserved for regional priorities. Of the total set-aside: \$31 million originates from the Caldecott Tunnel/ American Recovery and Reinvestment Act of 2009 (ARRA) Exchange, \$15 million is from funds redirected from San Francisco-Oakland Bay Bridge (SFOBB) Gateway Park project, and \$3.4 million from Sonoma County's STP/CMAQ exchange for the Marin-Sonoma Narrows (MSN) project, Segment B2 Phase 2. The Commission committed \$46 million of these funds for the Caltrain Peninsula Corridor Electrification Project (PCEP) contingency (first priority) and the OBAG2 Housing Incentive Program (second priority).

County	SFOBB Gateway Project	Caldecott Tunnel/ARRA Exchange	MSN STP/CMAQ Exchange	Available Total	Future San Francisco STP/CMAQ Exchange
Alameda	(3,063)	(2,000)	-	(5,063)	-
Conta Costa	(2,090)	(29,000)	-	(31,090)	-
Marin	(571)	-	-	(571)	-
Napa	(376)	-	-	(376)	-
San Francisco	(1,548)	-	-	(1,548)	(34,000) (31,000)
San Mateo	(1,598)	-	-	(1,598)	-
Santa Clara	(3,632)	-	-	(3,632)	-
Solano	(945)	-	-	(945)	-
Sonoma	(1,177)	-	(3,400)	(4,577)	-
Total	(15,000)	(31,000)	(3,400)	(49,400)	(31,000)

All numbers in \$1,000s

The table also highlights San Francisco's future commitment to program \$31 million in future STIP shares to regional Freeway Performance Initiative (FPI)/Columbus Day Initiative (CDI)/Express Lanes projects. MTC advanced \$34 million in STP/CMAQ funds for the Doyle Drive Replacement / Presidio Parkway project and in exchange San Francisco will commit \$31 million in STIP funds after programming and the remaining commitment to the Central Subway project (about \$29.7 million). MTC accepts a \$3 million reduction in San Francisco's commitment towards the STP/CMAQ advance in lieu of an additional MTC funding commitment and in support of the Caltrain Downtown Extension project. This reduction is conditioned upon the San Francisco County Transportation Authority allocating an equivalent amount of funds for this purpose.

Attachment 2 Page 2 of 2

Date: September 22, 2021

W.I.: 1515 Referred by: PAC

## **ABSTRACT**

### Resolution No. 4488

This resolution adopts the policies, procedures, and program of projects for the 2022 Regional Transportation Improvement Program (RTIP) for the San Francisco Bay Area, for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 45 (Chapter 622, Statutes 1997).

Attachment A – Policies and Procedures for the 2022 RTIP (with appendices)

Attachment B - 2022 RTIP Program of Projects

Attachment C - STIP Amendment / Extension Rules and Procedures

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated September 8, 2021.

Date: September 22, 2021

W.I.: 1515 Referred by: PAC

RE: <u>Adoption of 2022 Regional Transportation Improvement Program (RTIP)</u>
Program Policies, Procedures, Project Selection Criteria, and Program of Projects

# METROPOLITAN TRANSPORTATION COMMISSION RESOLUTION NO. 4488

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, MTC has adopted and periodically revises, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, MTC shares responsibility with the Association of Bay Area Governments (ABAG) for developing and implementing a Sustainable Communities Strategy (SCS) that integrates transportation, land use, and housing to meet greenhouse gas (GHG) reduction goals (Government Code Section 65080(b) 2(B)).

WHEREAS, MTC adopts, pursuant to Government Code Section 65082, a Regional Transportation Improvement Program (RTIP) when additional State Transportation Improvement Program funding is available, that is submitted, pursuant to Government Code Section 14527, to the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans); and

WHEREAS, MTC has developed, in cooperation with Caltrans, operators of publicly owned mass transportation services, congestion management agencies, countywide transportation planning agencies, and local governments, policies, procedures and project selection criteria to be used in the development of the 2022 RTIP, and a five-year program for the funding made available for highways, roadways and state-funded mass transit guideways and other transit capital improvement projects, to include projects programmed in fiscal years 2022-23 through 2026-27; and

WHEREAS, using the process and criteria set forth in the Attachments to this resolution, attached hereto as though set forth at length, a set of capital priorities for the 2022 Regional Transportation Improvement Program (RTIP) was developed; and

WHEREAS, the 2022 RTIP has been developed consistent with the policies and procedures outlined in this resolution, and with the STIP Guidelines adopted by the CTC on August 18, 2021; and

WHEREAS, the 2022 RTIP will be subject to public review and comment; now, therefore, be it

<u>RESOLVED</u>, that MTC approves the process and criteria to be used in the evaluation of candidate projects for inclusion in the 2022 RTIP, as set forth in Attachment A of this resolution, and be it further

<u>RESOLVED</u>, that MTC adopts the 2022 RTIP Program of Projects, attached hereto as Attachment B and incorporated herein as though set forth at length, and finds it consistent with the RTP; and, be it further

<u>RESOLVED</u>, that MTC approves the STIP Amendment / Extension Rules and Procedures to be used in processing STIP amendment and extension requests, as set forth in Attachment C of this resolution, and be it further

RESOLVED, that the Executive Director may make adjustments to Attachment B in consultation with the respective Congestion Management Agency (CMA) or County Transportation Planning Agency, Collectively known as the Bay Area County Transportation Agencies (CTAs), to respond to direction from the California Transportation Commission and/or the California Department of Transportation; and, be it further

<u>RESOLVED</u>, that MTC's adoption of the programs and projects in the 2022 RTIP is for planning purposes only, with each project still subject to MTC's project review and application approval pursuant to MTC Resolution Nos. 3115 and 3757; and, be it further

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

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, on September 22, 2021.

Date: September 22, 2021

W.I.: 1515 Referred by: PAC

> Attachment A Resolution No. 4488

Page 1 of 30

### 2022 Regional Transportation Improvement Program

Policies and Procedures September 22, 2021

MTC Resolution No. 4488 Attachment A

Metropolitan Transportation Commission Funding Policy and Programs Section http://www.mtc.ca.gov/our-work/fund-invest

Date: September 22, 2021

W.I.: 1515 Referred by: PAC

> Attachment A Resolution No. 4488 Page 2 of 30

#### **2022 RTIP**

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Attachment A MTC Resolution No. 4488 September 22, 2021 Page 4 of 30

## 2022 Regional Transportation Improvement Program (RTIP) Policies and Procedures

#### **Background**

The State Transportation Improvement Program (STIP) provides funding for transportation projects around the State. As the Regional Transportation Planning Agency (RTPA) for the Bay Area, the Metropolitan Transportation Commission (MTC) is responsible for developing regional STIP project priorities for the nine counties of the Bay Area.

The Regional Transportation Improvement Program (RTIP) is the region's proposal to the State for STIP funding and is due to the California Transportation Commission (CTC) by December 15, 2021. The 2022 STIP will include programming for the five fiscal years from 2022-23 through 2026-27.

#### **2022 RTIP Development**

The following principles will frame the development of MTC's 2022 RTIP, the region's contribution to the 2022 STIP.

- MTC will work with CTC staff, each Congestion Management Agency and Countywide Transportation Planning Agency, collectively known as the Bay Area County Transportation Agencies (CTAs), transit operators, Caltrans, and project sponsors to prepare the 2022 STIP.
- Investments made in the RTIP must carry out the objectives of the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) and be consistent with its improvements and programs.
- MTC may choose to consult with counties to consider programming a portion of their RTIP shares for projects that meet a regional objective.
- MTC will continue to work with CTAs, transit operators, Caltrans and project sponsors to aggressively seek project delivery solutions. Through the use of AB 3090 authority, GARVEE financing, and federal, regional, and local funds and funding exchanges, MTC will work with its transportation partners to deliver projects in the region.
- Each county's project list must be constrained within the county share limits unless arrangements have been made with other counties to aggregate the county share targets. MTC continues to support aggregation of county share targets to deliver ready-to-go projects in the region. CTAs that submit a list that exceeds their county share must identify and prioritize those projects that exceed the county share target.

#### **Key Policies and Guidance**

The following policies serve as the primary guidance in the development of the 2022 RTIP.

#### **Key Eligibility Policies**

#### **Consistency with Regional and Local Plans**

#### **RTP/SCS Consistency**

*Plan Bay Area 2040*, the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), lays out a vision of what the Bay Area land use patterns and transportation network could look like in 2040. An objective of *Plan Bay Area 2040* is to encourage and promote the safe and efficient management, operation and development of a regional intermodal transportation system

that will serve the mobility needs of people and goods. Programming policies governing the STIP and other flexible, multi-modal discretionary funding sources such as the federal Surface Transportation Block Grant Program (STBG), Congestion Mitigation and Air Quality Improvement (CMAQ), and Regional Transportation Improvement Program (RTIP) funds must be responsive to the strategies and goals of the Plan. MTC expects to adopt the new RTP/SCS, Plan Bay Area 2050, later in 2021. New projects submitted for RTIP consideration must be included in the current RTP and should include a statement addressing how the project meets the current and new RTP strategies and goals.

#### **Local Plans**

Projects included in the RTIP must be included in a Congestion Management Plan (CMP) or Capital Improvement Program (CIP).

#### **CTC Guidance**

The California Transportation Commission (CTC) 2022 STIP Guidelines were adopted on August 18, 2021. The MTC 2022 RTIP Policies and Procedures includes all changes in STIP policy implemented by the CTC. The entire CTC STIP Guidelines are available on the internet at: <a href="https://dot.ca.gov/programs/financial-programming/office-of-capital-improvement-programming-ocip">https://dot.ca.gov/programs/financial-programming/office-of-capital-improvement-programming-ocip</a> or <a href="https://catc.ca.gov/programs/state-transportation-improvement-program">https://catc.ca.gov/programs/state-transportation-improvement-program</a>. All CTAs and project sponsors must follow the MTC and CTC STIP Guidelines in the development and implementation of the 2022 RTIP/STIP.

#### **2022 RTIP Development Schedule**

Development of the 2022 RTIP under these procedures will be done in accordance with the schedule outlined in Appendix A-1 of these policies and procedures.

#### **RTIP County Share Targets**

Appendix A-2 of the Policies and Procedures provides the county share targets for each county for the 2022 RTIP. Each county's project list, due to MTC in draft form by October 6, 2021, should be constrained within these county share limits. It is expected that MTC's RTIP will be developed using a region-wide aggregate of county-share targets.

#### **Project Eligibility**

SB 45 (Chapter 622, Statutes 1997) defines the range of projects that are eligible for consideration in the RTIP. Eligible projects include state highway improvements, local road improvements and rehabilitation, public transit, intercity rail, pedestrian, and bicycle facilities, and grade separation, transportation system management, transportation demand management, soundwall projects, intermodal facilities, and safety projects.

#### **RTIP Project Solicitation**

Each CTA is responsible for soliciting projects for its county share of the RTIP where the county target is greater than \$0. The CTA must notify all eligible project sponsors, including Caltrans and transit operators, of the process and deadlines for applying for RTIP funding. If the CTA does not conduct a solicitation of projects, that CTA must provide justification to MTC that conforms to the

public involvement process described in the next section and approved by that CTA's governing body.

#### **Public Involvement Process**

MTC is committed to having the CTAs as full partners in development of the RTIP. That participation likewise requires the full commitment of the CTAs to a broad, inclusive public involvement process consistent with MTC's adopted Public Participation Plan (available online at <a href="http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan">http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan</a>) and federal regulations, including Title VI of the Federal Civil Rights Act of 1964. Federal regulations call for active outreach and public comment opportunities in any metropolitan planning process, and such opportunities an important step to any project selection process for the RTIP. CTAs shall document their public involvement opportunities, including how they included communities covered under Title VI, and submit the documentation along with their list of candidate projects.

#### RTIP Projects in the Transportation Improvement Program (TIP)

In accordance with state and federal requirements, RTIP-funded projects must be programmed in the TIP prior to seeking a CTC allocation. In addition, a federal authorization to proceed (E-76) request must be submitted simultaneously with the RTIP allocation request to Caltrans and the CTC when the request includes federal funds. In the 2022 RTIP, all projects are subject to be a mix of federal and state funds and may require a federal authorization to proceed. Additionally, all STIP projects are to be included in the TIP and must have funds escalated to the year of expenditure, in accordance with federal regulations.

#### **Regional Policies**

#### Regional Set-Aside Programming

In order to expedite obligation and expenditure of American Recovery and Reinvestment Act of 2009 (ARRA) funds, and to address the State's lack of funding at the time, MTC programmed \$31 million in ARRA funds to backfill unavailable STIP funds for the Caldecott Tunnel Fourth Bore project. Of the \$31 million, \$29 million came from Contra Costa's STIP county share, and \$2 million from Alameda's STIP county share. Further, in 2012, MTC programmed \$15 million to the Improved Bicycle/Pedestrian Access to the San Francisco-Oakland Bay Bridge project from a portion of each county's STIP share (from former Transportation Enhancement (TE) funds). To address lack of funding in the 2016 STIP, MTC de-programmed both the \$31 million and \$15 million commitments to regional projects (total \$46 million). In January 2017 MTC committed the \$46 million to additional contingency for the Caltrain Peninsula Corridor Electrification Project (PCEP), through MTC Resolution No. 4267. If these funds are not needed for the PCEP, the RTIP funds will be re-programmed the Housing Production and Preservation Incentive Program (see next section), or to another regional priority project(s) at MTC's discretion. These funds have the highest priority for funding in the RTIP, after GARVEE, AB 3090, and PPM projects.

#### **Housing Production and Preservation Incentive**

On October 24, 2018, MTC approved Resolution No. 4348, which establishes the framework and qualifying criteria for the Housing Incentive Pool (HIP), an incentive program to reward Bay Area

local jurisdictions that produce or preserve the most affordable housing. This resolution builds on the HIP established in OBAG 2, MTC Resolution No. 4202, Revised.

As part of the 2022 RTIP, the OBAG 2 Housing Production Incentive challenge grant program described immediately above is augmented with \$46 million of regionally-controlled RTIP funds identified in the regional set-aside programming section above, conditioned on these funds not being needed for Caltrain's project contingency, either because the project can be completed within budget or because substitute contingency funds are identified.

The RTIP funding provided may be either federal or state funds, must be used only for federally- or State Highway Account-eligible transportation purposes, and must meet CTC STIP Guideline requirements.

#### **Senate Bill 1 Competitive Programs Match**

CTC's 2022 STIP guidelines again allow sponsors to match SB1 competitive program projects with STIP funds. If the CTC does not select a project for funding in a competitive SB1 program, and alternative funding is not identified within six months, a STIP amendment will be required to delete or substitute the project for another project with a full funding plan commitment. MTC strongly encourages sponsors to use RTIP funds to match SB1 competitive program applications and will require a match come from the RTIP before committing other regional discretionary funding. If a county's RTIP shares are pre-committed or otherwise unavailable, MTC expects the CTA to examine local funds as a match before MTC considers committing other regional discretionary funding.

#### **County Programming Priorities**

San Francisco County

MTC Resolution No. 3925, Revised, which guides the programming and policies for the first cycle of federal Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) funding, advanced \$34 million in federal funds for the Doyle Drive Replacement / Presidio Parkway project. In exchange, \$31 million of San Francisco's STIP share shall be reserved for regional Freeway Performance Initiative (FPI)/Columbus Day Initiative (CDI)/Express Lanes projects. San Francisco shall commit these funds after PPM programming and the remaining commitment to the Central Subway project (about \$29.7 million). Pursuant to MTC Resolution No. 4272 Revised, Attachment E, San Francisco must program \$12.8 million of the remaining balance to Transit Capital Priorities program eligible projects to honor commitments to the Central Subway. MTC accepts a \$3 million reduction in San Francisco's commitment towards the STP/CMAQ advance in lieu of an additional MTC funding commitment and in support of the Caltrain Downtown Extension project, conditioned upon the San Francisco County Transportation Authority allocating an equivalent amount of funds for this purpose.

#### San Francisco County Remaining RTIP Priorities

Priority	Project	Initial RTIP Commitment  Previously Alle and Program RTIP Func		Current Remaining RTIP Commitment
1st	Central Subway	92,000	62,330	29,670
2nd	MTC STP/CMAQ Advance for Presidio Parkway	34,000	-	<del>34,000-</del> 31,000
3rd	Caltrain Downtown Extension to Transbay Transit Center	28,000	10,153	17,847
Total		262,101	160,584	78,517

All numbers in \$1,000s

#### San Francisco, San Mateo, and Santa Clara Counties

MTC Resolution No. 4267 identifies RTIP funds as a source to meet MTC's \$50 million contingency commitment to the Caltrain Peninsula Corridor Electrification Project, with the \$46 million identified in the "Regional Set-Aside Programming" section of these policies and procedures. If the PCEP cost exceeds the estimated project delivery cost and previously budgeted contingency, or a shortfall in revenue occurs, \$4 million would be reserved from future San Francisco, San Mateo, and Santa Clara county shares. If the \$50 million contingency commitment is not needed for PCEP, MTC will not withhold the \$4 million from the three counties' RTIP shares.

#### Sonoma County

MTC Resolution No. 4328, which established a funding exchange agreement with the Sonoma County Transportation Authority (SCTA), programmed \$3.4 million in STP/CMAQ to the US-101 Marin-Sonoma Narrows (MSN) project, Segment B2 Phase 2 in exchange for an equal amount of future Sonoma County RTIP funds. In exchange, \$3.4 million of Sonoma's STIP share shall be reserved for future MTC-identified priority projects. Sonoma shall commit these funds after programming PPM funds.

#### Regional Advanced Mitigation Program (RAMP)

As a part of *Plan Bay Area 2040* and through MTC Resolution No. 4290, MTC identified the Regional Advance Mitigation Program (RAMP) as a mitigation strategy for the Bay Area. RAMP would mitigate certain environmental impacts from groups of planned transportation projects, rather than mitigating on an inefficient per-project level. MTC strongly encourages counties to program RTIP funds to implement RAMP, especially in counties that have an approved Regional Conservation Investment Strategy (RCIS). RAMP activities could include purchasing mitigation land bank credits, establishing a greenfield mitigation site, contributing to an existing Habitat Conservation Plan, and purchasing conservation land easements and their endowments, as allowed under state and federal law. In instances where RTIP funds are not eligible for RAMP implementation, MTC encourages sponsors to exchange RTIP funds with eligible non-federal funds for RAMP. Such exchanges must be consistent with MTC's fund exchange policy, MTC Resolution No. 3331.

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#### Regional Planning, Programming, and Monitoring (PPM) funds

Passage of Assembly Bill 2538 (Wolk, 2006) allows all counties to program up to 5% of their county share to Planning, Programming, and Monitoring (PPM) purposes in the STIP. Appendix A-2 identifies PPM amounts each county may program. As agreed with the CTAs, MTC will program a portion of each county's PPM for regional PPM activities each year beginning with a base amount of \$500,000 in FY 2005-06 escalated 3.5% annually through FY 2024-25. Beginning in FY 2025-26 MTC will reduce the escalation rate to 2% annually. MTC's currently programmed amounts for regional PPM activities in FY 2022-23 through FY 2024-25 will not change in the 2022 RTIP; the CTAs may choose to redistribute their county portion of the PPM funds programmed in the current county share period through FY 2023-24 and in the country share period beginning in FY 2024-25. Due to county share period restrictions, new PPM amounts may only be programmed in the amounts and years identified in Attachment 2.

#### **Caltrans Project Nomination**

Senate Bill 1768 (Chapter 472, Statutes 2002) authorizes the Department of Transportation to nominate or recommend projects to be included in the RTIP to improve state highways using regional transportation improvement funds. To be considered for funding in the RTIP, the Department must submit project nominations directly to the applicable CTA. The Department should also identify any additional state highway improvement needs within the county that could be programmed within the 3 years beyond the end of the current STIP period. The Department must submit these programming recommendations and identification of state highway improvement needs to the CTA within the timeframe and deadline prescribed by the applicable CTA. In addition, the Department must also provide a list of projects and funding amounts for projects currently planned on the State Highway System over the 2022 STIP period to be funded with local and regional funds.

#### **Title VI Compliance**

Investments made in the RTIP must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, disability, 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. The CTA must consider equitable solicitation and selection of project candidates in accordance with federal Title VI and Environmental Justice requirements.

#### **Intelligent Transportation Systems Policy**

In collaboration with federal, state, and local partners, MTC developed the regional Intelligent Transportation Systems (ITS) Architecture. The San Francisco Bay Area Regional ITS Architecture is a roadmap for integrated and collaborative ITS projects in the Bay Area over the next 10 years and beyond. The Architecture provides the knowledge base necessary to make the most out of technological advances for planning and deployment of intelligent transportation systems that are connected and standardized across the region and beyond.

MTC, state and federal agencies require projects funded with federal highway trust funds to meet applicable ITS Architecture requirements. Since the 2006 RTIP, MTC requires all applicable

projects to conform to the regional ITS architecture. Through the on-line Fund Management System (FMS) application process, 2022 RTIP project sponsors will identify the appropriate ITS category, if applicable. Information on the regional ITS architecture can be found at: <a href="https://mtc.ca.gov/operations/programs-projects/intelligent-transportation-systems/its-architecture">https://mtc.ca.gov/operations/programs-projects/intelligent-transportation-systems/its-architecture</a>.

#### MTC Resolution No. 4104 Compliance – Traffic Operations System Policy

All major new freeway projects included in *Plan Bay Area 2040* and subsequent regional transportation plans shall include the installation and activation of freeway traffic operations system (TOS) elements to effectively operate the region's freeway system and coordinate with local transportation management systems. MTC requires all applicable RTIP projects to conform to the regional policy. For purposes of this policy, a major freeway project is a project that adds lanes to a freeway, constructs a new segment of freeway, upgrades a segment to freeway status, modifies a freeway interchange, modifies freeway ramps, or reconstructs an existing freeway. TOS elements may include, but are not limited to, changeable message signs, closed-circuit television cameras, traffic monitoring stations and detectors, highway advisory radio, and ramp meters.

As set forth in MTC Resolution No. 4104, for any jurisdiction in which MTC finds that ramp metering and TOS elements are installed but not activated or in operation, MTC will consider suspending fund programming actions for STIP funding until the Ramp Metering Plan is implemented and the ramp meters and related TOS elements are activated and remain operational, and MTC deems the requirements of the regional TOS policy have been met. Furthermore, in any county in which a jurisdiction fails to include the installation and activation of TOS elements in an applicable freeway project, including ramp metering as identified in the Ramp Metering Plan, projects to install and activate the appropriate ramp meters and TOS elements omitted from the project shall have priority for programming of new STIP funding for that county. STIP projects that do not meet the provisions of MTC Resolution No. 4104 are subject to de-programming from the federal TIP.

#### **Regional Communications Infrastructure**

MTC Resolution No. 4104, Traffic Operations System Policy, requires the installation and activation of freeway traffic operations system elements. In order to facilitate implementation of technology-based strategies focused on enhancing safety, mobility and economic vitality of communities, and to expand interoperability among partner agencies, projects must install fiber communications conduit infrastructure if project limits overlap with a proposed project in the final 2019 Regional Communications Strategic Investment Plan, when both financially feasible and consistent with goals stated in the Bay Area Regional Communications Infrastructure Plan.

Projects proposed for programming in the 2022 RTIP, seeking funds for environmental or plans, specifications, and estimates (PS&E) phases should consider incorporating communications infrastructure into project design, ideally at the project scoping phase leading to programming. A checklist of technical recommendations are listed in the final 2019 Regional Communications Infrastructure Plan (available at the MTC website at <a href="https://mtc.ca.gov/our-work/operate-coordinate/intelligent-transportation-systems/regional-communications-network">https://mtc.ca.gov/our-work/operate-coordinate/intelligent-transportation-systems/regional-communications-network</a>). For future RTIP funding commitments on new projects, projects sponsors should work with Caltrans and MTC to

identify the appropriate communications component to support the completion of regional communications network throughout the Bay Area. A project is considered "new" if it does not have an approved Project Study Report or applicable scoping document as of December 15, 2021.

#### Bay Area Forward and Regional Express Lane (HOT) Network

All projects on the state highway system must demonstrate a scope and funding plan that includes Traffic Operations System (TOS) elements, consistent with the section above. Projects must also include any additional traffic operations and advanced technology improvements, and transportation demand management recommendations resulting from MTC's Bay Area Forward (BAF). Additionally, projects on the State Highway System proposed for programming in the 2022 RTIP should be consistent with the planned Regional Express Lane (High-Occupancy Toll) Network. For new RTIP funding commitments on the Regional Express Lane Network, the CTAs should work with MTC to determine the appropriateness of advance construction elements (such as structures and conduit) to support the future conversion of general purpose/High-Occupancy Vehicle (HOV) lanes to express lanes if identified.

#### Bay Area Interregional Transportation Improvement Program (ITIP) Priorities

In order to support Caltrans District 4 in successfully programming ITIP projects in the Bay Area, MTC worked with the CTAs and District to formulate four guiding principles for prioritizing ITIP projects consistent with the 2015 ITSP. The principles are:

- Support high cost-benefit ratio projects on the State Highway System
- Support HOV lane gap closures, with emphasis on those that support the Regional Express Lane Network.
- Support high speed rail early investments and intercity/commuter rail
- Support future goods movement and trade corridors

These principles are consistent with *Plan Bay Area 2040* assumptions. Before adoption of the 2024 RTIP, MTC will work with Caltrans District 4 and the CTAs to update these principles to more closely align with the Climate Action Plan for Transportation Infrastructure (CAPTI) framework and the forthcoming 2021 Interregional Transportation Strategic Plan (ITSP).

#### MTC Resolution No. 3866 Compliance – Transit Coordination Implementation Plan

On February 24, 2010, MTC approved Resolution No. 3866, which documents coordination requirements for Bay Area transit operators to improve the transit customer experience when transferring between transit operators and in support of regional transit projects. *If a transit operator fails to comply with Res. 3866 requirements, MTC may withhold, restrict or reprogram funds or allocations.* Res. 3866 supersedes MTC's earlier coordination plan, Res. 3055.

One goal in establishing Res. 3866 was to incorporate detailed project information through reference rather than directly in the resolution in order to facilitate future updates of project-specific requirements. Transit operators must comply with these more detailed documents in order to comply with Res. 3866. MTC may periodically update these documents in consultation with transit agencies.

#### Accommodations for Bicyclists, Pedestrians and Persons with Disabilities

Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. Of particular note is Caltrans Deputy Directive 64 which stipulates: "pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products." In addition, MTC's Resolution No. 3765 requires project sponsors to complete a checklist that considers the needs of bicycles and pedestrians for applicable projects. MTC's Regional Bicycle Plan, adopted as a component of the 2001 RTP, requires that "all regionally funded projects consider enhancement of bicycle transportation consistent with Deputy Directive 64".

In selecting projects for inclusion in the RTIP, the CTAs and project sponsors must consider federal, state and regional policies and directives regarding non-motorized travel, including, but limited to, the following:

#### **Federal Policy Mandates**

The Federal Highways Administration Program Guidance on bicycle and pedestrian issues makes a number of clear statements of intent, and provides best practices concepts as outlined in the US DOT "Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations."

(https://www.fhwa.dot.gov/environment/bicycle\_pedestrian/guidance/policy\_accom.cfm)

#### **State Policy Mandates**

The California Complete Streets Act (AB 1358) of 2008 encourages cities to make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity to reduce vehicle miles traveled (VMT). Government Code Section 65302(b)(2)(A) and (B) states that any substantial revision of the circulation element of the General Plan to consider all users.

California Government Code Section 65089(b)(1)(B)(5) requires that the design, construction and implementation of roadway projects proposed for funding in the RTIP must consider maintaining bicycle access and safety at a level comparable to that which existed prior to the improvement or alteration.

Caltrans Deputy Directive 64, states: "the Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists, and persons with disabilities) in all programming, planning, maintenance, construction, operations, and project development activities and products. This includes incorporation of the best available standards in all of the Department's practices. The Department adopts the best practices concept in the US DOT Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure."

#### **Regional Policy Mandates**

All projects programmed during the RTIP must consider the impact to bicycle transportation, pedestrians and persons with disabilities, consistent with MTC Resolution No. 3765. The

Complete Streets Checklist (also known as "Routine Accommodations Checklist") is incorporated as Part 5 of the Project Application. Furthermore, it is encouraged that all bicycle projects programmed in the RTIP support the Regional Bicycle Network. Guidance on considering bicycle transportation can be found in MTC's 2009 Regional Bicycle Plan (a component of Transportation 2035) and Caltrans Deputy Directive 64. MTC's Regional Bicycle Plan, containing federal, state and regional policies for accommodating bicycles and non-motorized travel, is available on MTC's Web site at: https://mtc.ca.gov/planning/transportation/bicycle-pedestrian-micromobility.

To be eligible for RTIP funds, a local jurisdiction with local streets and roads must have either a complete streets policy or resolution, or general plan updated after 2010, that complies with the Complete Streets Act of 2008 prior to January 31, 2016. Further information is available online at: <a href="http://mtc.ca.gov/sites/default/files/OBAG">http://mtc.ca.gov/sites/default/files/OBAG</a> 2 Reso Guidance Final.pdf.

#### **State Policies**

#### **Grant Anticipation Revenue Vehicle (GARVEE) Bonding**

Chapter 862 of the Statutes of 1999 (SB 928) authorizes the State Treasurer to issue GARVEE bonds and authorizes the California Transportation Commission (CTC) to select projects for accelerated construction from bond proceeds. Bond repayment is made through annual set asides of the county share of future State Transportation Improvement Program (STIP) funds. Bond repayments are typically made over several STIP programming periods.

In accordance with state statute and the CTC GARVEE guidelines, GARVEE debt repayment will be the highest priority for programming and allocation within the particular county Regional Improvement Program (RIP) share until the debt is repaid. In the event that the RIP county share balance is insufficient to cover the GARVEE debt service and payment obligations, the RIP county share balance for that particular county will become negative through the advancement of future RIP county share. Should a negative balance or advancement of capacity be unattainable, then funding for other projects using RIP county share within that particular county would need to be reprogrammed or deleted, to accommodate the GARVEE debt service and payment obligations.

The CTC is responsible for programming the funds, derived from federal sources, as GARVEE debt service and the State Treasurer is responsible for making the debt service payments for these projects. In the 2022 STIP, CTC will consider new GARVEE projects via STIP amendment only, and not during the 2022 STIP adoption process.

#### AB 3090 Project Replacement or Reimbursement

AB 3090 (Statutes of 1992, Chapter 1243) allows a local jurisdiction to advance a project included in the STIP to an earlier fiscal year through the use of locally-controlled funds. With the concurrence of the appropriate CTA, MTC, the California Transportation Commission and Caltrans, one or more replacement state transportation project shall be identified and included in the STIP for an equivalent amount and in the originally scheduled fiscal year or a later year of the advanced project. Alternately, the advanced project can be reimbursed in the originally scheduled fiscal year or a later year.

Projects approved for AB 3090 consideration must award a contract within six months of the CTC approval. The allocation of AB 3090 reimbursement projects is the highest priority in the MTC region. In the 2022 STIP, CTC will consider new AB 3090 requests via STIP amendment only, and not during the 2022 STIP adoption process. Sponsors wishing to use AB 3090s for their projects should contact MTC and CTC for inclusion in the AB 3090 Plan of Projects, which is updated on an as-needed basis.

#### **SB 184 Advance Expenditure of Funds**

SB 184 (Statutes of 2007, Chapter 462) authorizes a regional or local entity to expend its own funds for any component of a transportation project within its jurisdiction that is programmed in the current fiscal year and for which the Commission has not made an allocation. The amount expended would be authorized to be reimbursed by the state, subject to annual appropriation by the Legislature, if (1) the commission makes an allocation for, and the department executes a fund transfer agreement for, the project during the same fiscal year as when the regional or local expenditure was made; (2) expenditures made by the regional or local entity are eligible for reimbursement in accordance with state and federal laws and procedures; and (3) the regional or local entity complies with all legal requirements for the project, as specified.

MTC cautions against the use of SB 184 since allocation of funds is not guaranteed. If pursued, sponsors risk expending local funds with no guarantee that the STIP funds will be allocated.

Should a sponsor want to proceed with an SB 184 request, the sponsor must notify the CTA, MTC and Caltrans in writing on agency letterhead in accordance with Caltrans Local Assistance procedures.

#### **AB 608 Contract Award Provisions**

AB 608 authorizes the adjustment by the CTC of a programmed project amount in the STIP if the Caltrans-sponsored construction contract award amount for a project is less than 80% of the engineer's final estimate, excluding construction engineering.

The CTC will not approve any AB 608 request after 120 days from the contract award. Sponsors intending to take advantage of AB 608 project savings must notify Caltrans and the CTA within 30 days of the contract award, to ensure the request to the CTC can be processed in time to meet the CTC's deadline.

#### **Federal and State-Only Funding**

In 2017, the state adopted SB1, which stabilizes the excise tax on gasoline and pegs it to adjust with inflation. Excise taxes are deposited into the State Highway Account, which also includes federal funds. While SB1 stabilize STIP revenues, Caltrans determines the funding split between state-only and federal funding for projects funded in the STIP. Therefore, projects programmed in the 2022 STIP may receive a combination of state and federal funds. Project sponsors must federalize their projects by completing NEPA documentation and complying with federal project delivery rules, if they are assigned federal funds.

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#### **Article XIX Compliance for Transit Projects**

Article XIX of the California State Constitution restricts the use of State Highway Account (SHA) funds on transit projects. In order for existing and new projects to be programmed in the STIP, the project sponsor or the CTA must provide documentation that verifies the STIP transit project is either 1) eligible for federal funds, or 2) meets Article XIX requirements that only fixed guideway projects in a county that has passed a measure authorizing the use of SHA funds on transit projects may use SHA funds. Also refer to the next section regarding "Matching Requirements."

#### Matching Requirements on Highway and Transit Projects

A local match is not required for projects programmed in the STIP, except under special situations affecting projects subject to Article XIX restrictions established by the State Constitution. Article XIX limits the use of state revenues in the State Highway Account (SHA) to state highways, local roads, and fixed guideway facilities. Other projects, such as rail rolling stock and buses, are not eligible to receive state funds from the SHA. Article XIX restricted projects must therefore be funded with either a combination of federal STIP funding and matching STIP funds from the Public Transportation Account (PTA), or with 100 percent federal STIP funds in the State Highway Account (which requires a non-federal local match of 11.47% from a non-STIP local funding source or approved use of toll credits).

Project sponsors wishing to use STIP PTA funds as matching funds for Article XIX restricted projects must note such a request in the "Fund Code" notes section of the RTIP electronic Project Programming Request (ePPR) form and obtain approval from Caltrans through the state-only approval process as previously described. Caltrans has not identified any PTA capacity for the 2022 STIP. Therefore, the CTC will assume any Article XIX restricted STIP project will be funded with 100 percent federal funds using toll credits, or have the appropriate local match.

#### **Governor's Executive Orders**

The STIP Guidelines adopted by the CTC recognizes two proclamations and executive orders by Governor Brown. First, in recognition of the historic drought, the CTC expects any landscape projects currently programmed but not yet allocated and awarded, or any new landscape projects, will include drought tolerant plants and irrigation. Second, consistent with Executive Order B-30-15 (April 29, 2015), projects proposed for RTIP funds must consider the State's greenhouse gas emission reduction targets. Projects subject to a project-level performance evaluation are expected to include measures and analyses that address greenhouse gas emission reductions.

#### **General Guidance**

#### **Project Advancements**

If a project or project component is ready for implementation earlier than the fiscal year that it is programmed in the STIP, the implementing agency may request an allocation in advance of the programmed year. The CTC will consider making advanced allocations based on a finding that the allocation will not delay availability of funding for other projects programmed in earlier years than the project to be advanced and with the approval of the responsible regional agency if county share funds

are to be advanced. In project and financial planning, sponsors should not expect the CTC to advance any projects.

#### **Advance Project Development Element (APDE)**

The 2022 STIP Fund Estimate does not identify funding for APDE. APDE funds may not be proposed in any year of the 2022 STIP.

#### **Unprogrammed Shares**

The counties and the region may propose to leave county share STIP funds unprogrammed for a time to allow adequate consideration of funding options for future projects. The CTC particularly encourages Caltrans and the regional agencies to engage in early consultations to coordinate their ITIP and RTIP proposals for such projects. Counties intending to maintain an unprogrammed balance of its county share for future program amendments prior to the next STIP must include a statement of the intentions for the funds, including the anticipated use of the funds, as well as the amount and timing of the intended STIP amendment(s). However, access to any unprogrammed balance is subject to availability of funds, and may not be approved by the CTC until the next STIP programming cycle.

#### **Countywide RTIP Listing**

By October 6, 2021, each CTA must submit to MTC a draft proposed countywide RTIP project listing showing the proposed programming of county shares. The final list is due to MTC by November 1, 2021, and must include the final project applications for any new projects added to the STIP (or any significantly revised existing STIP projects), details of projects completed since the last STIP, and appropriate project level performance measure analysis.

#### **Project Screening Criteria, Including Readiness**

In addition to the CTC Guidelines, all projects included in the 2022 RTIP must meet all MTC project-screening criteria listed in Appendix A-3 of this guidance, including the planning and the project readiness requirements.

#### **RTIP Applications**

Project sponsors must complete an application for each new project proposed for funding in the RTIP, consisting of the items included in Appendix A-4 of this guidance. In addition to MTC's Fund Management System (FMS) application, project sponsors must use the latest Project Programming Request (PPR) forms provided by Caltrans for all projects. CTAs should submit PPRs for all projects (including existing projects with no changes) on the revised form provided by Caltrans. The nomination sheet must be submitted electronically for upload into the regional and statewide databases. Existing projects already programmed in the STIP with proposed changes should propose an amendment in MTC's FMS, and submit both electronically and in hard copy a revised PPR provided by Caltrans.

#### STIP Performance Measures: Regional and Project-Level Analyses

The CTC continues to require performance measures in the RTIP and ITIP review process for the 2022 RTIP. According to the STIP Guidelines, a regional, system-level performance report must be

submitted along with the RTIP submission. MTC staff will compile this report, focusing on applying the measures at the Regional Transportation Plan (RTP) level.

In addition, the 2022 STIP Guidelines require a project-level performance measure evaluation on all projects with total project costs over \$50 million or over \$15 million in STIP funds programmed. The project-level evaluation should address performance indicators and measures listed in the 2022 STIP Guidelines (see Section 19, Part D). The evaluation should also include a Caltrans-generated benefit/cost estimate, estimated impacts the project will have on the annual cost of operating and maintaining the state's transportation system, and estimated impact to greenhouse gas reduction efforts. The project-level evaluation must also be completed, if it has not already, on existing STIP projects with construction programmed, that exceed \$50 million in total project cost/\$15 million in STIP programming, and have had CEQA completed after December 2011. The CTAs are required to submit the project-level performance measures to MTC by the final application due date.

#### **Completed Project Reporting**

The 2022 STIP Guidelines require a report on all RTIP projects over \$20 million in total project cost completed between the adoption of the RTIP and the adoption of the previous RTIP (from December 2019 to December 2021). The report must include a summary of the funding plan and programming/allocation/expenditure history, as well as a discussion of project benefits that were anticipated prior to construction compared with an estimate of the actual benefits achieved. The CTAs are required to submit the completed project reporting information to MTC by the final application due date.

#### **Regional Projects**

Applications for projects with regionwide or multi-county benefits should be submitted to both MTC and the affected county CTAs for review. Regional projects will be considered for programming in the context of other county project priorities. MTC staff will work with the interested parties (CTAs and project sponsors) to determine the appropriate level of funding for these projects and negotiate county contributions of the project cost. County contributions would be based on population shares of the affected counties, or other agreed upon distribution formulas.

#### 85-115% Adjustments

MTC may, pursuant to Streets and Highways Code Section 188.8 (k), pool the county shares within the region, provided that each county shall receive no less than 85 percent and not more than 115 percent of its county share for any single STIP programming period and 100 percent of its county share over two STIP programming cycles.

MTC may recommend use of the 85%-115% rule provided for in SB 45 to ensure, as needed, that the proper scope of projects submitted for programming can be accommodated. MTC will also work with CTAs to recommend other options, such as phased programming across STIP cycles, to ensure that sufficient funding and concerns such as timely use of funds are adequately addressed.

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#### MTC Resolution No. 3606 Compliance – Regional Project Delivery Policy

SB 45 established strict timely use of funds and project delivery requirements for transportation projects programmed in the STIP. Missing critical milestones could result in deletion of the project from the STIP, and a permanent loss of the funds to the county and region. Therefore, these timely use of funds deadlines must be considered in programming the various project phases in the STIP. While SB 45 provides some flexibility with respect to these deadlines by allowing for deadline extensions under certain circumstances, the CTC is very clear that deadline extensions will be the exception rather than the rule. MTC Resolution No. 3606, Revised, details the Regional Project Delivery Policy for Regional Discretionary Funding, which are more restrictive than the State's delivery policy. For instance, MTC expects STIP projects to request allocation of funds by January 31st of the programmed fiscal year. Further, MTC expects regular status reports from sponsors that will feed into the region's state allocation plan. See Attachment C to MTC Resolution No. 4488 for additional extension and amendment procedures.

#### **Allocation of Funds - Requirements**

To ensure there is no delay in the award of the construction contract (which CTC guidelines and MTC Resolution No. 3606 require within six months of allocation), STIP allocation requests for the construction phase of federally-funded projects must be accompanied by the complete and accurate Request for Authorization (RFA) package (also known as the E-76 package). Concurrent submittal of the CTC allocation request and the RFA will minimize delays in contract award. Additionally, for the allocation of any non-environmental phase funds (such as for final design, right of way, or construction), the project sponsor must demonstrate that both CEQA and NEPA documents are completed and certified for federalized projects.

#### **Notice of Cost Increase**

For projects with a total estimated cost over \$25 million, the implementing agency must perform quarterly project cost evaluations. If a cost increase greater than 10 percent of the total estimated cost of the particular phase is identified, the implementing agency must notify and submit an updated Project Programming Request (PPR) form to the appropriate CTA and MTC. In the event that a project is divided into sub-elements, the implementing agency will include all project sub-elements (i.e. landscaping, soundwalls, adjacent local road improvements) in the quarterly cost evaluation.

Early notification of cost increases allows the CTA and MTC to assist in developing strategies to manage cost increases and plan for future county share programming.

#### **Cost Escalation for Caltrans-Implemented Projects**

CTC remains very critical of unexpected cost increases to projects funded by the STIP. To ensure that the amounts programmed in the STIP are accurate, MTC encourages the CTAs to consult with Caltrans and increase Caltrans project costs by an agreed-upon escalation rate if funds are proposed to be shifted to a later year. This will currently only apply to projects implemented by Caltrans.

#### **Notice of Contract Award**

Caltrans has developed a procedure (Local Programs Procedures LPP-01-06) requiring project sponsors to notify Caltrans immediately after the award of a contract. Furthermore, Caltrans will not

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make any reimbursements for expenditures until such information is provided. Project sponsors must also notify MTC and the appropriate CTA immediately after the award of a contract. To ensure proper monitoring of the Timely Use of Funds provisions of SB 45, project sponsors are required to provide MTC and the county CTA with a copy of the LPP-01-06 "Award Information for STIP Projects — Attachment A" form, when it is submitted to Caltrans. This will assist MTC and the CTA in maintaining the regional project monitoring database, and ensure accurate reporting on the status of projects in advance of potential funding lapses. In accordance with CTC and Caltrans policies, construction funds must be encumbered in a contract within six months of allocation.

	METROPOLITAN TRANSPORTATION COMMISSION 2022 Regional Transportation Improvement Program Development Schedule (Subject to Change) September 8, 2021
March 24, 2021	Caltrans presentation of draft STIP Fund Estimate Assumptions (CTC Meeting)
May 12, 2021	CTC adoption of STIP Fund Estimate Assumptions (CTC Meeting)
June 23, 2021	Caltrans presentation of the draft STIP Fund Estimate and draft STIP Guidelines (CTC Meeting)
June 24, 2021	Local Streets and Roads/Programming and Delivery Working Group (LSRPDWG) discussion and review of initial schedule for 2022 RTIP
June 30, 2021	Governor signs State Budget
July 19, 2021	STIP Fund Estimate and Guidelines Workshop
August 18, 2021	CTC adopts STIP Fund Estimate and STIP Guidelines (CTC Meeting)
September 1, 2021	Draft RTIP Policies and Procedures published online and emailed to stakeholders for public comment
September 8, 2021	MTC Programming and Allocations Committee (PAC) scheduled review and recommendation of final proposed RTIP Policies and Procedures
September 22, 2021	MTC Commission scheduled adoption of RTIP Policies and Procedures
October 6, 2021	BACTAs submit to MTC, RTIP projects summary listings and identification of projects requiring project-level performance measure analysis. Deadline to submit Complete Streets Checklist for new projects.
November 1, 2021	Final Project Programming Request (PPR) forms due to MTC. Final RTIP project listing and performance measure analysis due to MTC. Final PSR (or PSR Equivalent), Resolution of Local Support, and Certification of Assurances due to MTC ( <b>Final Complete Applications due</b> )
December 1, 2021	Draft RTIP scheduled to be available for public review
December 8, 2021	PAC scheduled review of RTIP and referral to Commission for approval
December 15, 2021	MTC Commission scheduled approval of 2022 RTIP (Full RTIP to be transmitted to CTC within one week of Commission approval)
December 15, 2021	2022 RTIP due to CTC
January 27, 2022	CTC 2022 STIP Hearing – Northern California (TBD)
February 3, 2022	CTC 2022 STIP Hearing – Southern California (TBD)
February 28, 2022	CTC Staff Recommendations on 2022 STIP released
March 23, 2022	CTC adopts 2022 STIP (CTC Meeting)

Shaded Area – Actions by Caltrans or CTC

#### 2022 RTIP Fund Estimate County Targets

8/31/2021 All numbers in thousands

Table 1: County Share Targets

Draft	Through FY 2026-27	1	Regional Set-aside*	MTC PPM** FY 2025-26	2022 STIP CTA Target***
Diait	New Distrib.	and Lapsed		& FY 2026-27	OTA Target
Alameda	22,035	0	(5,063)	(355)	16,617
Contra Costa	15,118	45,890	(31,090)	(230)	29,688
Marin	4,131	(22,406)	(571)	(65)	0
Napa	2,724	(19,683)	(376)	(40)	0
San Francisco	11,202	1,548	(1,548)	(180)	11,022
San Mateo	11,415	3,912	(1,598)	(186)	13,543
Santa Clara	26,162	5,932	(3,632)	(414)	28,048
Solano	6,854	(29,263)	(945)	(109)	0
Sonoma	8,423	231	(4,577)	(131)	3,946
<b>County Totals</b>	108,064	(13,839)	(49,400)	(1,710)	102,864

Note: Counties with negative balance have a "\$0" new share.

Table 2: Planning, Programming, and Monitoring Amounts FY 2022-23, FY 2023-24

	PPM Limit	MTC PPM	Programme	d CTA PPM	PPM
	FY 2022-23	FY 2022-23	Current Sh	are Period	FY 2022-23
	through	through			through
	FY 2023-24	FY 2023-24	FY 2022-23	FY 2023-24	FY 2023-24
_					CTA Share
Alameda	327	327	0	0	0
Contra Costa	636	212	356	68	0
Marin	61	61	0	0	0
Napa	139	37	51	51	0
San Francisco	472	167	259	46	0
San Mateo	481	173	262	46	0
Santa Clara	494	382	112	0	0
Solano	288	100	159	29	0
Sonoma	398	120	278	0	0
County Totals	3,296	1,579	1,477	240	0

Note: Counties may redistribute PPM amounts across both fiscal years

Table 3: Planning, Programming, and Monitoring Amounts FY 2024-25, FY 2025-26, FY 2026-27

	PPM Limit FY 2024-25	MTC PPM FY 2024-25	Pro FY25	PPM Available for		
	through FY 2026-27	through FY 2026-27	FY 2024-25	FY 2025-26	FY 2026-27	FY25 to FY28 Share Period CTA Share***
Alameda	1,668	527	394	0	0	747
Contra Costa	1,143	342	275	0	0	526
Marin	313	97	74	0	0	142
Napa	206	60	50	0	0	96
San Francisco	847	268	199	0	0	380
San Mateo	863	277	201	0	0	385
Santa Clara	1,978	615	469	0	0	894
Solano	518	162	123	0	0	233
Sonoma	637	194	153	0	0	290
<b>County Totals</b>	8,173	2,542	1,938	0	0	3,693

Note: Counties may redistribute and program PPM share across all three fiscal years

<sup>\*</sup> Regional set-aside includes \$31M from ARRA/Caldecott payback, \$15M from SFOBB Bike/Ped Access projects, and \$3.4M from MSN B2 payback (SON)

<sup>\*\*</sup> Assumes 2% Escalation Rate for New Fys (reduced from 3.5%)

<sup>\*\*\*</sup> Does not include new CTA PPM programming

<sup>\*\*\*</sup> CTA PPM share has not been subtracted from 2022 STIP CTA target identified in Table 1

## 2022 Regional Transportation Improvement Program Policies and Procedures Appendix A-3: 2022 RTIP Project Screening Criteria

#### **Eligible Projects**

**A.** Eligible Projects. SB 45 (Chapter 622, Statutes 1997) defined the range of projects that are eligible for consideration in the RTIP. Eligible projects include, state highway improvements, local road improvements and rehabilitation, public transit, intercity rail, grade separation, pedestrian and bicycle facilities, transportation system management, transportation demand management, soundwall projects, intermodal facilities, and safety projects. Due to the current fund make up of the STIP, sponsors should expect that all projects programmed in the STIP include a mix of state and federal funds.

#### **Planning Prerequisites**

- **B. RTP Consistency.** Projects included in the RTIP must be consistent with the adopted Regional Transportation Plan (RTP), which state law requires to be consistent with federal planning and programming requirements. Each project to be included in the RTIP must identify its relationship with meeting the goals and objectives of the RTP, and where applicable, the RTP ID number.
- **C. CMP Consistency.** Local projects must also be included in a County Congestion Management Plan (CMP), or in an adopted Capital Improvement Program (CIP) for counties that have opted out of the CMP requirement, prior to inclusion in the RTIP.
- **D. PSR or PSR Equivalent is Required.** Projects in the STIP must have a complete Project Study Report (PSR) or, for a project that is not on a state highway, a project study report equivalent or major investment study. The intent of this requirement is to ensure that the project scope, cost and schedule have been adequately defined and justified. Projects with a circulating draft or final environmental document do not need a PSR. This requirement is particularly important in light of SB 45 timely use of funds requirements, discussed below.

The required format of a PSR or PSR equivalent varies by project type. Additional guidance on how to prepare these documents is available on the internet at the addresses indicated within Part 3 (PSR, or equivalent) of Appendix A-4: 2022 RTIP Project Application, which includes a table categorizing PSR and PSR equivalent requirements by project type.

#### **Project Costs and Phases**

**E.** Escalated Costs. All projects will count against share balances on the basis of their fully escalated (inflated) costs. All RTIP project costs must be escalated to the year of expenditure.

As required by law, inflation estimates for Caltrans operations (capital outlay support) costs are based on the annual escalation rate established by the Department of Finance. Local project sponsors

may use the state escalation rates or their own rates in determining the escalated project cost in the year programmed.

- F. Project Phases. Projects must be separated into the following project components:
  - 1. Completion of all studies, permits and environmental studies (ENV)
  - 2. Preparation of all Plans, Specifications, and Estimates (PS&E)
  - 3. Acquisition of right-of-way (ROW)
  - 4. Construction and construction management and engineering, including surveys and inspections." (CON)

Note: Right-of-way and construction components on Caltrans projects must be further separated into capital costs and Caltrans support costs (ROW-CT and CON-CT).

The project sponsor/CTA must display the project in these four components (six for Caltrans projects) in the final submittal. STIP funding amounts programmed for any component shall be rounded to the nearest \$1,000. Additionally, unless substantially justified, no project may program more than one project phase in a single fiscal year. Caltrans-sponsored projects are exempt from this prohibition. Additionally, right of way (ROW) funds may be programmed in the same year as final design (PS&E) if the environmental document is approved. ROW funds may be programmed in the same year as construction (CON) only if the project does not have significant right of way acquisition or construction costs that require more than a simple Categorical Exemption or basic permitting approvals (see section L). The CTC will not allocate PS&E, ROW, or CON funding until CEQA and NEPA (if federalized) documents are complete and submitted to CTC.

All requests for funding in the RTIP for projects on the state highway system and implemented by an agency other than the Department must include any oversight fees within each project component cost, as applicable and as identified in the cooperative agreement. This is to ensure sufficient funding is available for the project component.

- **G. Minimum Project Size.** New projects or the sum of all project components per project cannot be programmed for less than \$500,000 for counties with a population over 1 million (from 2010 U.S. Census data: Alameda, Contra Costa, and Santa Clara Counties), and \$250,000 for counties with a population under 1 million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma Counties), with the following exceptions:
  - (a) Funds used to match federal funds;
  - (b) Planning, Programming and Monitoring (PPM);
  - (c) Projects for landscaping and mitigation of State highway projects, including soundwalls;
  - (d) Caltrans project support components not allocated by the Commission; and
  - (e) Right-of-way capital outlay for Caltrans, which is not allocated by the Commission on a project basis.

Other exceptions may be made on a case-by-case basis.

**H. Fiscal Years of Programming.** The 2022 STIP covers the five-year period from FY 2022-23 through 2026-27. If a project will not be ready for allocation in a certain year, project sponsors should delay funds to a later year of the five-year STIP period.

#### **Readiness Standards**

- I. Project Phases Must Be Ready in the Year Proposed. Funds designated for each project component will only be available for allocation until the end of the fiscal year in which the funds are programmed in the STIP. Once allocated, the sponsor will have two additional years beyond the end of the programmed fiscal year to expend pre-construction STIP funds. For construction, the sponsor will have six months to award a contract and three years to expend funds after project award. Project sponsors must invoice at least once in a six-month period following the allocation of funds. It is therefore very important that projects be ready to proceed in the year programmed.
- J. Completion of Environmental Process. Government Code Section 14529(c) requires that funding for right-of-way acquisition and construction for a project may be included in the STIP only if the CTC makes a finding that the sponsoring agency will complete the environmental process and can proceed with right-of-way acquisition or construction within the five year STIP period. Furthermore, in compliance with Section 21150 of the Public Resources Code, the CTC may not allocate funds to local agencies for design, right-of-way, or construction prior to documentation of environmental clearance under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) for federally-funded projects. Therefore, project sponsors must demonstrate to MTC that these requirements can be reasonably expected to be met prior to programming final design, right-of-way, or construction funds in the RTIP. Final CEQA documents (aside from Categorical Exemptions, or CEs) must be submitted to CTC prior to allocation. Additional information is available at: <a href="https://cate.ca.gov/programs/environmental">https://cate.ca.gov/programs/environmental</a>.
- **K.** Programming Project Components in Sequential STIP Cycles. Project components may be programmed sequentially. That is, a project may be programmed for environmental work only, without being programmed for plans, specifications, and estimates (design). A project may be programmed for design without being programmed for right-of-way or construction. A project may be programmed for right-of-way without being programmed for construction. The CTC recognizes a particular benefit in programming projects for environmental work only, since projects costs and particularly project scheduling often cannot be determined with meaningful accuracy until environmental studies have been completed. As the cost, scope and schedule of the project is refined, the next phases of the project may be programmed with an amendment or in a subsequent STIP.

When proposing to program only preconstruction components for a project, the implementing agency must demonstrate the means by which it intends to fund the construction of a useable segment, consistent with the regional transportation plan or the Caltrans interregional transportation strategic plan. The anticipated total project cost and source of any uncommitted future funding must be identified.

L. Sequential Phasing. For most projects, the different project phases should be programmed sequentially in the STIP, i.e. environmental before design before right of way before construction. Projects with significant right of way acquisition or construction costs that require more than a simple Categorical Exemption or basic permitting approvals, must not be programmed with the right of way and construction components in the same year as the environmental. Project sponsors must provide sufficient time between the scheduled allocation of environmental funds and the start of

design, right of way or construction. As prescribed in Section F, projects may not have more than one phase programmed per fiscal year, with the exceptions of Caltrans-sponsored preconstruction phases, and right of way (ROW) funds programmed with final design (PS&E) or construction (CON) where there are no significant ROW acquisitions necessary.

M. The Project Must Have a Complete Funding Commitment Plan. All local projects must be accompanied by an authorizing resolution stating the sponsor's commitment to complete the project as scoped with the funds requested. A model resolution including the information required is outlined in Appendix A-4 - Part 1 of this guidance.

The CTC may program a project component funded from a combination of committed and uncommitted funds. Uncommitted funds may only be nominated from the following competitive programs: Local Partnership Program, Solutions for Congested Corridors Program, or Trade Corridor Enhancement Program. All local projects requesting to be programmed with uncommitted funds must be accompanied with a plan for securing a funding commitment, explain the risk of not securing that commitment, and its plan for securing an alternate source of funding should the commitment not be obtained. If the funding commitment is not secured with the adoption of these programs and alternative funding is not identified within six months, the projects will be subject to deletion by the Commission. Projects programmed by the Commission in the STIP will not be given priority for funding in other programs under the Commission's purview.

The CTC will regard non-STIP funds as committed when the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution. For federal formula funds, including STP, CMAQ, and Federal formula transit funds, the commitment may be by Federal TIP adoption. For federal discretionary funds, the commitment may be by federal approval of a full funding grant agreement or by grant approval.

All regional agencies with rail transit projects shall submit full funding plans describing each overall project and/or useable project segment. Each plan shall list Federal, State, and local funding categories by fiscal year over the time-frame that funding is sought, including funding for initial operating costs. Moreover, should the project schedule exceed the funding horizon, then the amount needed beyond what is currently requested shall be indicated. This information may be incorporated in the project application nomination sheets.

N. Field Review for Federally Funded Local Projects. One way to avoid unnecessary STIP amendment and extension requests is to conduct a field review with Caltrans as early as possible, so potential issues may be identified with sufficient time for resolution.

For all projects in the 2022 RTIP (anticipated to be a mix of federal and state funding), the project sponsor agrees to contact Caltrans and schedule and make a good faith effort to complete a project field review within 6-months of the project being included in the Transportation Improvement Program (TIP). For the 2022 STIP, Caltrans field reviews should be completed by September 1, 2022 for federal aid projects programmed in 2022-23 and 2023-24. The requirement does not apply to planning activities, state-only funded projects, or STIP funds to be transferred to the Federal Transit Administration (FTA).

#### **Other Requirements**

- **O.** Availability for Audits. Sponsors must agree to be available for an audit if requested. Government Code Section 14529.1 "The commission [CTC] shall request that the entity receiving funds accept an audit of funds allocated to it by the commission, if an audit is deemed necessary."
- P. Interregional Projects May Be Proposed Under Some Restrictive Circumstances. The project must be a usable segment and be more cost-effective than a Caltrans alternative project. Government Code Section 14527 (c) "A project recommended for funding by the RTPA in the Interregional Improvement Program shall constitute a usable segment, and shall not be a condition for inclusion of other projects in the RTIP." Government Code Section 14529 (k) "... the commission [CTC] must make a finding, based on an objective analysis, that the recommended project is more cost-effective than a project submitted by the department...."
- Q. Premature Commitment of Funds. The project sponsor may not be reimbursed for expenditures made prior to the allocation of funds by the CTC (or by Caltrans under delegation authority), unless the provisions of Senate Bill 184 are met in accordance with the CTC Guidelines for Implementation of SB 184. Under no circumstances may funds be reimbursed for expenditures made prior to the funds being programmed in the STIP or prior to the fiscal year in which the project phase is programmed. In addition, the sponsor must make a written request to Caltrans prior to incurring costs, in accordance with Caltrans Local Assistance Procedures for SB 184 implementation.
- **R. State-Only Funding.** The 2022 RTIP is expected to be funded with a mix of federal and state funds. Project sponsors must federalize their projects by completing NEPA documentation and complying with federal project delivery rules. Project sponsors are expected to meet all requirements of Article XIX in selecting projects receiving state-only funding. This includes sponsors or the CTA providing documentation verifying the county passed a measure allowing for the use of state-only State Highway Account funds on fixed guideway projects, should RTIP funds be proposed for use on nonfederalized fixed guideway transit projects.
- S. Federal Transportation Improvement Program. All projects programmed in the STIP must also be programmed in the federal Transportation Improvement Program (TIP), regardless of fund source. Project sponsors are encouraged to submit TIP amendment requests immediately following inclusion of the project into the STIP by the CTC. The project listing in the TIP must include total project cost by phase regardless of the phase actually funded by the CTC. STIP projects using federal funds will not receive federal authorization to proceed without the project being properly listed in the TIP.
- **T.** Agency Single Point of Contact. Project sponsors shall assign a single point of contact within the agency to address programming and project delivery issues that may arise during the project life cycle. The name, title, and contact information of this person shall be furnished to the CTA and MTC at the time of project application submittal. This shall also serve as the agency contact for all FHWA-funded projects.

## 2022 Regional Transportation Improvement Program (RTIP) <u>Appendix A-4: 2022 RTIP Project Application</u>

Project sponsors must submit a completed project application for each project proposed for funding in the 2022 RTIP. The application consists of the following five parts and are available on the Internet (as applicable) at: <a href="http://www.mtc.ca.gov/funding/">http://www.mtc.ca.gov/funding/</a>

- 1. Resolution of local support
- 2. Project Study Report (PSR), or equivalent
- 3. RTIP Electronic Project Programming Request (ePPR) form (must be submitted electronically)
- 4. Performance Measures Worksheet (if applicable)
- 5. Complete Streets Checklist (if applicable: check with CTA or on MTC's website, listed above)

#### Part 1: Sample Resolution of Local Support

Note: Use the latest version of the Resolution of Local Support at: https://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2

Reso	lution	No.	

Authorizing the filing of an application for funding assigned to MTC and committing any necessary matching funds and stating assurance to complete the project

WHEREAS, (INSERT APPLICANT NAME HERE) (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for (INSERT FUNDING \$ AMOUNT HERE) in funding assigned to MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC) such as Surface Transportation Block Grant Program (STP) funding, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, Transportation Alternatives (TA) set-aside/Active Transportation Program (ATP) funding, and Regional Transportation Improvement Program (RTIP) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for the (INSERT PROJECT TITLE(S) HERE) (herein referred to as PROJECT) for the (INSERT MTC PROGRAM(S) HERE) (herein referred to as PROGRAM); and

WHEREAS, the United States Congress from time to time enacts and amends legislation to provide funding for various transportation needs and programs, (collectively, the FEDERAL TRANSPORTATION ACT) including, but not limited to the Surface Transportation Block Grant Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) and the Transportation Alternatives (TA) set-aside (23 U.S.C. § 133); and

WHEREAS, state statutes, including California Streets and Highways Code §182.6, §182.7, and §2381(a)(1), and California Government Code §14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, pursuant to the FEDERAL TRANSPORTATION ACT, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, APPLICANT is an eligible sponsor for REGIONAL DISCRETIONARY FUNDING; and WHEREAS, as part of the application for REGIONAL DISCRETIONARY FUNDING, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- the commitment of any required matching funds; and
- that the sponsor understands that the REGIONAL DISCRETIONARY FUNDING is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional REGIONAL DISCRETIONARY FUNDING; and
- that the PROJECT will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
- the assurance of the sponsor to complete the PROJECT as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
- that the PROJECT will have adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and
- that the PROJECT will comply with all project-specific requirements as set forth in the PROGRAM; and
- that APPLICANT has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and
- in the case of a transit project, the PROJECT will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and
- in the case of a highway project, the PROJECT will comply with MTC Resolution No. 4104, which sets forth MTC's Traffic Operations System (TOS) Policy to install and activate TOS elements on new major freeway projects; and
- in the case of an RTIP project, state law requires PROJECT be included in a local congestion management plan, or be consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and

**WHEREAS**, that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and

WHEREAS, there is no legal impediment to APPLICANT making applications for the funds; and WHEREAS, there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and

WHEREAS, APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and

**WHEREAS**, MTC requires that a copy of this resolution be transmitted to the MTC in conjunction with the filing of the application.

**NOW, THEREFORE, BE IT RESOLVED** that the APPLICANT is authorized to execute and file an application for funding for the PROJECT for REGIONAL DISCRETIONARY FUNDING under the FEDERAL TRANSPORTATION ACT or continued funding; and be it further

**RESOLVED** that APPLICANT will provide any required matching funds; and be it further **RESOLVED** that APPLICANT understands that the REGIONAL DISCRETIONARY FUNDING for

the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional REGIONAL DISCRETIONARY FUNDING; and be it further

**RESOLVED** that APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and APPLICANT has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation and transit projects, and has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and be it further

**RESOLVED** that PROJECT will be implemented as described in the complete application and in this resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP; and be it further

**RESOLVED** that APPLICANT has reviewed the PROJECT and has adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and be it further

**RESOLVED** that PROJECT will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the PROGRAM; and be it further

**RESOLVED** that, in the case of a transit project, APPLICANT agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution No. 3866, revised; and be it further

**RESOLVED** that, in the case of a highway project, APPLICANT agrees to comply with the requirements of MTC's Traffic Operations System (TOS) Policy as set forth in MTC Resolution No. 4104; and be it further

**RESOLVED** that, in the case of an RTIP project, PROJECT is included in a local congestion management plan, or is consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and be it further

**RESOLVED** that APPLICANT is an eligible sponsor of REGIONAL DISCRETIONARY FUNDING funded projects; and be it further

**RESOLVED** that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and be it further

**RESOLVED** that there is no legal impediment to APPLICANT making applications for the funds; and be it further

**RESOLVED** that there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and be it further

**RESOLVED** that APPLICANT authorizes its Executive Director, General Manager, City Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and be it further

**RESOLVED** that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and be it further

**RESOLVED** that the MTC is requested to support the application for the PROJECT described in the resolution, and if approved, to include the PROJECT in MTC's federal TIP upon submittal by the project sponsor for TIP programming.

#### **RTIP Project Application**

#### Part 2: Project Study Report (PSR), or equivalent

The required format of a PSR or PSR equivalent varies by project type. The following table categorizes PSR and PSR equivalent requirements by project type. The PSR or PSR equivalent must be prepared by a registered engineer and contain the proper approvals including approval of Executive Director, Deputy Director, Division Chief or District Director, of the nominating agency and the implementing agency. For a rail project where the implementing agency is Union Pacific or BNSF, their signature will not be required in a PSR equivalent. Additional guidance on how to prepare these documents is available on the Internet at the addresses indicated below, or from MTC.

## Project Study Report (PSR) Requirements PSR and Equivalents by Project Type

Project Type	Type of Document Required *	Where to get more information
State Highway	Full PSR or PD/ENV Only	https://dot.ca.gov/-/media/dot- media/programs/design/documents/apdx-l- template.docx
Local Roadway a. rehabilitation b. capacity increasing or other project	PSR for local rehabilitation PSR equivalent – project specific study with detailed scope and cost estimate	In most cases completing the Preliminary Environmental Study and Field Review forms in the Local Assistance Procedures Manual should be sufficient.  These forms can be found at: Preliminary Environmental https://dot.ca.gov/programs/local- assistance/guidelines-and-procedures/local- assistance-procedures-manual-lapm then look in chapter 6 pg 6-31. Field Review https://dot.ca.gov/programs/local- assistance/guidelines-and-procedures/local- assistance/guidelines-and-procedures/local- assistance-procedures-manual-lapm then look in chapter 7 pg 7-13.
Transit	State of California Uniform Transit Application	https://dot.ca.gov/-/media/dot- media/programs/rail-mass- transportation/documents/f0010035-state-uta- instruc-091906-a11y.docx
Other	PSR equivalent with detailed scope and cost estimate	To be determined on a case-by-case basis

<sup>\*</sup> In some instances a Major Investment Study (MIS) prepared under federal guidance may serve as a PSR equivalent where information provided is adequate for programming purposes.

#### **RTIP Project Application**

#### Part 3: Electronic Project Programming Request (ePPR) Form

Applicants are required to submit an electronic Project Programming Request (ePPR) form in order to be considered for funding from the 2022 RTIP.

The ePPR for new projects will be made available at the following location: <a href="https://dot.ca.gov/programs/financial-programming/office-of-capital-improvement-programming-ocip">https://dot.ca.gov/programs/financial-programming/office-of-capital-improvement-programming-ocip</a>

The ePPRs must also be submitted for existing projects and can be downloaded at the following location:

https://dot.ca.gov/programs/financial-programming/office-of-capital-improvement-programming-ocip
Part 4: Performance Measures Worksheet

Applicants submitting nominations for projects with total project costs exceeding \$50 million, or have over \$15 million in STIP funds programmed, are required to submit a Performance Measure Worksheet.

The Worksheet template is available at the following location: https://catc.ca.gov/programs/state-transportation-improvement-program

Select the "2022 STIP Guidelines" document. The template begins on page 11 and continues on page 50 of the guidelines, under "Appendix B: Performance Indicators and Measures".

#### **Part 5: Complete Streets Checklist**

Applicants are required to include the Complete Streets (Routine Accommodations) Checklist with the application submittal to MTC for projects that will have an impact on bicycles or pedestrians. The Checklist is available from the Congestion Management Agencies and at the MTC website at <a href="https://mtc.ca.gov/planning/transportation/complete-streets">https://mtc.ca.gov/planning/transportation/complete-streets</a>.

Date: September 22, 2021 Attachment B MTC Resolution No. 4488 Referred by: PAC

## MTC 2022 Regional Transportation Improvement Program

September 22, 2021 (all numbers in thousands)

				2022 RTIP						Outside
County	Agency	PPNO	Project	Total	22-23	23-24	24-25	25-26	26-27	RTIP
Alameda Co	unty Shares									
			Alameda County Total	-	-	-	-	-	-	-
Contra Cost	a County Shares									
			Contra Costa Total	-	-	-	-	-	-	-
Marin Count	ty Shares									
-			Marin County Total	-	-	-	-	-	-	-
Napa County	y Shares									
			Napa County Total	-	-	-	_	-	-	-
San Francis	co County Shares									
0 14 1 0	<u> </u>		San Francisco County Total	-	-	-	-	-	-	-
San Mateo C	County Shares									
			San Mateo County Total	-	-	-	-	-	-	-
Santa Clara	County Shares		-							
			Conta Clara County Total							
0.1.0	1 01		Santa Clara County Total	-	-	-	-	-	-	-
Solano Cour	nty Snares									
			Solano County Total	-	-	-	-	-	-	-
Sonoma Cou	unty Shares		<b>y</b>							
	-									
			Sonoma County Total	-	-	-	-	-	-	-

2022 RTIP Total - Bay Area - - - 
Note: Detail on project programming by year and phase will be submitted to CTC

J:\PROJECT\Funding\RTIP\22 RTIP\P&Ps\[tmp-4488\_B\_Program of Projects.xlsx]MTC 2021-09

Page 1 of 2 Date Printed: 8/24/2021

## MTC 2022 Regional Transportation Improvement Program 2022 RTIP Contingency Projects

September 22, 2021 (all numbers in thousands)

						2 RTIP Fu	nding by F	iscal Year		Outside
County	Agency	PPNO	Project	Total	22-23	23-24	24-25	25-26	26-27	RTIP
Alameda Cou	inty Shares									
			Alameda County Total	-	-	-	-	-	-	-
Contra Costa	County Shares									
			Contro Costo Total							
Marin Causto	Charas		Contra Costa Total	-	-	-	-	-	-	-
Marin County	/ Snares									
			Marin County Total		-	-	-	-	_	-
Napa County	Shares		main Jounty Fotoi							
Tapa seamy										
			Napa County Total	•	-	-	-	-	-	-
San Francisc	o County Shares									
			San Francisco County Total	-	-	-	-	-	-	-
San Mateo Co	ounty Shares									
			San Mateo County Total	-	-	-	-	-	-	-
Santa Clara C	County Shares									
			Santa Clara County Total	-	-	_	_	_	-	_
Solano Coun	ty Sharos		Janua Jiana Jounny Total	-			_		_	-
Solario Couri	ty Silaies									
			Solano County Total	-	-	-	-	-	-	-
Sonoma Cou	ntv Shares		• •							
200	.,									
			Sonoma County Total	-	=	-	-	-	-	-

2022 RTIP Total - Bay Area

Note: Detail on project programming by year and phase will be submitted to CTC

J:\PROJECT\Funding\RTIP\22 RTIP\P&Ps\[tmp-4488\_B\_Program of Projects.xlsx]MTC 2021-09

Page 2 of 2 Date Printed: 8/24/2021

Date: September 22, 2021

W.I.: 1515 Referred by: PAC

> Attachment C Resolution No. 4488

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### 2022 Regional Transportation Improvement Program

### STIP Amendments / Extensions Rules and Procedures

**September 22, 2021** 

MTC Resolution No. 4488 Attachment C

Metropolitan Transportation Commission Funding Policy and Programs Section http://mtc.ca.gov/our-work/fund-invest

## RTIP Regional Transportation Improvement Program

### STIP Amendments / Extensions Rules and Procedures Table of Contents

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# Regional Transportation Improvement Program (RTIP) STIP Amendments / Extensions Rules and Procedures

#### What is the STIP?

The State Transportation Improvement Program (STIP) is the State's spending program for state and federal funding. The STIP is comprised of the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP). The program is updated every two years and covers a five-year period. STIP funded projects, like all other state and federally funded projects, must be listed in the TIP in order for the sponsor to access the funding.

Seventy-five percent (75%) of the funding in the STIP flows to regions by formula through their RTIPs. Regions throughout the state are charged with developing an expenditure plan for the funds. Eligible project types include improvements to state highways, local roads, public transit, intercity rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, soundwall projects, intermodal facilities, and safety.

The remaining 25% of the funding flows to the ITIP, which is a statewide program managed by Caltrans. This funding is directed to projects that improve interregional transportation and is closely linked to Caltrans's Interregional Transportation Strategic Plan (ITSP). Eligible project types include intercity passenger rail, mass transit guideways, grade separation, and state highways.

#### When are Amendments and Extensions Allowed?

#### **STIP Amendments**

An amendment may change the cost, scope or schedule of a STIP project and its components. For instance, if the final cost estimate for a project is higher (or lower) than the amount programmed, a STIP amendment may be requested to increase or (decrease) the amount programmed. Or, as a project progresses through project development, it may be time to add the next component or phase. Likewise, if the project schedule is delayed significantly, an amendment may be warranted to request a change in program year of the funding in order to prevent a funding lapse. STIP amendments may also be requested to delete project funding or to add a new project into the STIP.

**Important Tip:** Once a state fiscal year (July 1 – June 30) has begun, the CTC will not allow STIP amendments to delete or change the funding programmed in that fiscal year. Instead, the project sponsor may request a one-time extension as described below.

#### **One-time Extension Requests**

SB 45 established deadlines for allocation, contract award, expenditure and reimbursement of funds for all projects programmed in the STIP. The CTC may, upon request, grant a one-time extension to each of these deadlines for up to 20 months. However, the CTC will only grant

an extension if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. Furthermore, the extension will not exceed the period of delay directly attributable to the extraordinary circumstance. Generally, the CTC does not grant extensions longer than 12 months. Additionally, project sponsors must be present at the CTC meeting where action is taken on any extension request, to answer questions the CTC staff or commissioners may have.

#### **Roles and Responsibilities**

The STIP Amendment and Extensions process requires review and approval by various agencies to ensure the action requested is appropriate, and consistent with state statutes, CTC guidance, Caltrans procedures and regional policies. Projects must be included in a county Congestion Management Program (CMP) or county Capital Improvement Program (CIP), and must be consistent with the Regional Transportation Plan (RTP) to be programmed in the RTIP. Therefore, any additions or changes that may impact the priorities established within these documents must be reviewed and approved by the appropriate agency. Furthermore, improperly programmed funds or missed deadlines could result in funding being permanently lost to the region.

Project sponsors are responsible for reviewing and understanding the procedures, guidance and regulations affecting projects programmed in the STIP. Project sponsors must also assign a Single Point of Contact – an individual responsible for submitting documentation for STIP amendments and extensions that must have read and understood these policies and procedures, particularly the CTC STIP Guidelines available on the internet at <a href="https://dot.ca.gov/programs/financial-programming/office-of-capital-improvement-programming-ocip">https://dot.ca.gov/programs/financial-programming/office-of-capital-improvement-programming-ocip</a> and the MTC RTIP Policies and Application Procedures posted on the internet at: <a href="http://mtc.ca.gov/our-work/fund-invest/investment-strategies-commitments/transit-21st-century/funding-sales-tax-and">http://mtc.ca.gov/our-work/fund-invest/investment-strategies-commitments/transit-21st-century/funding-sales-tax-and</a>. Project sponsors are ultimately responsible for ensuring the required documentation is provided to Caltrans by the deadlines established by MTC's Regional Project Delivery Policy (MTC Resolution No. 3606) and Caltrans for all allocations, extensions, and additional supplemental funds requests.

The Congestion Management Agencies/Transportation Authorities, collectively known as the Bay Area County Transportation Agencies (CTAs), are responsible for ensuring the packages submitted by the project sponsors are complete, and the proposed changes are consistent with the Regional Transportation Plan (RTP), and Congestion Management Plans (CMPs) or Capital Improvement Program (CIP). The CTAs check to ensure the proposed changes meet MTC, CTC and other state or federal guidance and regulations. As mentioned in the Guiding Principles of the 2022 RTIP Policies and Procedures, the CTA must consider equitable distribution of projects in accordance with Title VI. Following CTA concurrence of the request, the complete package is forwarded to MTC.

The Metropolitan Transportation Commission (MTC), as the Regional Transportation Planning Agency (RTPA) for the nine counties of the San Francisco Bay Area, provides concurrence for the STIP requests and formally submits all STIP Amendments to Caltrans for approval by the CTC. MTC also verifies compliance with established state and regional policies. Although MTC provides concurrence on extensions, additional supplemental funds

requests and some allocation requests, it is the responsibility of the project sponsor, not MTC, to ensure the required documentation is submitted to Caltrans by the established deadlines for these action requests.

*The California Department of Transportation (Caltrans)* processes the requests and makes recommendations to the California Transportation Commission (CTC) in accordance with Department procedures and CTC policies and guidelines.

*The California Transportation Commission (CTC)* approves or rejects the requests based on state statutes and its own established guidance and procedures.

#### **Requesting STIP Amendments and Extensions**

As described below, the procedures for processing STIP amendments and extensions vary depending on whether the project is sponsored by Caltrans or a local agency, and whether it has already received STIP funding. Extension Requests and STIP Amendments to delay projects programmed in the following fiscal year must be submitted to MTC and Caltrans by January 31 for CTC action no later than April.

#### Step 1: Project Sponsor Requests STIP Amendment or Extension

#### For currently programmed Caltrans projects:

- Caltrans and the appropriate CTA identify and discuss the issue(s) that may require an amendment or extension and notify MTC Funding Policy and Programs (FPP) Section staff that a change to the current STIP may be necessary and is being considered.
- Caltrans and CTA agree on proposed change(s).
- Where necessary, CTA staff requests policy board approval of proposed change.
- Once approved by the CTA, CTA notifies Caltrans in writing of the county's concurrence, with a copy sent to MTC FPP.
- Caltrans requests MTC concurrence for the STIP Amendment/Extension by transmitting the following to MTC FPP:
  - Letter requesting the STIP Amendment or Extension with explanation and justification of the need for the action with the following attachments:

#### For a STIP Amendment:

- Copy of CTA's letter of concurrence
- Revised electronic Project Programming Request (ePPR) Form <a href="https://dot.ca.gov/programs/financial-programming/office-of-capital-improvement-programming-ocip">https://dot.ca.gov/programs/financial-programming/office-of-capital-improvement-programming-ocip</a>
- Submittal of TIP Revision Request through FMS <a href="http://fms.mtc.ca.gov">http://fms.mtc.ca.gov</a>
- A construction 'STIP History' for each amendment that would delay the year
  of construction. The 'STIP History' outlines the project's construction history
  as programmed in the STIP with particular attention to any previous delays

and reason for the previous and current delay. It must note the original inclusion of the project construction component in the STIP and each prior project construction STIP amendment delay including for each, the amendment date, the dollar amount programmed for construction, and the scheduled year of construction delay. It must also include a statement on the financial impact of the construction delay on the project, and an estimated funding source for the additional funds necessary to complete the project under the delayed schedule. (A STIP History is only required for amendments to delay the year of construction.)

#### For an Extension:

- Copy of CTA's letter of concurrence
- A construction 'STIP History' for each extension that would delay construction as described above for a STIP Amendment.

#### For currently programmed local projects:

- Sponsor and the appropriate CTA identify and discuss the issue(s) that may require an amendment or extension and notify Caltrans and MTC Funding Policy and Programs Section staff that a change to the current STIP may be necessary and is being considered.
- Sponsor and CTA agree on proposed change(s).
- Sponsor requests CTA concurrence for the STIP Amendment/Extension by submitting the following to the CTA by January 31:
  - Letter requesting the STIP Amendment or Extension with explanation and justification of the need for the action with the following attachments:

#### For a STIP Amendment:

- Revised electronic Project Programming Request (ePPR) Form -<a href="https://dot.ca.gov/programs/financial-programming/office-of-capital-improvement-programming-ocip">https://dot.ca.gov/programs/financial-programming/office-of-capital-improvement-programming-ocip</a>
- Submittal of TIP Revision Request through FMS http://fms.mtc.ca.gov
- A construction 'STIP History' for each amendment that would delay the year of construction. The 'STIP History' outlines the project's construction history as programmed in the STIP with particular attention to any previous delays and reason for previous and current delay. It must note the original inclusion of the project construction component in the STIP and each prior project construction STIP amendment delay including for each, the amendment date, the dollar amount programmed for construction, and the scheduled year of construction delay. It must also include a statement on the financial impact of the construction delay on the project, and an estimated funding source for the additional funds necessary to complete the project under the delayed schedule. (A STIP History is only required for amendments to delay the year of construction.)
- Any other documentation required by the CTA or Caltrans

#### For an Extension:

- Copy of completed Request for Time Extension form (Exhibit 25-A, located on the internet at: <a href="https://dot.ca.gov/programs/local-assistance/forms/local-assistance-program-guidelines-forms">https://dot.ca.gov/programs/local-assistance/forms/local-assistance-program-guidelines-forms</a>).
- A construction 'STIP History' for each extension that would delay construction, as described above for a STIP Amendment.
- A listing showing the status of all SB 45 and regional project delivery policy (MTC Resolution 3606) deadlines for all of the project sponsors' allocated STIP projects, and all active projects funded through the Federal Highway Administration (FHWA), including but not limited to Surface Transportation Program (STP), Congestion Mitigation Air Quality Improvement (CMAQ), and Active Transportation Program (ATP) projects. This is to ensure project sponsors are aware of the other deadlines facing other projects, and so that sponsors will work to meet those deadlines. A template is available online at: <a href="http://mtc.ca.gov/sites/default/files/Template\_FHWA\_Funded\_Projects\_Status.xlsx">http://mtc.ca.gov/sites/default/files/Template\_FHWA\_Funded\_Projects\_Status.xlsx</a>.
- Any other documentation required by the CTA or Caltrans
- Where necessary, CTA staff requests policy board approval of proposed request.
- Sponsor submits Caltrans' "Request for Time Extension" form and any other required documentation to Caltrans.
- CTA requests MTC concurrence for the STIP Amendment/Extension by transmitting a letter to MTC FPP requesting the STIP Amendment or Extension with explanation and justification of the need for the action along with the documentation submitted by the project sponsor. A copy of the request is also sent to Caltrans.
- Sponsor must be present at the CTC meeting where action is being taken on the extension request to justify the reasons for the extension. Failure to be present may result in the CTC denying the extension request, and risk losing the programmed funds permanently due to missed deadlines. In limited instances, a project sponsor may request that their CTA be available in place of the project sponsor. The CTA and MTC must concur with this request via email.

**Important Tip:** For STIP Extensions, the CTC will only grant an extension if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. Furthermore, the extension will not exceed the period of delay directly attributable to the extraordinary circumstance, up to a maximum of 20 months (although the Commission generally does not grant any extension longer than 12 months). It is therefore absolutely necessary that the letter and supporting documentation clearly explains and justifies the extension request. Failure to provide adequate justification and not being present at the CTC meeting will most likely result in an extension not being approved.

#### For all new projects:

- Sponsor and the appropriate CTA identify and discuss the issue(s) that may require a new project to be added to the STIP and notify Caltrans and MTC Funding Policy and Programs Section staff an amendment to the current STIP may be necessary and is being considered.
- Sponsor and CTA agree on proposed addition.
- Sponsor requests CTA concurrence for the STIP Amendment by submitting the following to the CTA:
  - Letter requesting the STIP Amendment with explanation and justification of the need for the project to be added to the STIP.
  - Submittal of TIP Revision Request through FMS <a href="http://fms.mtc.ca.gov">http://fms.mtc.ca.gov</a>
  - RTIP Application form including: <a href="https://mtc.ca.gov/funding/state-fundin
    - Resolution of local support
    - Electronic Project Programming Request (ePPR) forms (with maps)
    - Transportation Improvement Program (TIP) amendment
    - Project Study Report (PSR), or equivalent.
    - Complete Streets Checklist and Performance Measures form, as applicable
    - Copy of State-Only Funding Request Exception Form (Only if requesting state-only funding and project is not on pre-approved state-only eligible funding list. Original request is to be submitted directly to Caltrans HQ Budgets for processing and approval prior to MTC submittal of the request to Caltrans/CTC).
- CTA staff obtains policy board approval of proposed addition.
- CTA requests MTC concurrence for the new project by transmitting a letter to MTC FPP requesting the STIP Amendment with an explanation and justification of the need for the project along with a copy of the CTA Resolution approving the project, and the documentation listed above provided by the project sponsor.

#### **Step 2: MTC Review and Concurrence**

- Once a complete request has been received, MTC FPP staff will place the request on the MTC Programming and Allocations Committee (PAC) meeting agenda for concurrence of major changes, or prepare a letter of concurrence for the Executive Director's signature for minor changes.
- Following approval by PAC and/or the Executive Director, MTC will send a Letter of Concurrence to Caltrans District 4 with a copy to the appropriate CTA. (District 4 will ensure that the request is copied to the appropriate contacts at Caltrans Headquarters and CTC.) MTC may concur with minor extensions administratively at the staff level, and with minor changes on Caltrans-sponsored projects administratively via email.

#### Major versus minor changes

- All major changes, including any requests to program a new project, will be presented to MTC's Programming and Allocations Committee (PAC) to determine MTC's concurrence. Major changes include:
  - request to program a new project (or delete a project)
  - schedule delay that affects air quality conformity analysis
  - project advance with reimbursement or replacement project per AB 3090
  - request to use Grant Anticipation Revenue Vehicle (GARVEE) financing
- For minor changes, MTC staff may write a letter of concurrence for the Executive Director's signature. Minor changes include:
  - Extension requests for allocation, award, expenditure and reimbursement/project completion deadlines (minor extensions may be concurred administratively by MTC staff)
  - schedule changes, except where change implies major cost or delivery ramifications
  - changes in implementing agency or project sponsor
  - changes to project budget that are less than 20% of the total project cost or less than \$1 million.
  - redirection of funds from one project component to another (e.g. from project engineering into environmental)
  - changes considered routine and not impacting project delivery
  - \* Amendments or extensions based on new federal or state requirements may need to go to MTC's PAC

#### Additional/Supplemental Funds

On occasion it may be necessary to provide additional 'Supplemental' funding to a project as a result of cost increases or revised cost estimates. There are several different processes to follow depending on where the project is within its delivery schedule. The various methods to add STIP funding to a project are as follow:

**Biennial STIP Cycle:** If additional funding is identified years before the actual allocation, the project sponsor may request the funding through the biennial STIP adoption process. This process is outlined in MTC's RTIP Policies and Application Procedures, and is the preferred method of requesting additional/supplemental funds.

**STIP Amendment:** If additional funding is identified prior to the allocation of funds, but is required prior to the next biennial STIP adoption, a STIP amendment adding the funds to the project may be requested as outlined in the STIP Amendment procedures above. However, in most cases the additional funds could be added at the time of allocation, thus foregoing the STIP amendment process.

Additional Funds at Time of Allocation: Often the simplest way to add supplemental funds is at the time of allocation. The process is the same as the procedures outlined above for a time extension (Exhibit 25-A, located on the internet at: <a href="https://dot.ca.gov/programs/local-assistance/forms/local-assistance-program-guidelines-forms">https://dot.ca.gov/programs/local-assistance/forms/local-assistance-program-guidelines-forms</a>). In all supplemental funding requests, the additional funding must be approved by the CTC.

Additional Funds After Allocation: It may be necessary to seek additional funds after an allocation, either to award the project or due to unforeseen cost increases while the project is under construction. In either case, an analysis should be performed to determine whether re-engineering (sometimes called "value engineering") could achieve cost reductions to accommodate the increase. If additional funds are still necessary, a funding source outside the STIP should be pursued prior to seeking additional STIP funding. If it is determined that additional STIP funds are needed, then the project sponsor should proceed as with the procedures outlined for "Additional Funds at Time of Allocation". It should be noted that once the funds are allocated, the project sponsor does not have the option to add the funds through a STIP amendment since the CTC does not allow amendments to change the programming for a given component after the funds have been allocated.

#### **Allocation of Funds**

Project sponsors request an allocation of funds directly to Caltrans, with Caltrans placing the request on the CTC Agenda for approval. The completed request package is due to Caltrans 60 days prior to the CTC meeting where the funds are anticipated to be allocated. MTC requires sponsors to obtain MTC concurrence on allocation requests in addition to the circumstances noted below:

**Local Road Rehabilitation Projects:** Allocation of funds for local road rehabilitation projects requires certification from MTC. Project sponsors should submit the "Pavement Management System Certification" form with the "Local Road Rehabilitation Project Certification" form attached (Exhibits 25-L and 25-K, both found on the internet at: <a href="https://dot.ca.gov/programs/local-assistance/forms/local-assistance-program-guidelines-forms">https://dot.ca.gov/programs/local-assistance/forms/local-assistance-program-guidelines-forms</a>) directly to MTC for signature. MTC will then transmit the signed form to Caltrans District 4 – Local Assistance. All other allocation request documentation should be sent directly to Caltrans District 4 – Local Assistance.

Allocation of State-Only Funds: MTC concurs with all State-Only funds allocations that are listed in the STIP as State-Only. Projects without State-Only funding pre-approved by CTC must request a State-Only Funding Exception form (Exhibit 25-E, found on the internet at: <a href="https://dot.ca.gov/programs/local-assistance/forms/local-assistance-program-guidelines-forms">https://dot.ca.gov/programs/local-assistance/forms/local-assistance-program-guidelines-forms</a>). MTC must concur with the exception request, and the form is submitted to Caltrans.

**Funds Allocated Differently than Programmed:** In some instances it may be necessary to allocate funds differently from what is programmed in the STIP. These situations generally still require MTC concurrence. Fortunately a STIP amendment may not be

required, and the funding may be revised at the time of the allocation, thus avoiding the long STIP amendment process. However, A TIP amendment is still required, especially if federal funds are involved. Changes that are allowed at the time of allocation are noted below; however, project sponsors should consult with Caltrans District 4 Local Assistance, the CTA and/or MTC to determine whether a change at the time of allocation is permissible before preparing the allocation request.

- Change in implementing agency
- Cost savings (allocation less than program amount)
- Redirection of funds among project components or phases within the project as long as total STIP funding has not increased or previously been allocated.
- Advancement of funding from future years (transit projects with funds to be transferred to FTA require a TIP amendment to advance funds)
- Change in funding type (a change to state-only funding requires approval from Caltrans with their "State-Only Funding Request Exception" form if the project type is not on the pre-approved state-only eligible funding list see "Allocation of State-Only Funds" above).

STP/CMAQ Match Reserve: Project sponsors must work with the applicable CTA to obtain programming approval for STP/CMAQ match made available in the STIP. The CTA develops a countywide list for the use of the reserved funds and submits the list to MTC, who in turns provides Caltrans with the region-wide Match Program. Any deviation from this program, whether in the funding amount, project sponsor, or funding year, requires the CTA to resubmit an updated plan for the county to MTC. Caltrans cannot allocate the matching funds if they are inconsistent with the approved STIP - STP/CMAQ Match Program.

**Funds allocated as programmed in the STIP:** The allocation of funds as they are programmed in the STIP and TIP should receive MTC concurrence. Project sponsors work with Caltrans District 4 local assistance and MTC programming staff in obtaining the allocation. STIP projects using federal funds will not receive federal authorizations to proceed without the project being properly listed in the TIP. Federal authorization to proceed (E-76) requests must be submitted to Caltrans concurrently with the STIP allocation package to avoid delays to authorization.

**Important Tip:** Although some minor changes in the allocation of funds may not require a full STIP amendment, most changes still require MTC concurrence, and possibly a TIP amendment and a vote of the CTC. Project sponsors are encouraged to consult with the CTA, and Caltrans District 4 prior to preparing any allocation request, to ensure sufficient time is allowed for processing the allocation request, particularly toward the end of the year when the Timely Use of Funds provisions of SB 45 are of critical concern.

Attachment C MTC Resolution No. 4488 September 22, 2021 Page 12 of 13

#### Timeline for STIP Amendment/Extension Approval

Completed documentation requesting MTC concurrence must be received by MTC staff no later than the first day of the month prior to the month in which the request will be heard by the Programming and Allocations Committee (PAC). (For example, requests received by January 1 will be reviewed at the February PAC meeting). Subsequently, requests with completed documentation and MTC concurrence must be submitted to the Caltrans District Office 60 to 90 days prior to the CTC meeting where the item will be considered. Therefore, requests for concurrence need to be submitted to MTC generally 150 days prior to CTC action for STIP Amendments and 120 days prior to CTC action for extensions.

For example, a STIP amendment request to add a new STIP project (considered a major amendment) is due to MTC by January 1, so it may be approved at the February PAC Meeting, and then submitted to Caltrans in time for the 60-day due date of March 21, so it may be noticed at the May 18 CTC meeting for action at the June 29 CTC meeting.

**Important Tip:** The CTC will not amend the STIP to delete or change the funding for any project component after the beginning of the fiscal year in which the funding is programmed. Therefore, all amendments to delay a project component must be approved by the CTC by the June meeting in the year prior to the programmed year of funding. To meet this deadline, amendments to delay delivery must be submitted to MTC no later than January 1 of the fiscal year prior to the fiscal year of the funding subject to delay.

#### **Timely Delivery of Programmed Funds**

Projects programmed in the STIP must adhere to the delivery polices established in MTC Resolution 3606. Unless coordination with other funding sources and programs require a later date, requests for STIP extensions, amendments to delay existing STIP projects and STIP allocations are due to Caltrans Local Assistance no later than January 31 of the fiscal year the funds are programmed in the STIP. This is to ensure STIP projects do not miss the June 30 end-of year delivery deadlines imposed by the CTC.

A due date schedule is prepared each year for the submittal of STIP requests. This schedule is posted on the internet at: <a href="https://dot.ca.gov/programs/financial-programming/office-of-capital-improvement-programming-ocip">https://dot.ca.gov/programs/financial-programming/office-of-capital-improvement-programming-ocip</a> In addition, <a href="https://dot.ca.gov/programs/financial-programming-ocip">https://dot.ca.gov/programs/financial-programming-ocip</a> in addition, <a href="https://dot.ca.gov/programs/financial-programming-ocip">https://dot.ca.gov/programs/financial-programming-ocip</a> in addition, <a href="https://dot.ca.gov/programs/financial-programming-ocip">https://dot.ca.gov/programs/financial-programming-ocip</a> in addition, <a href="https://dot.ca.gov/programs/financial-programming-ocip">https://dot.ca.gov/programming-ocip</a> in addition, <a href="https://dot.ca.gov/programming-ocip">https://dot.ca.gov/prog

#### **STIP Amendment Form/TIP Amendment Form**

The forms necessary to initiate the STIP Amendment process may be downloaded from the MTC website at: <a href="https://mtc.ca.gov/funding/state-funding/state-transportation-improvement-program-stip">https://mtc.ca.gov/funding/state-funding/state-transportation-improvement-program-stip</a>. TIP Amendments should be processed through the Fund Management System, also available at the website mentioned above.

### **Contacts for STIP Amendments/Extensions:**

Name	Area	Phone	Email
Karl Anderson	STIP/TIP Amendments	415.778.6645	kanderson@bayareametro.gov
Kenneth Kao	STIP	415.778.6768	kkao@bayareametro.gov
Adam Crenshaw	TIP Amendments	415.778.6794	acrenshaw@bayareametro.gov



# Metropolitan Transportation Commission

## Legislation Details (With Text)

File #: 21-1025 Version: 1 Name:

Type: Resolution Status: Commission Approval

File created: 7/26/2021 In control: Administration Committee

On agenda: 9/22/2021 Final action:

Title: MTC Resolution No. 4459, Revised - MTC FY 2021-22 Agency Operating and Capital Budgets,

Amendment No. 1

A request that the Committee refer MTC Resolution No. 4459 Revised, Amendment 1, amending the

MTC FY 2021-22 Operating and Capital Budgets to the Commission for approval.

Sponsors:

Indexes:

**Code sections:** 

Attachments: 11a - 21-1025 - Reso 4459 FY2021-22 Budget Amendment.pdf

3a - 21-1025 - Reso 4459 FY2021-22 Budget Amendment.pdf

Date	Ver.	Action By	Action	Result
9/8/2021	1	Administration Committee		

Subject:

MTC Resolution No. 4459, Revised - MTC FY 2021-22 Agency Operating and Capital Budgets, Amendment No. 1

A request that the Committee refer MTC Resolution No. 4459 Revised, Amendment 1, amending the MTC FY 2021-22 Operating and Capital Budgets to the Commission for approval.

#### Presenter:

**Brian Mayhew** 

#### **Recommended Action:**

Commission Approval

# Metropolitan Transportation Commission Administration Committee

September 8, 2021 Agenda Item 3a - 21-1025

MTC Resolution No. 4459 Revised,

MTC FY 2021-22 Agency Operating and Capital Budgets, Amendment No. 1

**Subject:** 

Staff requests that the Committee refer MTC Resolution No. 4459 Revised, Amendment 1, amending the MTC FY 2021-22 Operating and Capital Budgets to the Commission for approval. This amendment would increase the budget by \$21.1 million in overall funding with \$20.5 million in new funding received after approval of the budget in June and \$500,000 funding balance carried over from the FY 2020-21 budget. The budget remains balanced with a slight surplus projected at fiscal year-end.

**Background:** 

The total amended Operating budget will be \$94 million after the proposed amendment. Total FY 2021-22 revenue will be \$93.9 million, an increase by approximately \$1.0 million. Total operating expense will be \$93.7 million leaving a budget surplus of approximately \$190,000 for FY 2021-22. The balance of the budget increase is the \$20 million in state funding awarded to MTC to initiate the Bay Area Housing Finance Authority (BAHFA) programming, which is included in the Grant Budget (Attachment C).

#### FY 2021-22 Operating Revenue

The total revenue increase is approximately \$21 million with \$20.5 million in new funding and \$500,000 in carryover funding from FY 2021. New funding:

- New State Grant \$20 million
  - Awarded to MTC for use in BAHFA programs through SB 129, one of the supplemental budget "trailer" bills approving the State of California Budget for FY 2021-22. Funds are not available until September 30, 2021, and there is no breakdown of allowable expenses, and as such, more detail on expenses may be presented at a later time.
- New federal funding \$500,000
  - \$500,000 for the Network Management Project. Part of a larger \$750,000 project where federal funds will be matched with \$250,000 in existing RM2 funds to complete the budget.
- Supplemental SB1 formula funding \$19,000
- Federal Grant carryover \$48,000

There are also two budget corrections include in the proposed amendment:

- \$500,000 shift of work item accounts in the Overall Work Program (OWP). This change, including staffing support, is being done for federal reporting purposes only and does not impact the overall budget or the budget for the Next Generation Bay Area Freeways Study Project.
- \$500,000 carryover of Exchange Funds for the Commuter Parking project from FY 2021.

The total new and carry over revenue impact of this amendment will be approximately \$21 million, including the \$500,000 in carryover funding from FY 2020-21. Supplemental SB1 funds and the federal grant carryover will be used to replace MTC funding providing for a slight increase in the estimated budget surplus.

There is no change in staffing requested however this may change at a later time when the details of the MTC \$20 million grant are known.

**Recommendation**: Staff recommends that the Committee refer MTC Resolution No. 4459 Revised,

Amendment 1 authorizing the FY 2021-22 MTC Operating and Capital Budgets and directing staff to submit Resolution No. 4459 to the MTC Commission for

approval.

Attachments: MTC Resolution No. 4459 Revised, Amendment 1, MTC Operating and Capital

Budgets for FY 2021-22.

Therese W. McMillan

Date: June 23, 2021

W.I.: 1152

Referred by: Administration Revised: 9/22/21-C

#### **ABSTRACT**

#### Resolution No. 4459

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

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

Attachments A, B, and C to this resolution were revised on September 22, 2021. The revision is to include the additional grant funding of \$20,548,000, additional SB1 funding of \$19,000, and carryover Exchange Funds funding of \$500,000.

Date: June 23, 2021

W.I.: 1152

Referred by: Administration

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

## METROPOLITAN TRANSPORTATION COMMISSION RESOLUTION NO. 4459

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

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

Date: June 23, 2021

W.I.: 1152

Referred by: Administration

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

# METROPOLITAN TRANSPORTATION COMMISSION AGENCY'S OPERATING AND CAPITAL BUDGETS

#### FY 2021-22

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#### METROPOLITAN TRANSPORTATION COMMISSION

#### BUDGET FY 2021-22

#### SUMMARY

OPERATING REVENUE-EXPENSE SUMMARY				Attachment A
	FY 2021-22	FY 2021-22	%	Change \$
	Original Approved	Amendment 1	Inc./(Dec)	Inc./(Dec)
General Planning Revenue	\$ 34,149,688	\$ 34,668,384	2%	\$ 518,696
Other MTC Revenue	\$ 1,118,700	\$ 1,118,700	0%	\$ -
Transfers from other Funds	\$ 48,035,285	\$ 48,551,272	1%	\$ 515,987
Local Revenue Grants	\$ 9,580,984	\$ 9,580,984	0%	\$ -
Total Operating Revenue	\$ 92,884,657	\$ 93,919,340	1%	\$ 1,034,683
Total Operating Expense	\$ 92,761,288	\$ 93,729,352	1%	\$ 968,064
Operating Surplus (Shortfall)	\$ 123,369	\$ 189,988	54%	\$ 66,619
Total Operating Surplus (Shortfall)	\$ 123,369	\$ 189,988	-100%	\$ 66,619
Total Annual Capital Revenue	\$1,124,050	\$ 1,124,050	0%	\$ -
Total Annual Capital Expense	\$1,124,050	\$ 1,124,050	0%	\$ -
Capital Surplus(Shortfall)	\$0	\$0	N/A	\$ -
TOTAL FISCAL YEAR SURPLUS (SHORTFALL)	\$123,369	\$189,988	54%	\$ 66,619
PART3: CHANGES IN RESERVES				
Transfer To Designated Reserve	\$0	\$0		
Net MTC Reserves - in(out)	\$123,369	\$189,988		
Current Year Ending Balance	\$0	\$0		

	FY 2021-22 Original Approved	FY 2021-22 Amendment 1	Change % Inc./(Dec)	Change \$ Inc./(Dec)
General Planning Revenue				
New Planning Revenue				
FTA Section 5303	\$ 4,093,241	\$ 4,093,241	0%	\$ -
FTA 5304 - Network Management	\$ -	\$ 500,000	N/A	\$ 500,000
FHWA PL	\$ 8,271,690	\$ 8,271,690	0%	\$ -
FHWA SP&R	\$ 500,000	\$ 500,000	0%	\$ -
SB1 - FY 2021-22 Formula	\$ 2,106,140	\$ 2,124,836	1%	\$ 18,696
SB1 - FY 2021-22 Adaptation Planning	\$ 325,000	\$ 325,000	0%	\$ -
TDA (Planning/Administrative)	\$ 14,100,000	\$ 14,100,000	0%	\$ -
Carry Over Planning Revenue				
FTA 5303 FY 20 C/O	\$ 1,861,764	\$ 1,861,764	0%	\$ -
FTA 5304 - BART Metro C/O	\$ 466,559	\$ 466,559	0%	\$ -
FTA 5304 - Rail Partnership C/O	\$ 400,000	\$ 400,000	0%	\$ -
FHWA PL FY20 C/O	\$ 775,700	\$ 775,700	0%	\$ -
SB1 - FY 2020-21 Formula C/O	\$ 40,000	\$ 40,000	0%	\$ -
SB1 - FY 2019-20 Formula C/O	\$ 177,060	\$ 177,060	0%	\$ -
SB1 - FY 2020-21 SB1 C/O	\$ 539,534	\$ 539,534	0%	\$ -
SB1 - Road Maint. State Rt. 37 C/O	\$ 493,000	\$ 493,000	0%	\$ -
Subtotal: General Planning Revenue	\$ 34,149,688	\$ 34,668,384	2%	\$ 518,696
Other MTC Revenue				
STIP-PPM	\$ 187,200	\$ 187,200	0%	\$ -
HOV lane fines	\$ 500,000	\$ 500,000	0%	\$ -
Non-Profit Housing Association	\$ 100,000	\$ 100,000	0%	\$ -
Interest	\$ 331,500	\$ 331,500	0%	\$ -
Subtotal: MTC Other Revenue	\$ 1,118,700	\$ 1,118,700	0%	\$ -
Subtotal. Wife Other Revenue	3 1,118,700	3 1,116,700	078	,
Operating Transfers				
BATA 1%	\$ 6,655,000	\$ 6,655,000	0%	\$ -
Transfer BATA RM2	\$ 3,823,000	\$ 3,823,000	0%	\$ -
BATA Reimbursements (Audit/misc. contracts)	\$ 2,799,352	\$ 2,799,352	0%	\$ -
BAIFA Reimbursements	\$ 25,000	\$ 25,000	100%	\$ -
Service Authority Freeways Expressways (SAFE)	\$ 175,000	\$ 175,000	0%	\$ -
OPEB Credit	\$ 1,431,945	\$ 1,431,945	0%	\$ -
STA Transfer	\$ 6,896,081	\$ 6,896,081	0%	\$ -
2% Transit Transfers	\$ 875,000	\$ 875,000	0%	\$ -
5% Transfers	\$ 281,706	\$ 281,706	0%	\$ -
Transfer in - ABAG Membership Dues	\$ 530,000	\$ 530,000	0%	\$ -
Transfer in - Exchange Fund	\$ 7,933,441	\$ 8,433,441	6%	\$ 500,000
ABAG (for BARC)	\$ 138,850	\$ 138,850	0%	\$ -
ABAG Other Programs - Overhead	\$ 1,763,226	\$ 1,763,226	0%	\$ -
Express Lanes (BAIFA) - Overhead	\$ 1,487,823	\$ 1,487,823	0%	\$ -
SAFE - Overhead	\$ 603,637	\$ 603,637	0%	\$ -
MTC Grant Funded - Overhead	\$ 3,754,845	\$ 3,770,832	0%	\$ 15,987
Other Programs - Overhead	\$ 2,206,379 \$ 6,655,000	\$ 2,206,379 \$ 6,655,000	0%	\$ - \$ -
BATA Transfer for employee benefits  Subtotal: Transfers from other funds	\$ 48,035,285	\$ 6,655,000 \$ 48,551,272	1%	\$ 515,987
			-	
MTC Total Planning Revenue	\$ 83,303,673	\$ 84,338,356	1%	\$ 1,034,683
Local Revenue Grants				
Misc. Revenue (PMP Sales)	\$ 1,725,000	\$ 1,725,000	0%	\$ -
TFCA (Regional Rideshare), Spare the Air.	\$ 1,000,000	\$ 1,000,000	0%	\$ -
BAAQMD (for BARC And WI1122)	\$ 623,984	\$ 623,984	0%	\$ -
LCTOP	\$ 4,000,000	\$ 4,000,000	0%	\$ -
Cities	\$ 2,232,000	\$ 2,232,000	0%	\$ -
Subtotal: Local Revenue Grants	\$ 9,580,984	\$ 9,580,984	0%	\$ -
Total Current Year Revenue	\$ 92,884,657	\$ 93,919,340	1%	\$ 1,034,683

	FY 2021-22 Original Approved	FY 2021-22 Amendment 1	Change % Inc./(Dec)	Change \$ Inc./(Dec)
Operating Expense				
I. Salaries and Benefits	\$ 41,561,242	\$ 41,529,306	0%	\$ (31,936)
MTC Staff - Regular	\$ 33,389,875	\$ 33,357,939	0%	\$ (31,936)
PERS Prefunding	\$ 6,655,000	\$ 6,655,000	0%	\$ -
Temporary Staff	\$ 1,165,337	\$ 1,165,337	0%	\$ -
Hourly /Interns	\$ 351,030	\$ 351,030	0%	\$ -
II. Travel and Training	\$ 845,000	\$ 845,000	0%	\$ -
III. Printing, Repro. & Graphics	\$ 95,400	\$ 95,400	0%	\$ -
IV. Computer Services	\$ 3,974,308	\$ 3,974,308	0%	\$ -
V. Commissioner Expense	\$ 150,000	\$ 150,000	0%	\$ -
VI. Advisory Committees	\$ 15,000	\$ 15,000	0%	\$ -
VII. General Operations	\$ 2,685,881	\$ 2,685,881	0%	\$ -
Subtotal of Op Exp Before Contractual Service	\$ 49,326,831	\$ 49,294,895	0%	\$ (31,936)
IX. Contractual Services	\$ 43,434,457	\$ 44,434,457	2%	\$ 1,000,000
Total Operating Expense	\$92,761,288	\$ 93,729,352	1%	\$ 968,064

RESERVE TRANSFER

FY 2021-22 Original Approved		FY 2021-22 mendment 1		Change % Inc./(Dec)	Change \$ Inc./(Dec)
•	· · · · · · · · · · · · · · · · · · ·	,	•		
\$	624,050	\$ 624,050		0%	\$
\$	500,000	\$ 500,000		0%	\$
\$	1,124,050	\$ 1,124,050		0%	\$ -

Annual Transfer from Reserve to Capital Legal Reserve Annual Transfer from Reserve

# CONTRACTUAL SERVICES DETAIL

**New Contractual and Professional Services Contractual Services Detail - State and Local Funds** Attachment B **Work Element** Description/Purpose FY 2021-22 FY 2021-22 Change \$ Inc./(Dec) **Original Approved** Amendment 1 1111 **Support Commission Standing Committees** Planning Programs - Other 200,000 200,000 Equity Consultants-Cultural Equity Asses and **Equity Admin Review** 200,000 200,000 TOTAL 400,000 400,000 1112 Implement Public Information Program and Tribal Government Coordination Photography services for MTC/BATA 75,000 75.000 Design, Promotion and Production Services 120,000 \$ 120,000 **On-call Meeting Support** \$ 40,000 \$ 40,000 \$ \$ \$ **Digital Promotion & Analysis** 75,000 75,000 On call Video Services \$ 35,000 \$ 35,000 \$ Social Media Consultants 110,000 \$ 110,000 \$ Awards Program / Anniversary Event 55,000 \$ 55,000 \$ Bike to Work Program 50,000 \$ 50,000 Public Records Management System \$ 30,000 30,000 \$ 20,000 \$ 20,000 Transit Connectivity Website Maintenance for Bay Bridge Info \$ 35.000 Ś 35.000 \$ \$ Translations/Legal Notices 170,000 \$ 170,000 Return-to-Transit Program Promotion 200,000 \$ 200,000 Youth Programs and BTWD Promo \$ 25,000 25,000 Ś **TOTAL** 1,040,000 1,040,000 1120 **Regional Conservation Investment Strategy** 196,700 196,700 North Bay Baylands RCIS 196,700 196,700 1121 Regional Transportation Plan/Sustainable Communities **CALCOG MPO Coordination** 45,000 45,000 Environmental Impact Report (Legal) \$ 50,000 \$ 50,000 Plan Bay Area 2050 Final Phase CBO Engagement / Implementation Plan 75,000 75,000 Plan Bay Area 2050 Final Phase Digital \$ Promotion/Social Media \$ 75,000 \$ 75,000 Plan Bay Area 2050: Website Upgrades & \$ 50,000 Maintenance 50,000 (500.000) \$ 500,000 Next Generation Freeways/Pricing Study Communities of Concern Framework Reimaging \$ 200,000 200,000 Plan Bay Area 2050 Final Phase Engagement \$ 200,000 Ś 200,000 Ś 1,195,000 695,000 ς (500,000) **TOTAL** 1122 Analyze Regional Data Using GIS and Planning Models Travel Model 2 Development and Research 250,000 250,000 \$ 175,000 Land Use Model Research \$ 175,000 Travel Model Assistance \$ 35,000 \$ 35,000 \$ Technical Support for Web Based Projects \$ 100,000 100,000 \$ \$ Continuous Travel Behavior Survey 450,000 \$ 450,000 \$ 1,041,462 1,041,462 Estimated FY21 carryover \$ Regional Transit on Board Travel Survey \$ 613,219 \$ 613,219 Bay Area Spatial Info. System \$ 200,000 \$ 200,000 \$ **AB617 Related Projects** \$ 300.000 \$ 300.000 TOTAL 3,164,681 3,164,681 1125 **Active Transportation Planning Active Transportation Plan** 50,000 50,000 **Bike Count** 150,000 \$ 150,000 **TOTAL** 200,000 200,000 1127 **Regional Trails** 

1128	Resilience and Hazards Planning

**TOTAL** 

**Outreach and Advertising** 

Bay Trail Cartographic Services, Merchandise,

Regional Priority Conservation Area (PCA) Program

35,000

6,039,000

6,074,000

35,000

6,039,000

6,074,000

Circle Spark   S	Work Element	Description/Purpose	FY 2021-22 Original Approved	FY 2021-22 Amendment 1	Change \$ Inc./(Dec)
Sea Level Rise Funding Plan		Civic Spark	\$ 30,000	\$ 30,000	Ś -
1132   Advacacy Coalitions   Legislative advocates - Sacramento   \$   150,000   \$   150,000   \$		•			
Legislative advocates - Secremento   S   150,000   S   300,000   S   - 1		TOTAL			
Legislative advocates - Secramento   \$   150,000   \$   300,000   \$   \$   \$   \$   \$   \$   \$   \$   \$					
Legislative advocates - Washington D.C.   \$ 300,000   \$ 300,000   \$ - 1	1132				
1152   Agency Financial Management   Financial Audits   \$ 315,000   \$ 2,00000   \$ 2,00000   \$ 2,0		•			
1152   Agency Financial Management   Financial Audits   S   315,000   S   20,000					
Financial Audits		TOTAL	\$ 450,000	\$ 450,000	\$ -
Financial Audits	1152	Agency Financial Management			
Caseware Support and Consulting   S   2,000   S   2,000   S   -1			\$ 315,000	\$ 315,000	\$ -
Bench Audits		OPEB/Pension Actuary			
TOTAL					
1153   Administrative Services   Ergonomics Evaluations   S   75,000					
Ergonomics Evaluations   \$ 75,000   \$ 75,000   \$		TOTAL	\$ 622,000	\$ 622,000	\$ -
Ergonomics Evaluations   \$ 75,000   \$ 75,000   \$	1153	Administrative Services			
College Intern Program			\$ 75,000	\$ 75,000	\$ -
Handbook & Policy Protocols, Procedures, Workflows   S   75,000   S   75,000   S   C		High School Intern Program	\$ 55,000	\$ 55,000	\$ -
Administrative Serv Initiatives, Operational Review, Be   \$ 315,000   \$ 115,000   \$ -		College Intern Program			
Mineta Transportation Institute   S					
Risk Mgmt, Title VI, SBE, DBE, Equity   S   155,000   S   900,500   S   - 1					
TOTAL   S   900,500   S   900,500   S   -1		·			
Security Improvements, Consulting and Advisory Website Operations Maintenance and Enhancement Specialized Network and Application Support Salesforce: Agency CRM Enhancement \$ 2,000.00		TOTAL	\$ 900,500	\$ 900,300	Ş -
Security Improvements, Consulting and Advisory Website Operations Maintenance and Enhancement Specialized Network and Application Support Salesforce: Agency CRM Enhancement \$ 2,000.00 \$ 300,000 \$ 5 - 1,000 \$	1161	Information Technology Services			
Specialized Network and Application Support   S   210,000   S   210,000   S   -		<i>-</i> .	\$ 200,000	\$ 200,000	\$ -
Salesforce: Agency CRM Enhancement   \$ 750,000   \$ 5.0,000   \$ 5		Website Operations Maintenance and Enhancement			
Web Accessibility 508 On-Going 0&M Adobe SSO (single sign-on) Integration   \$ 15,000   \$ 15,000   \$ 2,0000		Specialized Network and Application Support			
Adobe SSO (single sign-on) Integration   S   15,000   S   20,000   S   - 1					
Benefits Bridge System					
Leave Management System   \$ 3,000   \$ 3,000   \$ - 1					
Telephone Replacement Consultant   \$ 25,000   \$ 25,000   \$ -					
Web/DB Application Development/Integration TOTAL   \$ 50,000   \$ 50,000   \$ - 1					
1212   Performance Measuring and Monitoring   Performance Monitoring and Vital Signs   \$ 225,000   \$ 225,000   \$ - TOTAL   \$ 225,000   \$ 225,000   \$ - TOTAL   \$ 225,000   \$ 225,000   \$ - TOTAL   \$ 225,000   \$		· · · · ·			
Performance Monitoring and Vital Signs   \$ 225,000   \$ 225,000   \$ 225,000   \$ - 1		TOTAL	\$ 1,623,000	\$ 1,623,000	\$ -
Performance Monitoring and Vital Signs   \$ 225,000   \$ 225,000   \$ 225,000   \$ - 1	1212	Deufermanna Managurina and Manitarina			
TOTAL	1212		\$ 225,000	\$ 225,000	¢ _
Regional Rideshare Program					
Bay Area Carpool Program   \$ 500,000   \$ 500,000   \$ 5 1,000			T ====	Ŧ ===0/000	T
Bay Area Vanpool Program	1222	Regional Rideshare Program			
TOTAL		, ,			
1224   Regional Traveler Information		-			
S11 Alerting		TOTAL	\$ 1,000,000	\$ 1,000,000	\$ -
S11 Alerting	1224	Regional Traveler Information			
Sil Web Hosting		_	\$ 75,000	\$ 75,000	\$ -
Predictive Analytics Demonstration for Traffic Events   \$ 50,000   \$ 50,000   \$ - 1		511 Web Hosting			
TOTAL   \$ 505,000   \$ 505,000   \$ -		511 Innovation Lab			
1233   Pavement Management Program (PMP)		•			
Software Development and Maintenance   \$ 1,500,000   \$ 1,500,000   \$ -		TOTAL	\$ 505,000	\$ 505,000	\$ -
Software Development and Maintenance   \$ 1,500,000   \$ 1,500,000   \$ -	1233	Pavement Management Program (PMP)			
Software Training Support   \$ 150,000   \$ 150,000   \$ - PTAP Projects   \$ 1,600,000   \$ 1,600,000   \$ - PTAP Projects   \$ 1,600,000   \$ 1,600,000   \$ - PTAP Projects   \$ 250,000   \$ 250,000   \$ - PTAP Projects   \$ 250,000   \$ 250,000   \$ - PTAP Projects   \$ 75,000   \$ 75,000   \$ - PTAP Projects   \$ 3,575,000   \$ - PTAP Projects   \$ 3,575,000   \$ - PTAP Projects   \$ 3,575,000   \$ - PTAP Projects   \$ 400,000   \$ 400,000   \$ - PTAP Projects   \$ 30,000   \$   \$ - PTAP Projects   \$ 30,000   \$ -	1233		\$ 1,500,000	\$ 1,500,000	\$ -
PTAP Projects Regional Transit Asset Mangement Initiatives Quality Assurance Program TOTAL  Arterial Operations Arterial Operations IDEA CAT 2 IDEA Evaluations CAT 1 & 2  \$ 1,600,000 \$ 1,600,000 \$ -					
Quality Assurance Program       \$ 75,000       \$ 75,000       \$ -         TOTAL       \$ 3,575,000       \$ 3,575,000       \$ -         1234       Arterial Operations       \$ 400,000       \$ 400,000       \$ -         Arterial Operations IDEA CAT 2       \$ 30,000       \$ 30,000       \$ -         IDEA Evaluations CAT 1 & 2       \$ 92,000       \$ 92,000       \$ -		PTAP Projects	\$ 1,600,000	\$ 1,600,000	
TOTAL \$ 3,575,000 \$ 3,575,000 \$ -  1234 Arterial Operations  Arterial Operations Pass \$ 400,000 \$ 400,000 \$ -  Arterial Operations IDEA CAT 2 \$ 30,000 \$ 30,000 \$ -  IDEA Evaluations CAT 1 & 2 \$ 92,000 \$ 92,000 \$ -					
1234 Arterial Operations         Arterial Operations Pass       \$ 400,000       \$ 400,000       \$ -         Arterial Operations IDEA CAT 2       \$ 30,000       \$ 30,000       \$ -         IDEA Evaluations CAT 1 & 2       \$ 92,000       \$ 92,000       \$ -					
Arterial Operations Pass       \$ 400,000       \$ 400,000       \$ -         Arterial Operations IDEA CAT 2       \$ 30,000       \$ 30,000       \$ -         IDEA Evaluations CAT 1 & 2       \$ 92,000       \$ 92,000       \$ -		IOIAL	\$ 3,575,000	\$ 3,575,000	\$ -
Arterial Operations Pass       \$ 400,000       \$ 400,000       \$ -         Arterial Operations IDEA CAT 2       \$ 30,000       \$ 30,000       \$ -         IDEA Evaluations CAT 1 & 2       \$ 92,000       \$ 92,000       \$ -	1234	Arterial Operations			
Arterial Operations IDEA CAT 2       \$ 30,000       \$ 30,000       \$ -         IDEA Evaluations CAT 1 & 2       \$ 92,000       \$ 92,000       \$ -		-	\$ 400,000	\$ 400,000	\$ -
		•		\$ 30,000	\$ -
TOTAL \$ 522,000 \$ 522,000 \$					
7 322,000		TOTAL	\$ 522,000	\$ 522,000	\$ -

Work Element	Description/Purpose	FY 2021-22 Original Approved	FY 2021-22 Amendment 1	Change \$ Inc./(Dec)
1237	Bay Area Forward			
	Occupancy Detection/Verification	\$ 400,000	\$ 400,000	\$ -
	Commuter Parking	\$ -	\$ 500,000	\$ 500,000
	RSR Forward Bike/TDM	\$ 300,000	\$ 300,000	\$ -
	TOTAL	\$ 700,000	\$ 1,200,000	\$ 500,000
1239	Regional Mobility Technology Program			
	Salesforce: Regional Transit Connection			
	(RTC)/Regional Eligibility Database (RED)	\$ 830,000	\$ 830,000	\$ -
	Regional ITS Architecture	\$ 50,000	\$ 50,000	\$ -
	Regional Map	\$ 1,104,000 \$ 500,000	\$ 1,104,000 \$ 500,000	\$ -
	Salesforce: Regional Account Transit Connectivity Gap Analysis with Regional GTFS	\$ 500,000 \$ 170,000	\$ 500,000 \$ 170,000	\$ -
	Salesforce: Operations Support	\$ 375,000	\$ 375,000	\$ -
	TOTAL	\$ 3,029,000	\$ 3,029,000	\$ -
1210	Discussion for tifeling Transcription December			
1310	Planning for Lifeline Transportation Program Coordinated Plan Update	\$ 10,000	\$ 10,000	\$ -
	TOTAL	\$ 10,000	\$ 10,000	\$ -
	TOTAL	3 10,000	\$ 10,000	7
1311	Means Based Fare Program	A	A	
	Means Based Fare Administration	\$ 4,000,000	\$ 4,000,000	\$ -
	Means Based Fare Evaluation  Means Based Fare Subsidy - Operator	\$ 100,000 \$ 4,000,000	\$ 100,000 \$ 4,000,000	\$ - \$ -
	TOTAL	\$ 4,000,000	\$ 4,000,000	\$ -
	TOTAL	\$ 8,100,000	\$ 8,100,000	7
1413	Climate Initiative			
	EV Coordinating Council	\$ 25,000	\$ 25,000	\$ -
	Off-Model Climate Program Analysis/Plan Bay Area Parking Program Development/Implementation	\$ 15,000 \$ 325,000	\$ 15,000 \$ 325,000	\$ -
	TOTAL	\$ 365,000	\$ 365,000	\$ -
	TOTAL	\$ 303,000	\$ 303,000	Ÿ
1416	State Route 37 Resilient Corridor Program for Marin			
	State Routes 37 Res. Corridor Program for Marin & So		\$ 586,000 \$ 586,000	\$ - \$ -
	TOTAL	\$ 586,000	\$ 586,000	\$ -
1514	Regional Assistance Programs			
	Performance Audits - RFP	\$ 307,000	\$ 307,000	\$ -
	Transit Projects Support	\$ 100,000	\$ 100,000	\$ -
	Database/TDA Claim TOTAL	\$ 75,000 \$ 482,000	\$ 75,000 \$ 482,000	\$ - \$ -
	TOTAL	\$ 482,000	\$ 482,000	<b>э</b> -
1515	State Programming, Monitoring and STIP Dev.			·
	State Programming, Monitoring and STIP Developmen		\$ 187,200	\$ -
	TOTAL	\$ 187,200	\$ 187,200	\$ -
1517	Transit Sustainability/Planning			
	Blue Ribbon Transit Recovery and Implementation	\$ 2,894,000	\$ 2,644,000	\$ (250,000)
	SRTP Planning	\$ 720,000	\$ 720,000	\$ -
	Regional Transit Vision	\$ 200,000	\$ 200,000	\$ -
	Estimated FY21 carryover	\$ 372,783 \$ 4,186,783	\$ 372,783	\$ -
	TOTAL	\$ 4,186,783	\$ 3,936,783	\$ (250,000)
1520	BART Metro 2030 and Beyond			
	BART Metro 2030	\$ 554,559	\$ 554,559	\$ -
	TOTAL	\$ 554,559	\$ 554,559	\$ -
1521	Bay Area Regional Rail Partnerships			
	Rail Partnership	\$ 400,000	\$ 400,000	\$ -
	TOTAL	\$ 400,000	\$ 400,000	\$ -
1611	Transportation and Land Use Coordination			
	Rail Volution	\$ 15,000	\$ 15,000	\$ -
	Technical Assistance Web Development	\$ 30,000	\$ 30,000	\$ -
	Jumpstart - Alameda County	\$ 2,000,000	\$ 2,000,000	\$ -
	TOTAL	\$ 2,045,000	\$ 2,045,000	\$ -

Consultants         \$ 150,000         \$	nc./(Dec)
Website Maintenance\$20,000\$20,000\$Metro talks speaker, Travel, Newsletter Related to BAF\$6,500\$6,500\$	
	-
TOTAL \$ 176,500 \$ 176,500 \$	-
	-
1614 VTM - Reduction Planning for Priority Development Areas	
Vehicle Miles Traveled         \$ 539,534         \$ 539,534         \$	
TOTAL \$ 539,534 \$ 539,534	-
1615 Connecting Housing and Transportation	
Expanded Regional Housing Portfolio Business Plan  TOTAL  \$ 100,000   \$ 100,000   \$  TOTAL	
TOTAL \$ 100,000 \$ 100,000 \$	-
1616 Regional Advance Mitigation Program	
Regional Advance Mitigation Program \$ 50,000 \$ 50,000 \$	-
TOTAL \$ 50,000 \$ 50,000 \$	-
1622 Next Generation Freeways/Pricing Study	
Next Generation Freeways/Pricing Study \$ - \$ 500,000 \$	500,000
TOTAL \$ 500,000 \$	500,000
1621 Network Management - Planning for Implementation	
Network Management - Planning for Implementation \$ - \$ 750,000 \$	750.000
Implementation	750,000 750,000
750,000	750,000
106 Legal Services	
Legal Services         \$ 500,000         \$ 500,000         \$           TOTAL         \$ 500,000         \$ 500,000         \$	-
300,000	
Total non grant funded consultant contracts \$ 43,934,457 \$ \$44,934,457	1,000,000
CONTRACTUAL SERVICES DETAIL Grants	
Implement Public Information Program and Tribal Government Coordination  Translations/Legal Notices \$ 45,000 \$ 45,000 \$	
Insplement Public Information Program and Tribal Government Coordination       Translations/Legal Notices     \$ 45,000     \$ 45,000     \$       TOTAL     \$ 45,000     \$ 45,000     \$	-
Translations/Legal Notices         \$ 45,000         \$ 45,000         \$           TOTAL         \$ 45,000         \$ \$ \$         \$ \$	-
Translations/Legal Notices \$ 45,000 \$ 45,000 \$ TOTAL \$ 45,000 \$ \$ 120 Regional Conservation Investment Strategy	-
Translations/Legal Notices \$ 45,000 \$ 45,000 \$  TOTAL \$ 45,000 \$ 45,000 \$  Regional Conservation Investment Strategy North Bay Baylands RCIS \$ 396,911 \$ 396,911 \$	-
Translations/Legal Notices \$ 45,000 \$ 45,000 \$ TOTAL \$ 45,000 \$ \$ 120 Regional Conservation Investment Strategy	-
Translations/Legal Notices TOTAL  Regional Conservation Investment Strategy North Bay Baylands RCIS  \$ 45,000 \$ 45,000 \$ \$  \$ 45,000 \$ \$  \$ 45,000 \$ \$  \$ 396,911 \$ \$  \$ 39	-
Translations/Legal Notices	-
Translations/Legal Notices TOTAL  Regional Conservation Investment Strategy North Bay Baylands RCIS  \$ 45,000 \$ 45,000 \$ \$  \$ 45,000 \$ \$  \$ 45,000 \$ \$  \$ 396,911 \$ \$  \$ 39	- - - -
Translations/Legal Notices TOTAL  Regional Conservation Investment Strategy North Bay Baylands RCIS  Agency Financial Management Bench Audits TOTAL  Regional Rideshare Program  \$\$\frac{\\$45,000}{\\$}\$\$\$\$\frac{\\$45,000}{\\$}\$\$\$\$\frac{\\$45,000}{\\$}\$\$\$\$\\$\$\frac{\\$45,000}{\\$}\$\$\$\$\$\\$\$\$\$\\$45,000}{\\$	
Translations/Legal Notices TOTAL  Regional Conservation Investment Strategy North Bay Baylands RCIS  Agency Financial Management Bench Audits TOTAL  Regional Rideshare Program Bay Area Vanpool Program  \$\$\frac{\\$45,000}{\\$}\$\$\$\$\frac{\\$45,000}{\\$}\$\$\$\frac{\\$45,000}{\\$}\$\$\$\frac{\\$5}{\\$45,000}\$\$\$\frac{\\$5}{\\$5}\$\$\frac{45,000}{\\$5}\$\$\$\frac{\\$5}{\\$5}\$\$\frac{396,911}{\\$5}\$\$\$\frac{\\$5}{\\$5}\$\frac{396,911}{\\$5}\$\$\$\frac{\\$5}{\\$5}\$\frac{396,911}{\\$5}\$\$\frac{\\$5}{\\$5}\$\frac{15,000}{\\$5}\$\$\frac{\\$5}{\\$5}\$\frac{15,000}{\\$5}\$\$\frac{\\$5}{\\$5}\$\frac{15,000}{\\$5}\$\$\frac{\\$5}{\\$5}\$\frac{15,000}{\\$5}\$\$\frac{\\$5}{\\$5}\$\frac{390,000}{\\$5}\$\$\frac{\\$5}{\\$5}\$\frac{390,000}{\\$5}\$\$\\$5}\$	-
Translations/Legal Notices TOTAL  Regional Conservation Investment Strategy North Bay Baylands RCIS  Agency Financial Management Bench Audits TOTAL  Regional Rideshare Program  \$\$\frac{\\$45,000}{\\$}\$\$\$\$\frac{\\$45,000}{\\$}\$\$\$\$\frac{\\$45,000}{\\$}\$\$\$\$\\$\$\frac{\\$45,000}{\\$}\$\$\$\$\$\\$\$\$\$\\$45,000}{\\$	- - - - -
Translations/Legal Notices TOTAL  Regional Conservation Investment Strategy North Bay Baylands RCIS  \$ 45,000 \$ 45,000 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- - - - - - -
Translations/Legal Notices	- - - -
Translations/Legal Notices	-
Translations/Legal Notices TOTAL  Regional Conservation Investment Strategy North Bay Baylands RCIS  Agency Financial Management Bench Audits TOTAL  Regional Rideshare Program Bay Area Vanpool Program Commuter Benefits Program (SB 1128) Bay Area Carpool Program TOTAL  Department (SB 128) TOTAL  Regional Support for Regional Programs 1-880 Communications Upgrade TOTAL  TOTAL  S 15,000 S 15,000 S 390,000 S 390,000 S 390,000 S 200,000 S 200,000 S 1,400,000 S 1,990,000 S 1,990,000 S 1,990,000 S 1,990,000 S 1,890,000 S 1,990,000 S 1,990,000 S 1,990,000 S 1,990,000 S 1,890,000 S 1,990,000 S 1,990,000 S 1,880 Communications Upgrade TMC Programs and Related Infrastructure S 3,934,731 TMC Programs and Related Infrastructure	- - - - - - - -
Translations/Legal Notices	- - - - - - - -
Translations/Legal Notices   \$ 45,000   \$ 45,000   \$	- - - - - - -
Translations/Legal Notices	- - - - - - - -
Translations/Legal Notices	- - - - - - - - -
Translations/Legal Notices	- - - - - - - - - - - -
Translations/Legal Notices	- - - - - - - - - - - -
Translations/Legal Notices	- - - - - - - - - - - - -
Translations/Legal Notices	- - - - - - - - - - - - - -
Translations/Legal Notices	- - - - - - - - - - - - -

Work Element	Description/Purpose	FY 2021-22	FY 2021-22	Change \$
		Original Approved	Amendment 1	Inc./(Dec)
	P-TAP Projects	\$ 1,600,000	\$ 1,600,000	\$ -
	TOTAL	\$ 1,908,504	\$ 1,908,504	\$ -
1234	Arterial Operations Pass	\$ 1,900,000	\$ 1,900,000	ć
	Arterial Operations Pass Arterial Operations IDEA CAT 2	\$ 1,900,000 \$ 170,000	\$ 1,900,000	\$ - \$ -
	Arterial Operations IDEA CAT 1&2	\$ 708,000	\$ 708,000	\$ -
	TOTAL	\$ 2,778,000	\$ 2,778,000	\$ -
1225	Insident Managament			
1235	Incident Management I-880 Central Segment PE/Env/Design	\$ 2,591,913	\$ 2,591,913	\$ -
	I-880 ICM Project Construction and System Integratio		\$ 850,000	\$ -
	TOTAL	\$ 3,441,913	\$ 3,441,913	\$ -
1237	Bay Area Forward  Design Alternative Assessments/Corridor Studies	\$ 1,500,000	\$ 1,500,000	\$ -
	Freeway Performance Prelim Eng/Imp. SR-37	\$ 700,000	\$ 700,000	\$ -
	TOTAL	\$ 2,200,000	\$ 2,200,000	\$ -
1238	Technology-Based Operations & Mobility Connected Automated Vehicles Projects	\$ 2,000,000	\$ 2,000,000	\$ -
	Shared Use Mobility	\$ 1,300,000	\$ 2,000,000	\$ -
	TOTAL	\$ 3,300,000	\$ 3,300,000	\$ -
1314	EL Means Based Toll Discount FasTrak START Pilot Study on EL	\$ 900,000	\$ 900,000	\$ -
	rastrak START FILOT Study Off EL	\$ 900,000	\$ 900,000	\$ -
			,	
1413	Climate Initiative			
	Climate Initiatives OBAG 2 TOTAL	\$ 10,875,000 \$ 10,875,000	\$ 10,875,000 \$ 10,875,000	\$ - \$ -
	TOTAL	\$ 10,875,000	\$ 10,875,000	<del>-</del>
1517	Transit Sustainability/Planning			
	Blue Ribbon Transit Recovery and Implementation	\$ 12,734,293	\$ 12,734,293	\$ -
		\$ 12,734,293	\$ 12,734,293	\$ -
1611	Transportation and Land Use Coordination			
	MTC Planning	\$ 258,150	\$ 258,150	\$ -
	BACTA Planning	\$ 13,209,000	\$ 13,209,000	\$ -
	PDA Planning Program Grants	\$ 8,950,000	\$ 8,950,000	\$ -
	TOTAL	\$ 22,417,150	\$ 22,417,150	\$ -
1615	RHNA/Housing Policy Consulting Assistance			
	RHNA/Housing Policy Consulting Assistance	\$ -	\$ -	\$ -
	Expanded Regional Housing Portfolio Business Plan	\$ 400,000	\$ 400,000 \$ 400,000	\$ -
	TOTAL	\$ 400,000	\$ 400,000	\$ -
1618	Affordable Mobility Pilot Program (CARB)			
	Affordable Mobility Pilot Program	\$ 1,027,393	\$ 1,027,393	\$ -
	TOTAL	\$ 1,027,393	\$ 1,027,393	\$ -
1620	BAHFA Start Up			
1020	BAHFA Start Up	\$ -	\$ 20,000,000	\$ 20,000,000
	TOTAL	\$ -	\$ 20,000,000	\$ 20,000,000
	Total Federal Funded Consultants before BBF	\$ 74,376,682	\$ 94,376,682	\$ 20,000,000

Fund Source											
Fund Source	Project Description	Grant Award	LTD Expenditures thru 2/27/2021 and Enc	Grant LTD Balance as of 2/27/2021	New Grants FY 2020-21	Balance Through FY 2021	New Grants FY 2021-22	Staff Budget	Consultant Budget	Remaining Balance	Expiration
BG GRANTS	7										
84-186 1812	<b>⊒</b>	\$ 8,740,305	\$ 8,582,373	\$ 157,932	\$ -	\$ 157,932	\$ -	\$ -	\$ -	\$ 157,932	6/30/2
84-198 1818	Pavement Management	6,000,000	5,840,391	159,609	-	159,609				159,609	6/30/2
84-199 1819	511 Traveler Information	8,750,000	8,629,112	120,888	-	120,888				120,888	6/30/2
4-201 1820	Freeway Performance Initiative	3,480,000	3,480,000	-	-	-				-	6/30/2
1-205 1822	Pavement Management	1,847,000	1,538,496	308,504	-	308,504			308,504	-	6/30/
-206 1826	CMA Planning	55,732,000	33,472,180	22,259,820	-	22,259,820		4 720 050	9,923,000	12,336,820	6/30/
-207 1827 -213 1833	MTC Planning	9,590,000	7,242,037	2,347,963	-	2,347,963		1,729,850	258,150 600,000	359,963 119,089	6/30/ 6/30/
-213 1833 -212 1834	511 Next Generation TMS Program	11,226,000 2,910,000	10,506,911 1,441,385	719,089 1,468,615		719,089 1,468,615		254,136	600,000	1,214,479	6/30/
-212 1834	Incident Management	4,160,000	1,430,296	2,729,704		2,729,704		701,763		2,027,941	6/30/
-225 1836	TMC Asset	1,150,000	437,213	712,787		712,787		701,703	712,787	2,027,541	6/30/
-230 1838	Climate Initiatives - New	375,000	375,000	-	-	712,707			,12,,0,	-	6/30/
-232 1839	PDA Planning & Implementation	8,550,000	7,702,115	847,885		847,885				847,885	6/30/
-226-1841	AOM & Dumbarton Forward Bike & Ped. Imp.	14,250,000	8,720,120	5,529,880	-	5,529,880		2,978,499	1,920,000	631,381	6/30,
-227-1842	Enhance Arterial: CAT1	10,915,000	5,595,350	5,319,650	-	5,319,650			708,000	4,611,650	6/30,
230 1843	Commuter Parking O&M	2,500,000	72,888	2,427,112	-	2,427,112				2,427,112	6/30,
231 1844	Freeway Performance - I-880 Corridor	3,000,000	1,166,526	1,833,474	-	1,833,474			1,009,471	824,003	6/30
233 1845	Freeway Performance - I-680 Corridor	14,000,000	13,993,541	6,459	-	6,459				6,459	6/30,
235 1846	I-880 Communications Infrastructure	2,500,000	305,269	2,194,731	-	2,194,731			2,194,731	-	6/30,
241 1847	Shared Use Mobility	2,500,000	1,035,066	1,464,934	-	1,464,934			1,300,000	164,934	6/30,
255 1850	511 - Traveler Information Program	5,700,000	2,967,510	2,732,490	-	2,732,490		1,269,758	500,000	962,732	6/30,
244 1852 259 1853	Connected Automobile Vehicle	2,500,000	4,112	2,495,888	-	2,495,888			2,000,000	495,888	6/30,
259 1853 260 1854	Bay Bridge Forward 2020/Freeway Perf: I-580 511 Traveler Information Program	625,000 11,300,000	5,299 507,822	619,701 10,792,178	-	619,701 10,792,178			250,000	369,701 6,792,178	6/30, 6/30,
260 1854 262 1857	PTAP - Regional Streets and Roads	3,000,000	235,579	2,764,421	-	2,764,421			4,000,000 1,600,000	1,164,421	6/30
263 1855	Bay Bridge Forward 2020/Freeway Perf: I-80 Corr.	3,000,000	1,595,000	1,405,000	-	1,405,000			1,405,000	-,104,421	6/30
264 1856	Freeway Performance Prelim Eng/Imp. SR-37	1,000,000	300,000	700,000	-	700,000			700,000		6/30
<del>-</del>	Blue Ribbon Trans Recovery & Imp	-,,	,-50		-	,-30	9,000,000		9,000,000		2,20,
	RSR Forward HOV	-	-	-	-	-	2,000,000	-	2,000,000		
	I-880 Communications Upgrade	-	-	-	-	-	1,840,000	50,000	1,740,000	50,000	
	Dumbarton Forward Bike & Ped Improv/P&R Others	-	-	-	-	-	2,000,000		2,000,000	-	
	PDA Planning & Implementation	-	-	-	7,862,000	7,862,000		-	7,862,000	-	
	Regional Communications Project	-	-	-	3,000,000	3,000,000		-	-	3,000,000	
	Napa Forward Transit/Bike/Ped/ Improve	1,000,000	-	1,000,000	-	1,000,000	1,100,000	-	2,100,000	-	
	CMA Planning	-	-	-	-	-	3,286,000	-	3,286,000	-	
	PDA Planning & Implementation	-	-	-	-	-	1,088,000	-	1,088,000	-	
	FasTrak START Pilot Study on EL	-	-	-	-	-	900,000		900,000	-	
	Blue Ribbon - BAF Blue Ribbon - 511	-	-	-	-	-	602,162	602,162	-	-	
	Bay Bridge Forward: I-580 WB HOVLane Extension	-	-	-	-	-	602,162	602,162		-	
	Napa Valley Forward: SR 29/Rutherford and Oakville		-	-	-	-	7,000,000	-	7,000,000	-	
	Roundabouts	-	-	-	-	-	6,000,000	•	6,000,000	-	_
		\$ 200,300,305	\$ 127,181,591	- \$ 73,118,714	\$ 10,862,000	\$ 83,980,714		\$ 8,188,330		\$ 38,845,065	-
Q Grants	Roundabouts						\$ 35,418,324		\$ 72,365,643		- -
-202 1824	Roundabouts Total STP	\$ 1,300,000	\$ 1,300,000	\$ -	\$ 10,862,000	\$ -		\$ -	\$ <b>72,365,643</b>	\$ -	
-202 1824 -209 1825	Roundabouts Total STP  Operate Car Pool Program	\$ 1,300,000 8,000,000	\$ 1,300,000 4,226,035	\$ - 3,773,965		\$ - 3,773,965	\$ 35,418,324	\$ - 184,319	\$ <b>72,365,643</b> \$ - 1,400,000	\$ - 2,189,646	6/30,
202 1824 209 1825 211 1828	Roundabouts Total STP  Operate Car Pool Program Commuter Benefits Implementation	\$ 1,300,000 8,000,000 1,785,000	\$ 1,300,000 4,226,035 1,240,650	\$ - 3,773,965 544,350		\$ - 3,773,965 544,350	\$ 35,418,324	\$ -	\$ <b>72,365,643</b> \$ - 1,400,000 200,000	\$ - 2,189,646 217,623	6/30, 6/30,
202 1824 209 1825 211 1828 210-1829	Roundabouts Total STP  Operate Car Pool Program Commuter Benefits Implementation Incident Management	\$ 1,300,000 8,000,000 1,785,000 20,478,000	\$ 1,300,000 4,226,035 1,240,650 18,772,455	\$ - 3,773,965 544,350 1,705,545		\$ - 3,773,965 544,350 1,705,545	\$ 35,418,324	\$ - 184,319	\$ <b>72,365,643</b> \$ - 1,400,000	\$ - 2,189,646 217,623 855,545	6/30, 6/30, 6/30,
202 1824 209 1825 211 1828 210-1829 215 1830	Roundabouts Total STP  Operate Car Pool Program Commuter Benefits Implementation Incident Management Spare the Air Youth Program	\$ 1,300,000 8,000,000 1,785,000 20,478,000 2,463,000	\$ 1,300,000 4,226,035 1,240,650 18,772,455 2,451,768	\$ - 3,773,965 544,350 1,705,545 11,232		\$ - 3,773,965 544,350 1,705,545 11,232	\$ 35,418,324	\$ - 184,319	\$ <b>72,365,643</b> \$ - 1,400,000 200,000 850,000	\$ - 2,189,646 217,623 855,545 11,232	6/30, 6/30, 6/30,
202 1824 209 1825 211 1828 210-1829	Roundabouts Total STP  Operate Car Pool Program Commuter Benefits Implementation Incident Management Spare the Air Youth Program Arterial/Transit Performance/Rideshare	\$ 1,300,000 8,000,000 1,785,000 20,478,000 2,463,000 5,000,000	\$ 1,300,000 4,226,035 1,240,650 18,772,455 2,451,768 2,301,138	\$ - 3,773,965 544,350 1,705,545 11,232 2,698,862		\$ - 3,773,965 544,350 1,705,545 11,232 2,698,862	\$ 35,418,324	\$ - 184,319	\$ 72,365,643 \$ - 1,400,000 200,000 850,000 1,900,000	\$ - 2,189,646 217,623 855,545 11,232 798,862	6/30, 6/30, 6/30, 6/30,
202 1824 209 1825 211 1828 210-1829 215 1830 216 1831 208 1832	Roundabouts Total STP  Operate Car Pool Program Commuter Benefits Implementation Incident Management Spare the Air Youth Program	\$ 1,300,000 8,000,000 1,785,000 20,478,000 2,463,000	\$ 1,300,000 4,226,035 1,240,650 18,772,455 2,451,768	\$ - 3,773,965 544,350 1,705,545 11,232		\$ - 3,773,965 544,350 1,705,545 11,232	\$ 35,418,324	\$ - 184,319	\$ <b>72,365,643</b> \$ - 1,400,000 200,000 850,000	\$ - 2,189,646 217,623 855,545 11,232	6/30 6/30 6/30 6/30 6/30
202 1824 209 1825 211 1828 210-1829 215 1830 216 1831 208 1832 220 1837	Roundabouts Total STP  Operate Car Pool Program Commuter Benefits Implementation Incident Management Spare the Air Youth Program Arterial/Transit Performance/Rideshare Vanpool Program	\$ 1,300,000 8,000,000 1,785,000 20,478,000 2,463,000 5,000,000 2,000,000	\$ 1,300,000 4,226,035 1,240,650 18,772,455 2,451,768 2,301,138 275,000	\$ - 3,773,965 544,350 1,705,545 11,232 2,698,862 1,725,000		\$ - 3,773,965 544,350 1,705,545 11,232 2,698,862 1,725,000	\$ 35,418,324	\$ - 184,319	\$ 72,365,643 \$ - 1,400,000 200,000 850,000 1,900,000 405,000	\$ - 2,189,646 217,623 855,545 11,232 798,862	6/30 6/30 6/30 6/30 6/30 6/30
202 1824 209 1825 211 1828 210-1829 215 1830 216 1831	Roundabouts Total STP  Operate Car Pool Program Commuter Benefits Implementation Incident Management Spare the Air Youth Program Arterial/Transit Performance/Rideshare Vanpool Program I-880 ICM Central Segment	\$ 1,300,000 8,000,000 1,785,000 20,478,000 2,463,000 5,000,000 2,000,000 1,142,000	\$ 1,300,000 4,226,035 1,240,650 18,772,455 2,451,768 2,301,138 275,000 48,087	\$ - 3,773,965 544,350 1,705,545 11,232 2,698,862 1,725,000 1,093,913		\$ - 3,773,965 544,350 1,705,545 11,232 2,698,862 1,725,000 1,093,913	\$ 35,418,324	\$ - 184,319	\$ 72,365,643 \$ - 1,400,000 200,000 850,000 1,900,000 405,000	\$ - 2,189,646 217,623 855,545 11,232 798,862 1,320,000	6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30,
202 1824 209 1825 211 1828 210-1829 215 1830 216 1831 208 1832 220 1837 220 1840 242 1848 243 1849	Roundabouts Total STP  Operate Car Pool Program Commuter Benefits Implementation Incident Management Spare the Air Youth Program Arterial/Transit Performance/Rideshare Vanpool Program I-880 ICM Central Segment BBF West Grand TSP	\$ 1,300,000 8,000,000 1,785,000 20,478,000 2,463,000 5,000,000 2,000,000 1,142,000 1,000,000	\$ 1,300,000 4,226,035 1,240,650 18,772,455 2,451,768 2,301,138 275,000 48,087 902,556	\$ - 3,773,965 544,350 1,705,545 11,232 2,698,862 1,725,000 1,093,913 97,444		\$ 3,773,965 544,350 1,705,545 11,232 2,698,862 1,725,000 1,093,913 97,444	\$ 35,418,324	\$ - 184,319	\$ 72,365,643 \$ - 1,400,000 200,000 850,000 1,900,000 405,000	\$ - 2,189,646 217,623 855,545 11,232 798,862 1,320,000 - 97,444	6/30 6/30 6/30 6/30 6/30 6/30 6/30 6/30
202 1824 209 1825 211 1828 210-1829 215 1830 216 1831 208 1832 220 1837 219 1840	Roundabouts Total STP  Operate Car Pool Program Commuter Benefits Implementation Incident Management Spare the Air Youth Program Arterial/Transit Performance/Rideshare Vanpool Program I-880 I.CM Central Segment BBF West Grand TSP Regional Car Sharing	\$ 1,300,000 8,000,000 1,785,000 20,478,000 2,463,000 5,000,000 1,142,000 1,000,000 1,200,411	\$ 1,300,000 4,226,035 1,240,650 18,772,455 2,451,768 2,301,138 275,000 48,087 902,556 185,000	\$ 3,773,965 544,350 1,705,545 11,232 2,698,862 1,725,000 1,093,913 97,444 1,015,411		\$ - 3,773,965 544,350 1,705,545 11,232 2,698,862 1,725,000 1,093,913 97,444 1,015,411	\$ 35,418,324	\$ - 184,319	\$ 72,365,643 \$ - 1,400,000 200,000 850,000 1,900,000 405,000 1,093,913	\$ - 2,189,646 217,623 855,545 11,232 798,862 1,320,000 97,444 1,015,411	6/30 6/30 6/30 6/30 6/30 6/30 6/30 6/30
202 1824 209 1825 211 1828 210-1829 215 1830 216 1831 208 1832 220 1837 219 1840 242 1848 243 1849	Roundabouts Total STP  Operate Car Pool Program Commuter Benefits Implementation Incident Management Spare the Air Youth Program Arterial/Transit Performance/Rideshare Vanpool Program I-880 LCM Central Segment BBF West Grand TSP Regional Car Sharing Targeted Transportation Alternatives Adaptive Ramp Meter Program Implementation I-880 LCM Central Segment	\$ 1,300,000 8,000,000 1,785,000 20,478,000 2,463,000 5,000,000 1,142,000 1,000,000 1,200,411 325,000	\$ 1,300,000 4,226,035 1,240,650 18,772,455 2,451,768 2,301,138 275,000 48,087 902,556 185,000 59,392	\$ - 3,773,965 544,350 1,705,545 11,232 2,698,862 1,725,000 1,093,913 97,444 1,015,411 265,608		\$ - 3,773,965 544,350 1,705,545 11,232 2,698,862 1,725,000 1,093,913 97,444 1,015,411 265,608	\$ 35,418,324 \$ - 1,498,000	\$ - 184,319	\$ 72,365,643 \$ - 1,400,000 200,000 850,000 1,900,000 405,000 1,093,913 2,703,000 1,498,000	\$ - 2,189,646 217,623 855,545 11,232 798,862 1,320,000 97,444 1,015,411	6/30 6/30 6/30 6/30 6/30 6/30 6/30 6/30
202 1824 209 1825 211 1828 210-1829 215 1830 216 1831 208 1832 220 1837 220 1840 242 1848 243 1849	Roundabouts Total STP  Operate Car Pool Program Commuter Benefits Implementation Incident Management Spare the Air Youth Program Arterial/Transit Performance/Rideshare Vanpool Program I-880 ICM Central Segment BBF West Grand TSP Regional Car Sharing Targeted Transportation Alternatives Adaptive Ramp Meter Program Implementation I-880 ICM Central Segment Climate Initiatives	\$ 1,300,000 8,000,000 1,785,000 2,478,000 5,000,000 2,000,000 1,142,000 1,200,411 2325,000 3,000,000	\$ 1,300,000 4,226,035 1,240,650 18,772,455 2,451,768 2,301,138 275,000 48,087 902,556 185,000 59,392 297,000	\$ 3,773,965 544,350 1,705,545 11,232 2,698,862 1,725,000 1,093,913 97,444 1,015,411 265,608 2,703,000	\$ -	\$ 3,773,965 544,350 1,705,545 11,232 2,698,862 1,725,000 1,093,913 97,444 1,015,411 265,608 2,703,000	\$ 35,418,324 \$ - 1,498,000 10,875,000	\$ - 184,319 126,727	\$ 72,365,643 \$ - 1,400,000 200,000 850,000 1,900,000 405,000 1,093,913 2,703,000 1,498,000 10,875,000	\$ 2,189,646 217,623 855,545 11,232 798,862 1,320,000 97,444 1,015,411 265,608	6/30 6/30 6/30 6/30 6/30 6/30 6/30 6/30
202 1824 209 1825 211 1828 210-1829 215 1830 216 1831 208 1832 220 1837 219 1840 242 1848 243 1849 254 1851	Roundabouts Total STP  Operate Car Pool Program Commuter Benefits Implementation Incident Management Spare the Air Youth Program Arterial/Transit Performance/Rideshare Vanpool Program I-880 LCM Central Segment BBF West Grand TSP Regional Car Sharing Targeted Transportation Alternatives Adaptive Ramp Meter Program Implementation I-880 LCM Central Segment	\$ 1,300,000 8,000,000 1,785,000 20,478,000 2,463,000 5,000,000 1,142,000 1,000,000 1,200,411 325,000	\$ 1,300,000 4,226,035 1,240,650 18,772,455 2,451,768 2,301,138 275,000 48,087 902,556 185,000 59,392 297,000	\$ 3,773,965 544,350 1,705,545 11,232 2,698,862 1,725,000 1,093,913 97,444 1,015,411 265,608 2,703,000	\$ -	\$ 3,773,965 544,350 1,705,545 11,232 2,698,862 1,725,000 1,093,913 97,444 1,015,411 265,608 2,703,000	\$ 35,418,324 \$ - 1,498,000	\$ - 184,319 126,727	\$ 72,365,643 \$ - 1,400,000 200,000 850,000 1,900,000 405,000 1,093,913 2,703,000 1,498,000 10,875,000	\$ - 2,189,646 217,623 855,545 11,232 798,862 1,320,000 97,444 1,015,411	6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30,
202 1824 209 1825 210 1828 210 1829 210 1830 216 1831 208 1831 208 1832 220 1837 219 1840 242 1848 243 1849 254 1851	Roundabouts Total STP  Operate Car Pool Program Commuter Benefits Implementation Incident Management Spare the Air Youth Program Arterial/Transit Performance/Rideshare Vanpool Program I-880 ICM Central Segment BBF West Grand TSP Regional Car Sharing Targeted Transportation Alternatives Adaptive Ramp Meter Program Implementation I-880 ICM Central Segment Climate Initiatives	\$ 1,300,000 8,000,000 1,785,000 20,478,000 2,463,000 5,000,000 1,142,000 1,200,411 325,000 3,000,000 \$ 47,693,411	\$ 1,300,000 4,226,035 1,240,650 18,772,455 2,451,768 2,201,138 275,000 48,087 902,556 185,000 59,392 297,000 \$ 32,059,081	\$ 3,773,965 544,350 1,705,545 11,232 2,698,622 1,725,000 1,093,913 97,444 1,015,411 265,608 2,703,000 \$ 15,634,330	\$ -	\$ 3,773,965 544,350 1,705,545 11,232 2,698,862 1,725,000 1,093,913 97,444 1,015,411 265,608 2,703,000	\$ 35,418,324 \$ - 1,498,000 10,875,000 \$ 12,373,000	\$ - 184,319 126,727	\$ 72,365,643 \$ 1,400,00 200,000 850,000 1,900,000 405,000 1,093,913 2,703,000 1,498,000 1,0875,000 \$ 20,924,913	\$ 2,189,646 217,623 855,545 11,232 798,862 1,320,000 97,444 1,015,411 265,608	6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30,
202 1824 209 1825 211 1828 210-1829 215 1830 216 1831 208 1832 220 1837 219 1840 242 1848 243 1849 254 1851	Roundabouts Total STP  Operate Car Pool Program Commuter Benefits Implementation Incident Management Spare the Air Youth Program Arterial/Transit Performance/Rideshare Vanpool Program I-880 ICM Central Segment BBF West Grand TSP Regional Car Sharing Targeted Transportation Alternatives Adaptive Ramp Meter Program Implementation I-880 ICM Central Segment Climate Initiatives Total CMAQ Grants	\$ 1,300,000 8,000,000 1,785,000 20,478,000 2,463,000 5,000,000 1,142,000 1,000,000 1,200,410 1,200,410 3,000,000 \$ 47,693,411	\$ 1,300,000 4,226,035 1,240,650 18,772,455 2,451,768 2,201,138 275,000 48,087 902,556 185,000 59,392 297,000 \$ 32,059,081	\$ 3,773,965 544,350 1,705,545 11,232 2,698,862 1,725,000 1,093,913 97,444 1,015,411 1265,608 2,703,000 \$ 15,634,330	\$ -	\$ 3,773,955 544,330 1,705,545 11,232 2,698,862 1,725,000 1,093,913 97,444 1,015,411 265,608 2,703,000 \$ 15,634,330	\$ 35,418,324 \$ - 1,498,000 10,875,000 \$ 12,373,000	\$ - 184,319 126,727	\$ 72,365,643 \$ 1,400,00 200,000 850,000 1,900,000 405,000 1,093,913 2,703,000 1,498,000 1,0875,000 \$ 20,924,913	\$ 2,189,646 217,623 855,545 11,232 798,862 1,320,000 97,444 1,015,411 265,608 \$ 6,771,371	6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30,
202 1824 209 1825 210 1828 210 1828 210 1829 215 1830 216 1831 208 1831 220 1837 219 1840 242 1848 243 1849 254 1851	Roundabouts Total STP  Operate Car Pool Program Commuter Benefits Implementation Incident Management Spare the Air Youth Program Arterial/Transt Performance/Rideshare Vanpool Program I-880 (LMC Lentral Segment BBF West Grand TSP Regional Car Sharing Targeted Transportation Alternatives Adaptive Ramp Meter Program Implementation I-880 (LMC Lentral Segment Climate Initiatives Total CMAQ Grants  JARC	\$ 1,300,000 8,000,000 1,785,000 20,478,000 2,463,000 5,000,000 1,142,000 1,200,411 325,000 3,000,000 \$ 47,693,411	\$ 1,300,000 4,226,035 1,240,650 18,772,455 2,451,768 2,301,138 275,000 48,087 902,556 185,000 59,392 297,000 \$ 32,059,081	\$ 3,773,965 544,350 1,705,545 11,232 2,698,622 1,725,000 1,093,913 97,444 1,015,411 2,65,668 2,703,000 \$ 15,634,330 \$ 561,991 \$ 48,970	\$ -	\$ 3,773,965 544,350 1,705,545 11,232 2,698,862 1,725,000 1,093,913 97,444 1,015,411 265,608 2,703,000	\$ 35,418,324 \$ - 1,498,000 10,875,000 \$ 12,373,000	\$ - 184,319 126,727	\$ 72,365,643 \$ 1,400,00 200,000 850,000 1,900,000 405,000 1,093,913 2,703,000 1,498,000 1,0875,000 \$ 20,924,913	\$ 2,189,646 217,623 855,545 11,232 798,862 1,320,000 97,444 1,015,411 265,608 5 6,771,371	6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30,
202 1824 209 1825 201 1828 210-1829 215-1830 216 1831 208 1832 220 1837 219 1840 242 1848 243 1849 254 1851	Roundabouts Total STP  Operate Car Pool Program Commuter Benefits Implementation Incident Management Spare the Air Youth Program Arterial/Transit Performance/Rideshare Vanpool Program I-880 ICM Central Segment BBF West Grand TSP Regional Car Sharing Targeted Transportation Alternatives Adaptive Ramp Meter Program Implementation I-880 ICM Central Segment Climate Initiatives Total CMAQ Grants  JARC New Freedom	\$ 1,300,000 8,000,000 1,785,000 20,478,000 2,463,000 2,000,000 1,000,000 1,200,411 225,000 3,000,000 \$ 47,693,411 \$ 2,430,952 1,383,631	\$ 1,300,000 4,226,035 1,240,650 18,772,455 2,451,768 2,301,138 275,000 48,087 902,556 185,000 59,392 297,000 \$ 32,059,081 \$ 1,868,961 1,334,661	\$ 3,773,965 544,350 1,705,545 11,232 2,698,862 1,725,000 1,093,913 97,444 1,015,411 265,608 2,703,000 \$ 15,634,330 \$ 561,991 \$ 48,970 \$ 5	\$ -	\$ 3,773,955 544,330 1,705,545 11,232 2,698,862 1,725,000 1,093,913 97,444 1,015,411 265,608 2,703,000 \$ 15,634,330	\$ 35,418,324 \$ - 1,498,000 10,875,000 \$ 12,373,000	\$ - 184,319 126,727	\$ 72,365,643 \$ 1,400,00 200,000 850,000 1,900,000 405,000 1,093,913 2,703,000 1,498,000 1,0875,000 \$ 20,924,913	\$ 2,189,646 217,623 855,545 11,232 798,862 1,320,000 97,444 1,015,411 265,608 \$ 6,771,371	6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30,
202 1824 209 1825 211 1828 210 1829 210 1829 210 1829 216 1831 208 1831 208 1837 219 1840 241 1848 243 1849 254 1851 X177 1630 X109 1632 0032 1634	Roundabouts Total STP  Operate Car Pool Program Commuter Benefits Implementation Incident Management Spare the Air Youth Program Arterial/Transit Performance/Rideshare Vanpool Program I-880 (LM Central Segment BBF West Grand TSP Regional Car Sharing Targeted Transportation Alternatives Adaptive Ramp Meter Program Implementation I-880 (LM Central Segment Climate Initiatives Total CMAQ Grants  JARC New Freedom FTA 5339 - Bus Purchases	\$ 1,300,000 8,000,000 1,785,000 20,478,000 2,463,000 2,000,000 1,000,000 1,200,411 325,000 3,000,000 \$ 47,693,411 \$ 2,430,952 1,383,631 12,240,015 11,515,172	\$ 1,300,000 4,226,035 1,240,650 18,772,455 2,451,768 2,301,138 275,000 48,087 902,556 185,000 59,392 297,000 \$ 32,059,081 \$ 1,368,961 1,334,661 1,2240,015 11,513,038	\$ 3,773,965 544,350 1,705,545 11,232 2,698,862 1,725,000 1,093,913 97,444 1,015,411 265,608 2,703,000 \$ 15,634,330 \$ \$ 561,991 \$ 48,970 \$ 2,134	\$	\$ 3,773,965 544,350 1,705,545 11,232 2,698,862 1,725,000 1,005,933 97,444 1,015,411 265,608 2,703,000 \$ 15,634,330  \$ \$15,634,330  . 2	\$ 35,418,324 \$ - 1,498,000 10,875,000 \$ 12,373,000	\$ - 184,319 126,727 \$ 311,046 \$ -	\$ 72,365,643 \$ 1,400,00 200,000 850,000 1,900,000 405,000 1,093,913 2,703,000 1,498,000 1,0875,000 \$ 20,924,913	\$ 2,189,646 217,622 855,545 11,232 798,862 1,320,000 97,444 1,015,411 265,608 56,771,371 \$ 561,991 48,970 - 2,134 160,764 160,764	6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30,
202 1824 209 1825 201 1828 210 1828 210 1829 215 1830 216 1831 208 1832 220 1837 219 1840 242 1848 243 1849 254 1851 RANTS X177 1630 X109 1632 0024 1633 0024 1633	Roundabouts Total STP  Operate Car Pool Program Commuter Benefits Implementation Incident Management Spare the Air Youth Program Arterial/Transit Performance/Rideshare Vanpool Program I-880 ICM Central Segment BBF West Grand TSP Regional Car Sharing Targeted Transportation Alternatives Adaptive Ramp Meter Program Implementation I-880 ICM Central Segment Climate Initiatives Total CMAQ Grants  JARC New Freedom FTA 5339 - Bus Purchases FTA 5339 - Bus Purchases	\$ 1,300,000 8,000,000 1,785,000 20,478,000 2,463,000 2,000,000 1,000,000 1,200,411 325,000 3,000,000 \$ 47,693,411 \$ 2,430,952 1,383,631 12,240,015 11,515,172	\$ 1,300,000 4,226,035 1,240,650 18,772,455 2,451,768 2,301,138 275,000 48,087 902,556 185,000 59,392 297,000 \$ 32,059,081 \$ 1,868,961 1,334,661 1,334,661 1,334,661 1,2240,015	\$ 3,773,965 544,350 1,705,545 11,232 2,698,862 1,725,000 1,093,913 97,444 1,015,411 265,608 2,703,000 \$ 15,634,330 \$ 561,991 \$ 48,970 \$ 5	\$	\$ 3,773,955 544,350 1,705,545 11,232 2,698,862 1,725,000 1,093,913 97,444 1,015,411 265,608 2,703,000 \$ 15,634,330 \$ 561,991 48,970 - 2,134	\$ 35,418,324 \$ - 1,498,000 10,875,000 \$ 12,373,000	\$ - 184,319 126,727 \$ 311,046	\$ 72,365,643 \$ 1,400,00 200,000 850,000 1,900,000 405,000 1,093,913 2,703,000 1,498,000 1,0875,000 \$ 20,924,913	\$ 2,189,646 217,623 855,545 11,232 798,862 1,320,000 97,444 1,015,411 265,608	6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30,
202 1824 209 1825 201 1828 210-1829 210-1829 215 1830 216 1831 220 1837 219 1840 242 1848 243 1849 254 1851  IRANTS X177 1630 X109 1632 0024 1633 0032 1634 (A1) and Local Grants	Roundabouts Total STP  Operate Car Pool Program Commuter Benefits Implementation Incident Management Spare the Air Youth Program Arterial/Transit Performance/Rideshare Vanpool Program I-880 LCM Central Segment BBF West Grand TSP Regional Car Sharing Targeted Transportation Alternatives Adaptive Ramp Meter Program Implementation I-880 LCM Central Segment Climate Initiatives Total CMAQ Grants  JARC New Freedom FTA 5339 - Bus Purchases FTA 5339 - Bus Purchases FTA 5330 - Bus Purchases FTA 5330 - Total FTA Grants	\$ 1,300,000 8,000,000 1,785,000 20,478,000 2,463,000 2,000,000 1,142,000 1,200,411 325,000 3,000,000 \$ 47,693,411 \$ 2,430,952 1,383,631 12,240,51 12,1515,172	\$ 1,300,000 4,226,035 1,240,650 18,772,455 2,451,768 2,301,138 275,000 48,087 902,556 185,000 59,392 297,000 \$ 32,059,081 \$ 1,868,961 1,334,661 1,334,661 1,334,661 1,2240,015 11,513,038 \$ 26,956,675	\$ 3,773,965 544,350 1,705,545 11,232 2,698,862 1,725,000 1,093,913 97,444 1,015,411 265,608 2,703,000 \$ 15,634,330 \$ 561,991 \$ 48,970 \$ 2,134	\$	\$ 3,773,965 544,350 1,705,545 11,232 2,698,862 1,725,000 1,093,913 97,444 1,015,411 265,608 2,703,000 5 15,634,330 \$ 561,991 48,970 2,134 208,687 \$ 821,782	\$ 35,418,324 \$ .	\$ - 184,319 126,727 \$ 311,046 \$ - 47,923 \$ 47,923	\$ 72,365,643 \$ 1,400,000 200,000 850,000 1,900,000 405,000 1,093,913 2,703,000 1,498,000 10,875,000 \$ 20,924,913 \$ -	\$ 2,189,646 217,622 855,545 11,232 798,862 1,320,000 97,444 1,015,411 265,608 5 6,771,371 \$ 561,991 48,970 2,134 160,764 \$ 773,859	6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30,
202 1824 209 1825 201 1828 210-1829 210-1829 215 1830 216 1831 220 1837 219 1840 242 1848 243 1849 254 1851  IRANTS X177 1630 X109 1632 0024 1633 0032 1634 (A1) and Local Grants	Roundabouts Total STP  Operate Car Pool Program Commuter Benefits Implementation Incident Management Spare the Air Youth Program Arterial/Transit Performance/Rideshare Vanpool Program I-880 ICM Central Segment BBF West Grand TSP Regional Car Sharing Targeted Transportation Alternatives Adaptive Ramp Meter Program Implementation I-880 ICM Central Segment Climate Initiatives Total CMAQ Grants  JARC New Freedom FTA 5339 - Bus Purchases FTA 5339 - Bus Purchases FTA 5310 Total FTA Grants  FHWA - SHRP2	\$ 1,300,000 8,000,000 1,785,000 20,478,000 2,463,000 2,000,000 1,000,000 1,200,411 325,000 3,000,000 \$ 47,693,411 \$ 2,430,952 1,383,631 12,240,015 11,515,172	\$ 1,300,000 4,226,035 1,240,650 18,772,455 2,451,768 2,301,138 275,000 48,087 902,556 185,000 59,392 297,000  \$ 32,059,081 \$ 1,868,961 1,334,661 1,334,661 1,240,015 11,513,038 \$ 26,956,675	\$ 3,773,965 544,350 1,705,545 11,232 2,698,862 1,725,000 1,093,913 97,444 1,015,411 265,608 2,703,000 \$ 15,634,330 \$ 561,991 \$ 48,970 \$ 2,134	\$	\$ 3,773,965 544,350 1,705,545 11,232 2,698,862 1,725,000 1,093,913 97,444 1,015,411 265,608 2,703,000 5 15,634,330 \$ 561,991 48,970 2,134 208,687 \$ 821,782	\$ 35,418,324 \$ - 1,498,000 10,875,000 \$ 12,373,000 \$ -	\$ - 184,319 126,727 \$ 311,046 \$ - 47,923 \$ 47,923	\$ 72,365,643  \$ 1,400,000 200,000 850,000 1,900,000 405,000 1,093,913  2,703,000 1,498,000 10,875,000 \$ 20,924,913  \$	\$ 2,189,646 217,622 855,545 11,232 798,862 1,320,000 97,444 1,015,411 265,608 56,771,371 \$ 561,991 48,970 - 2,134 160,764 160,764	6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30,
202 1824 209 1825 201 1828 210 1828 210 1829 215 1830 216 1831 208 1832 220 1837 219 1840 242 1848 243 1849 254 1851  RANTS X177 1630 X109 1632 0024 1633 0032 1634 (A1) and Local Grants 084-184 1112	Roundabouts Total STP  Operate Car Pool Program Commuter Benefits Implementation Incident Management Spare the Air Youth Program Arterial/Transit Performance/Rideshare Vanpool Program I-880 ICM Central Segment BBF West Grand TSP Regional Car Sharing Targeted Transportation Alternatives Adaptive Ramp Meter Program Implementation I-880 ICM Central Segment Climate Initiatives Total CMAQ Grants  JARC New Freedom FTA 5339 - Bus Purchases FTA 5339 - Bus Purchases FTA 5310 Total FTA Grants  FHWA - SHRP2 FHWA - Fed Work Zone Data Exch (FWDZ)	\$ 1,300,000 8,000,000 1,785,000 20,478,000 2,463,000 2,000,000 1,000,000 1,200,411 325,000 3,000,000 \$ 47,693,411 \$ 2,430,952 1,383,631 12,240,015 11,515,172 \$ 700,000	\$ 1,300,000 4,226,035 1,240,650 18,772,455 2,451,782 2,301,138 275,000 48,087 902,556 185,000 59,392 297,000 \$ 32,059,081 1,334,661 1,324,20,015 11,513,038 \$ 26,956,675	\$ 3,773,965 544,350 1,705,545 11,232 2,698,862 1,725,000 1,093,913 97,444 1,015,411 265,608 2,703,000 \$ 15,634,330 \$ 561,991 \$ 48,970 \$ 2,134 \$ 613,095	\$	\$ 3,773,965 544,350 1,705,545 11,232 2,698,862 1,725,000 1,093,913 97,444 1,015,411 265,608 2,703,000 5 15,634,330 \$ 561,991 48,970 2,134 208,687 \$ 821,782	\$ 35,418,324 \$ .	\$ - 184,319 126,727 \$ 311,046 \$ - 47,923 \$ 47,923	\$ 72,365,643 \$ 1,400,000 200,000 850,000 1,900,000 405,000 1,093,913 2,703,000 1,498,000 10,875,000 \$ 20,924,913 \$ -	\$ 2,189,646 217,622 855,545 11,232 798,862 1,320,000 97,444 1,015,411 265,608 56,771,371 \$ 561,991 48,970 97,344 160,764 \$ 773,859	6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30,
202 1824 209 1825 211 1828 210 1829 210 1829 210 1829 210 1830 216 1831 220 1837 219 1840 242 1848 243 1849 254 1851  RANTS X177 1630 X109 1632 0024 1633 0032 1634 (A1)  and Local Grants 084-184 1112 T455 1340	Roundabouts Total STP  Operate Car Pool Program Commuter Benefits Implementation Incident Management Spare the Air Youth Program Arterial/Transit Performance/Rideshare Vanpool Program I-880 ICM Central Segment BBF West Grand TSP Regional Car Sharig Targeted Transportation Alternatives Adaptive Ramp Meter Program Implementation I-880 ICM Central Segment Climate Initiatives Total CMAQ Grants  JARC New Freedom FTA 5339 - Bus Purchases FTA 5310 Total FTA Grants  FHWA - SHRP2 FHWA - Fed Work Zone Data Exch (FWDZ) Environmental Protection Agency (EPA)	\$ 1,300,000 8,000,000 1,785,000 20,478,000 2,463,000 2,000,000 1,102,000,000 1,200,411 1325,000 3,000,000 \$ 47,693,411 \$ 2,430,952 1,383,631 12,244,015 11,515,172 \$ 27,569,770 \$ 700,000	\$ 1,300,000 4,226,035 1,240,650 18,772,455 2,451,768 2,301,138 275,000 48,087 902,556 185,000 185,000 59,392 297,000 \$ 32,059,081 \$ 1,384,691 1,334,691 1,240,601 11,513,038 \$ 26,956,675 \$ 649,918 1,074,579	\$ 3,773,965	\$	\$ 3,773,965 544,350 1,705,545 11,232 2,698,862 1,725,000 1,093,913 97,444 1,015,411 255,608 2,703,000 \$ 15,634,330 \$ 561,991 48,970 2,134 208,687 8 21,782 \$ 50,082	\$ 35,418,324 \$ - 1,498,000 10,875,000 \$ 12,373,000 \$ -	\$ - 184,319 126,727 \$ 311,046 \$ - 47,923 \$ 47,923	\$ 72,365,643  \$ 1,400,000 200,000 850,000 1,900,000 405,000 1,093,913  2,703,000 1,498,000 10,875,000 \$ 20,924,913  \$	\$ 2,189,646 217,623 855,545 11,232 798,862 1,320,000 20,541 205,608 25,607,71,371 \$ 561,991 48,970 2,134 100,764 \$ 773,859 \$ 50,082	6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 7, 0, 6/15, 9/30,
202 1824 209 1825 221 1828 221 1828 221 1829 215 1830 216 1831 208 1832 220 1837 2219 1840 242 1848 243 1849 254 1851  RRANTS X177 1630 X109 1632 0024 1633 0024 1633 0024 1634 A112 T455 1340 084-184 1112	Roundabouts Total STP  Operate Car Pool Program Commuter Benefits Implementation Incident Management Spare the Air Youth Program Arterial/Transt Performance/Rideshare Vanpool Program I-880 ICM Central Segment BBF West Grand TSP Regional Car Sharing Targeted Transportation Alternatives Adaptive Ramp Meter Program Implementation I-880 ICM Central Segment Climate initiatives Total CMAQ Grants  JARC New Freedom FTA 5339 - Bus Purchases FTA 5339 - Bus Purchases FTA 5310 Total FTA Grants  FHWA - Fed Work Zone Data Exch (FWDZ) Environmental Protection Agency (EPA) Environmental Protection Agency (EPA)	\$ 1,300,000 8,000,000 1,785,000 20,478,000 2,478,000 2,000,000 1,000,000 1,200,411 235,000 3,000,000 \$ 47,693,411 \$ 2,430,952 1,383,631 12,240,015 11,515,172 \$ 27,569,770 \$ 700,000	\$ 1,300,000 4,226,035 1,240,650 18,772,455 2,451,768 2,301,138 275,000 48,087 902,556 185,000 59,392 297,000 \$ 32,059,081 \$ 1,868,961 1,334,661 12,240,015 \$ 26,956,675 \$ 649,918 1,074,579 393,155	\$ 3,773,955	\$	\$ 3,773,955 544,350 1,705,545 11,232 2,698,862 1,725,000 1,039,313 37,444 1,015,411 255,608 2,703,000 \$ 15,634,330 \$ 561,991 48,970 - 2,1344 208,687 \$ 821,782	\$ 35,418,324 \$ - 1,498,000 10,875,000 \$ 12,373,000 \$ -	\$ - 184,319 126,727 \$ 311,046 \$ - 47,923 \$ 47,923	\$ 72,365,643  \$ 1,400,000 200,000 850,000 1,900,000 405,000 1,093,913  2,703,000 1,498,000 10,875,000 \$ 20,924,913  \$	\$ 2,189,646 217,623 855,545 11,232 798,862 21,320,000 97,444 1,015,411 265,608 \$ 6,771,371 \$ 561,991 48,970 2,1344 160,764 \$ 773,859 \$ 50,082 206,845	6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 9/30, 9/30, 9/30,
202 1824 209 1825 201 1828 211 1828 210-1829 215 1830 216 1831 208 1832 220 1837 219 1840 242 1848 243 1849 254 1851  RANTS X177 1630 X109 1632 0024 1633 0032 1634 A1)  and Local Grants 084-184 1112 1455 1340 0007-01 1342 245 2214	Roundabouts Total STP  Operate Car Pool Program Commuter Benefits Implementation Incident Management Spare the Air Youth Program Arterial/Transt Performance/Rideshare Vanpool Program I-880 LCM Central Segment BBF West Grand TSP Regional Car Sharing Targeted Transportation Alternatives Adaptive Ramp Meter Program Implementation I-880 LCM Central Segment Climate Initiatives Total CMAQ Grants  JARC New Freedom FTA 5339 - Bus Purchases FTA 5339 - Bus Purchases FTA 5330 - Bus Purchases FTA 5330 - Bus Purchases FTA 5310 Total FTA Grants  FHWA - SHRP2 FHWA - Fed Work Zone Data Exch (FWDZ) Environmental Protection Agency (EPA) Environmental Protection Agency (EPA) Environmental Protection Agency (EPA)	\$ 1,300,000 8,000,000 1,785,000 20,478,000 2,463,000 1,000,000 1,200,411 325,000 3,000,000 \$ 47,693,411 \$ 2,430,952 1,383,631 12,2440,151 11,515,172 \$ 700,000 1,074,579 600,000 500,000	\$ 1,300,000 4,226,035 1,240,650 18,772,455 2,451,768 2,301,138 275,000 48,087 902,556 185,000 59,392 297,000 \$ 32,059,081 \$ 1,384,661 1,334,661 1,240,015 11,513,038 \$ 26,956,675 \$ 649,918 1,074,579 393,155 499,868	\$ 3,773,965	\$	\$ 3,773,965 544,350 1,705,545 11,232 2,698,862 1,725,000 1,093,913 97,444 1,015,411 265,608 2,703,000 - \$ 15,634,330 \$ 561,991 48,970 - 2,134 208,687 \$ 821,782 \$ 50,082 - 206,845	\$ 35,418,324 \$ - 1,498,000 10,875,000 \$ 12,373,000 \$ -	\$ - 184,319 126,727 \$ 311,046 \$ - 47,923 \$ 47,923	\$ 72,365,643  \$ 1,400,000 200,000 850,000 1,900,000 405,000 1,093,913  2,703,000 1,498,000 10,875,000 \$ 20,924,913  \$	\$ 2,189,646 217,622 855,545 11,232 798,862 1,320,000 97,444 1,015,411 265,608 5 6,771,371 \$ 561,991 48,970 2,134 160,764 \$ 773,859 \$ 50,082	6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 9/30, 9/30, 9/30,
202 1824 209 1825 221 1828 221 1828 221 1829 221 1829 221 1829 221 1831 226 1832 220 1837 2219 1840 242 1848 243 1849 254 1851  RRANTS X177 1630 2024 1633 20024 1633 20024 1633 20041 245 214 245 214 33 2800 20074 1342 245 2214 33 2800	Roundabouts Total STP  Operate Car Pool Program Commuter Benefits Implementation Incident Management Spare the Air Youth Program Arterial/Transit Performance/Rideshare Vanpool Program I-880 ICM Central Segment BBF West Grand TSP Regional Car Sharing Targeted Transportation Alternatives Adaptive Ramp Meter Program Implementation I-880 ICM Central Segment Climate Initiatives Total CMAQ Grants  JARC New Freedom FTA 5339 - Bus Purchases FTA 5339 - Bus Purchases FTA 5339 - Bus Purchases FTA 5330 - Bus Purchases FTA 5310 Total FTA Grants  FHWA - SHRP2 FHWA - FER Work Zone Data Exch (FWDZ) Environmental Protection Agency (EPA)	\$ 1,300,000 8,000,000 1,785,000 20,478,000 2,463,000 1,000,000 1,142,000 1,000,000 1,200,411 325,000 3,000,000 \$ 47,693,411 \$ 2,430,952 1,383,631 12,240,015 \$ 700,000 1,074,579 600,000 5,000,000 1,475,854	\$ 1,300,000 4,226,035 1,240,650 18,772,455 2,451,768 2,301,138 275,000 48,087 902,556 185,000 59,392 297,000 \$ 32,059,081 \$ 1,386,961 1,334,661 12,240,015 11,513,038 \$ 26,956,675 \$ 649,918 1,074,579 393,155 499,868 871,072	\$ 3,773,965	\$	\$ 3,773,955 544,350 1,705,545 11,232 2,698,862 1,725,000 1,093,913 97,444 1,015,411 255,608 2,703,000 \$ 15,634,330 \$ 561,991 48,970 2,134 208,687 \$ 821,782 \$ 50,082 \$ 50,082 6 - 206,845 132 604,782	\$ 35,418,324 \$ - 1,498,000 10,875,000 \$ 12,373,000 \$ -	\$ - 184,319 126,727 \$ 311,046 \$ - 47,923 \$ 47,923	\$ 72,365,643  \$ 1,400,000 200,000 850,000 1,900,000 405,000 1,093,913  2,703,000 1,498,000 10,875,000 \$ 20,924,913  \$	\$ 2,189,646 217,623 855,545 11,232 798,862 1,320,000 97,444 1,015,411 265,608 5 6,771,371 \$ 561,991 48,970 2,134 160,764 \$ 773,859 \$ 50,082 1,206,845 132 604,782 647,782	6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 9/30, 9/30, 6/30, 9/30, 12/31
202 1824 209 1825 201 1828 210 1828 210 1829 210 1829 210 1829 215 1830 216 1831 208 1832 220 1837 2219 1840 242 1848 243 1849 254 1851  RANTS X177 1630 X109 1632 0024 1633 0032 1634 (A1)  and Local Grants 084-184 1112 1455 1340 2007-01 1342 245 2214 33 2800	Roundabouts Total STP  Operate Car Pool Program Commuter Benefits Implementation Incident Management Spare the Air Youth Program Arterial/Transt Performance/Rideshare Vanpool Program I-880 LCM Central Segment BBF West Grand TSP Regional Car Sharing Targeted Transportation Alternatives Adaptive Ramp Meter Program Implementation I-880 LCM Central Segment Climate Initiatives Total CMAQ Grants  JARC New Freedom FTA 5339 - Bus Purchases FTA 5339 - Bus Purchases FTA 5330 - Bus Purchases FTA 5330 - Bus Purchases FTA 5310 Total FTA Grants  FHWA - SHRP2 FHWA - Fed Work Zone Data Exch (FWDZ) Environmental Protection Agency (EPA) Environmental Protection Agency (EPA) Environmental Protection Agency (EPA)	\$ 1,300,000 8,000,000 1,785,000 20,478,000 2,463,000 1,142,000 1,000,000 1,200,411 325,000 3,000,000 \$ 47,693,411 \$ 2,430,952 1,333,631 12,240,015 11,515,172 \$ 700,000 1,074,579 600,000 500,000 1,475,854	\$ 1,300,000 4,226,035 1,240,650 18,772,455 2,451,768 2,301,138 275,000 48,087 902,556 185,000 59,392 297,000 \$ 32,059,081 \$ 1,384,661 1,334,661 1,240,015 11,513,038 \$ 26,956,675 \$ 649,918 1,074,579 393,155 499,868	\$ 3,773,965	\$	\$ 3,773,965 544,350 1,705,545 11,232 2,698,862 1,725,000 1,093,913 97,444 1,015,411 265,608 2,703,000 - \$ 15,634,330 \$ 561,991 48,970 - 2,134 208,687 \$ 821,782 \$ 50,082 - 206,845	\$ 35,418,324 \$  1,498,000 10,875,000 \$ 12,373,000  \$  \$  200,000	\$ 184,319 126,727 \$ 311,046 \$ - 47,923 \$ 47,923 \$ - - - -	\$ 72,365,643 \$ \$ - 1,400,000 200,000 850,000 1,900,000 405,000 1,093,913 2,703,000 1,498,000 10,875,000 \$ 70,924,913 \$ \$ - \$ - 200,000	\$ 2,189,646 217,622 855,545 11,232 798,862 1,320,000 - 97,444 1,015,411 265,608 - \$ 6,771,371 48,970 - 2,134 160,764 \$ 773,859 \$ 50,082 - 1 206,845 132 64,782 13,520	6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 9/30, 9/30, 9/30, 9/30, 12/31
202 1824 209 1825 221 1828 221 1828 221 1829 221 1829 221 1829 221 1831 226 1832 220 1837 2219 1840 242 1848 243 1849 254 1851  RRANTS X177 1630 2024 1633 20024 1633 20024 1633 20041 245 214 245 214 33 2800 20074 1342 245 2214 33 2800	Roundabouts Total STP  Operate Car Pool Program Commuter Benefits Implementation Incident Management Spare the Air Youth Program Arterial/Transit Performance/Rideshare Vanpool Program I-880 LCM Central Segment BBF West Grand TSP Regional Car Sharing Targeted Transportation Alternatives Adaptive Ramp Meter Program Implementation I-880 LCM Central Segment Climate Initiatives Total CMAQ Grants  JARC New Freedom FTA 5339 - Bus Purchases FTA 5310 Total FTA Grants  PHWA - Fed Work Zone Data Exch (FWDZ) Environmental Protection Agency (EPA)	\$ 1,300,000 8,000,000 1,785,000 20,478,000 2,463,000 2,000,000 1,142,000 1,000,000 1,200,411 325,000 3,000,000 \$ 47,693,411 \$ 2,430,952 1,383,631 12,240,015 1,151,5172 \$ 700,000 1,074,579 600,000 500,000 1,475,854 1,314,909 3,450,000	\$ 1,300,000 4,226,035 1,240,650 18,772,455 2,451,768 2,301,138 275,000 48,087 902,556 185,000 59,392 297,000  \$ 32,059,081 \$ 1,868,961 1,334,661 1,334,661 12,240,015 11,513,038 \$ 26,956,675 \$ 649,918 1,074,579 1,074,579 1,301,389	\$ 3,773,965	\$	\$ 3,773,955 544,350 1,705,545 11,232 2,698,862 1,725,000 1,093,913 97,444 1,015,411 255,608 2,703,000 \$ 15,634,330 \$ 561,991 48,970 2,134 208,687 \$ 821,782 \$ 50,082 - 206,845 1322 604,782 13,520 2,900,476	\$ 35,418,324 \$ - 1,498,000 10,875,000 \$ 12,373,000 \$ -	\$ - 184,319 126,727 \$ 311,046 \$ - 47,923 \$ 47,923 \$	\$ 72,365,643  \$ 1,400,000 200,000 850,000 1,900,000 405,000 1,093,913  2,703,000 1,498,000 10,875,000 \$ 20,924,913  \$	\$ 2,189,646 217,623 855,545 11,232 798,862 1,320,000 255,648 10,015,411 265,608 25 6,771,371 \$ 561,991 48,970 2,134 160,764 \$ 773,859 \$ 50,082 - 266,845 1322 604,782 13,520 3,857,329 13,520 3,857,329	6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 9/30, 9/30, 6/30, 9/30, 12/31
202 1824 209 1825 201 1828 210 1828 210 1829 210 1829 210 1829 215 1830 216 1831 208 1832 220 1837 2219 1840 242 1848 243 1849 254 1851  RANTS X177 1630 X109 1632 0024 1633 0032 1634 (A1)  and Local Grants 084-184 1112 1455 1340 2007-01 1342 245 2214 33 2800	Roundabouts Total STP  Operate Car Pool Program Commuter Benefits Implementation Incident Management Spare the Air Youth Program Arterial/Transt Performance/Rideshare Vanpool Program I-880 ICM Central Segment BBF West Grand TSP Regional Car Sharing Targeted Transportation Alternatives Adaptive Ramp Meter Program Implementation I-880 ICM Central Segment Climate initiatives Total CMAQ Grants  JARC New Freedom FTA 5339 - Bus Purchases FTA 5339 - Bus Purchases FTA 5330 - Bus Purchases FTA 5310 Total FTA Grants  FHWA - Fed Work Zone Data Exch (FWDZ) Environmental Protection Agency (EPA) HSIP/SSARPL Coastal Conservancy Coast	\$ 1,300,000 8,000,000 1,785,000 20,478,000 2,463,000 2,000,000 1,000,000 1,200,411 325,000 3,000,000 \$ 47,693,411 \$ 2,430,952 1,383,631 12,240,015 11,515,172 \$ 700,000 1,074,579 600,000 500,000 1,475,654 1,314,909 3,450,000	\$ 1,300,000 4,226,035 1,240,650 18,772,455 2,451,758 2,301,138 275,000 59,392 297,000  \$ 32,059,081 1,334,661 1,324,0015 11,513,038 \$ 26,956,675  \$ 649,918 1,074,579 393,155 499,868 871,072 1,301,389 549,524 26,324	\$ 3,773,965	\$	\$ 3,773,965 544,350 1,705,545 11,232 2,698,862 1,725,000 1,093,913 97,444 1,015,411 265,608 2,703,000 \$ 15,634,330 \$ 15,634,330 \$ \$ 15,634,330 \$ \$ 50,91 48,970 - 2,134 208,687 \$ 821,782 \$ \$ 50,082 - 2 266,485 132 604,782 2,900,476 133,520	\$ 35,418,324 \$  1,498,000 10,875,000 \$ 12,373,000  \$  \$  200,000	\$ 184,319 126,727 \$ 311,046 \$ 47,923 \$ 47,923 \$   2,353,776 28,777	\$ 72,365,643 \$ \$ - 1,400,000 200,000 850,000 1,900,000 405,000 1,093,913 2,703,000 1,498,000 10,875,000 \$ 70,924,913 \$ \$ - \$ - 200,000	\$ 2,189,646 217,622 855,545 11,232 798,862 1,320,000 97,444 1,015,411 265,608 5 6,771,371 \$ 561,991 48,970 - 2,134 160,764 \$ 773,859 \$ 50,082 - 26,845 132 64,782 13,520 3,857,329 94,891	6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 9/30, 9/30, 6/30, 9/30, 12/31
202 1824 209 1825 201 1828 210 1828 210 1829 210 1829 210 1829 215 1830 216 1831 208 1832 220 1837 2219 1840 242 1848 243 1849 254 1851  RANTS X177 1630 X109 1632 0024 1633 0032 1634 (A1)  and Local Grants 084-184 1112 1455 1340 2007-01 1342 245 2214 33 2800	Roundabouts Total STP  Operate Car Pool Program Commuter Benefits Implementation Incident Management Spare the Air Youth Program Arterial/Transit Performance/Rideshare Vanpool Program I-880 (LM Central Segment BBF West Grand TSP Regional Car Sharing Targeted Transportation Alternatives Adaptive Ramp Meter Program Implementation I-880 (LM Central Segment Climate Initiatives Total CMAQ Grants  JARC New Freedom FTA 5339 - Bus Purchases FTA 5339 - Bus Purchases FTA 5339 - Bus Purchases FTA 5330 - Total FTA Grants  FHWA - SHRP2 FHWA - Fed Work Zone Data Exch (FWDZ) Environmental Protection Agency (EPA) Environmental Envir	\$ 1,300,000 8,000,000 1,785,000 20,478,000 2,463,000 1,000,000 1,200,411 325,000 3,000,000 \$ 47,693,411 \$ 2,430,952 1,383,631 12,240,015 11,515,172 \$ 27,569,770 \$ 700,000 1,074,579 600,000 1,475,844 1,314,949 1,314,949 1,314,949 1,314,940 1,314,940 1,314,000 150,000	\$ 1,300,000 4,226,035 1,240,650 18,772,455 2,451,768 2,301,138 275,000 48,087 902,556 185,000 59,392 297,000 \$ 32,059,081 \$ 1,368,961 1,334,661 12,240,015 \$ 1,868,961 \$ 1,240,015 \$ 1,500 \$ 26,956,675 \$ 649,918 1,074,579 393,155 499,868 871,072 1,301,389 549,524	\$ 3,773,965	\$	\$ 3,773,965 544,350 1,705,545 11,232 2,698,862 1,725,000 1,705,545 11,232 1,725,000 1,039,913 97,444 1,015,411 265,608 2,703,000 - \$ 15,634,330 \$ 561,991 48,970 - 2,134 208,687 \$ 821,782 \$ 50,082 - 206,845 1322 604,782 13,520 2,900,476 123,668 401,098	\$ 35,418,324 \$	\$ - 184,319 126,727 \$ 311,046 \$ - 47,923 \$ 47,923 \$	\$ 72,365,643 \$ \$ \$ \$ 1,400,000 200,000 850,000 1,900,000 405,000 1,093,913 2,703,000 1,498,000 10,875,000 \$ \$ 2,0924,913 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	\$	6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30,
202 1824 209 1825 201 1828 210 1828 210 1829 210 1829 210 1829 215 1830 216 1831 208 1832 220 1837 2219 1840 242 1848 243 1849 254 1851  RANTS X177 1630 X109 1632 0024 1633 0032 1634 (A1)  and Local Grants 084-184 1112 1455 1340 2007-01 1342 245 2214 33 2800	Roundabouts Total STP  Operate Car Pool Program Commuter Benefits Implementation Incident Management Spare the Air Youth Program Arterial/Transit Performance/Rideshare Vanpool Program I-880 (LM Central Segment BBF West Grand TSP Regional Car Sharing Targeted Transportation Alternatives Adaptive Ramp Meter Program Implementation I-880 (LM Central Segment Climate Initiatives Total CMAQ Grants  JARC New Freedom FTA 5339 - Bus Purchases FTA 5339 - Bus Purchases FTA 5339 - Bus Purchases FTA 5330 - Bus Purchases FTA 5310 Total FTA Grants  FHWA - SHRP2 FHWA - Fed Work Zone Data Exch (FWDZ) Environmental Protection Agency (EPA) Environmental Protection Agency (EPA) Environmental Protection Agency (EPA) Environmental Protection Agency (EPA) Coastal Conservancy Coastal Conservancy ABAG Regional Early Action Plan for RHNA Water Trail Block Grant #2	\$ 1,300,000 8,000,000 1,785,000 20,478,000 2,463,000 2,000,000 1,000,000 1,200,411 325,000 3,000,000 \$ 47,693,411 \$ 2,430,952 1,383,631 12,240,015 11,515,172 \$ 700,000 1,074,579 600,000 500,000 1,475,654 1,314,909 3,450,000	\$ 1,300,000 4,226,035 1,240,650 18,772,455 2,451,768 2,301,138 275,000 48,087 902,556 185,000 59,392 297,000  \$ 32,059,081  \$ 1,868,961 1,334,661 1,334,661 1,240,015 11,513,038 \$ 26,956,675  \$ 649,918 1,074,579 393,155 499,868 871,074,579 393,155 499,868 871,074,579 393,155 499,868 871,073,789 1,301,389 549,524 26,332 48,902	\$ 3,773,965	\$	\$ 3,773,965 544,350 1,705,545 11,232 2,698,862 1,725,000 1,093,913 97,444 1,015,411 265,608 2,703,000 \$ 15,634,330 \$ 15,634,330 \$ \$ 15,634,330 \$ \$ 50,91 48,970 - 2,134 208,687 \$ 821,782 \$ \$ 50,082 - 2 266,485 132 604,782 2,900,476 133,520	\$ 35,418,324 \$	\$ 184,319 126,727 \$ 311,046 \$ 47,923 \$ 47,923 \$   2,353,776 28,777	\$ 72,365,643  \$ 1,400,000 200,000 850,000 1,900,000 405,000 1,093,913  2,703,000 1,498,000 1,0,875,000 \$ 20,924,913  \$	\$ 2,189,646 217,622 855,545 11,232 798,862 1,320,000 97,444 1,015,411 265,608 5 6,771,371 \$ 561,991 48,970 - 2,134 160,764 \$ 773,859 \$ 50,082 - 26,845 132 64,782 13,520 3,857,329 94,891	6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30,
202 1824 209 1825 201 1828 210 1828 210 1829 210 1829 210 1829 215 1830 216 1831 208 1832 220 1837 2219 1840 242 1848 243 1849 254 1851  RANTS X177 1630 X109 1632 0024 1633 0032 1634 (A1)  and Local Grants 084-184 1112 1455 1340 2007-01 1342 245 2214 33 2800	Roundabouts Total STP  Operate Car Pool Program Commuter Benefits Implementation Incident Management Spare the Air Youth Program Arterial/Transit Performance/Rideshare Vanpool Program I-880 ICM Central Segment BBF West Grand TSP Regional Car Sharing Targeted Transportation Alternatives Adaptive Ramp Meter Program Implementation I-880 ICM Central Segment Climate Initiatives Total CMAQ Grants  JARC New Freedom FIA 5339 - Bus Purchases FTA 5330 - Bus Purchases FTA 5310 Total FTA Grants  FHWA - SHRP2 FHWA - Fed Work Zone Data Exch (FWDZ) Environmental Protection Agency (EPA) Environmental Protection Agency (EPA) HSIP/SSARPL Coastal Conservancy Coa	\$ 1,300,000 8,000,000 1,785,000 20,478,000 2,433,000 1,200,000 1,200,411 325,000 3,000,000 \$ 47,693,411 \$ 2,430,952 1,383,631 12,240,015 \$ 700,000 1,074,579 600,000 500,000 1,475,884 1,314,999 3,450,000 150,000 450,000 450,000	\$ 1,300,000 4,226,035 1,240,650 18,772,455 2,451,768 2,301,138 275,000 48,087 902,556 185,000 59,392 297,000 \$ 32,059,081 \$ 1,386,961 1,334,661 12,240,015 11,513,038 \$ 26,956,675 \$ 649,918 1,074,579 393,155 499,868 871,072 1,301,389 48,902 48,902 499,868	\$ 3,773,965	\$	\$ 3,773,955 544,350 1,705,545 11,232 2,698,862 1,725,000 1,093,913 97,444 1,015,411 265,608 2,703,000 - \$ 15,634,330 \$ 561,991 48,970 - 2,134 208,687 \$ 821,782 \$ 50,082 - 206,845 132 64,782 13,520 2,900,476 2,900,476 2,900,476 1123,668 401,098	\$ 35,418,324 \$	\$ - 184,319 126,727 \$ 311,046 \$ - 47,923 \$ 47,923 \$	\$ 72,365,643  \$ 1,400,000 200,000 850,000 1,900,000 405,000 1,093,913  2,703,000 1,498,000 1,0,875,000 \$ 20,924,913  \$	\$ 2,189,646 217,623 855,545 11,232 798,862 1,320,000 97,444 1,015,411 265,608 9 6,771,371 \$ 561,991 48,970 . 2,134 160,764 \$ 773,859 \$ 50,082 13,520 3,857,329 94,891 350,486 1323	6/30, 6/30,
202 1824 209 1825 201 1828 210 1828 210 1829 210 1829 215 1830 216 1831 208 1832 220 1837 2219 1840 242 1848 243 1849 254 1851  GRANTS	Roundabouts Total STP  Operate Car Pool Program Commuter Benefits Implementation Incident Management Spare the Air Youth Program Arterial/Transit Performance/Rideshare Vanpool Program I-880 (LM Central Segment BBF West Grand TSP Regional Car Sharing Targeted Transportation Alternatives Adaptive Ramp Meter Program Implementation I-880 (LM Central Segment Climate Initiatives Total CMAQ Grants  JARC New Freedom FTA 5339 - Bus Purchases FTA 5330 - Bus Purchases FTA 5330 - Bus Purchases FTA 5330 - Bus Purchases FTA 5310 Total FTA Grants  PHWA - Fed Work Zone Data Exch (FWDZ) Environmental Protection Agency (EPA) Environmental Protection Agency (EPA) Coastal Conservancy Coastal Conservancy ABAG Regional Early Action Plan for RHNA Water Trail Block Grant #2 SSARP Planning Grant FEMA	\$ 1,300,000 8,000,000 1,785,000 20,478,000 2,463,000 1,000,000 1,200,411 325,000 3,000,000 \$ 47,693,411 \$ 2,430,952 1,383,631 12,2440,151 11,515,172 \$ 700,000 1,074,579 600,000 1,074,579 600,000 1,475,845 1,314,949 1,515,000 1,500,000 1	\$ 1,300,000 4,226,035 1,240,650 18,772,455 2,451,768 2,301,138 275,000 48,087 902,556 185,000 59,392 297,000  \$ 32,059,081 \$ 1,334,661 1,334,661 1,334,661 1,324,0015 11,513,038 \$ 26,956,675 \$ 649,918 1,074,579 393,155 499,868 871,072 26,395,649 499,868 871,073 248,902 499,868 197,880	\$ 3,773,965	\$	\$ 3,773,955 544,350 1,705,545 11,232 2,698,862 1,725,000 1,093,913 97,444 1,015,411 265,608 2,703,000 \$ 15,634,330 \$ 561,991 48,970 - 2,134 208,687 \$ 821,782 \$ 50,082 - 2 206,845 13,520 2,900,476 133,688 401,098 132 155,120	\$ 35,418,324 \$  1,498,000 10,875,000 \$ 12,373,000  \$  \$  200,000 3,755,629	\$ - 184,319 126,727 \$ 311,046 \$ - 47,923 \$ 47,923 \$	\$ 72,365,643  \$ 1,400,000 200,000 850,000 1,900,000 405,000 1,093,913  2,703,000 1,498,000 1,093,913  \$ 200,000	\$ 2,189,646 217,622 855,545 11,232 798,862 1,320,000 97,444 1,015,411 265,608 5 6,771,371 \$ 561,991 48,970 2,134 160,764 \$ 773,859 \$ \$0,082 1,132 604,782 13,520 3,857,329 44,891 350,486 132 72,1210	6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 9/30, 9/30, 6/30, 9/30, 6/30, 9/30,
202 1824 209 1825 201 1828 210 1828 210 1829 210 1829 215 1830 216 1831 208 1832 220 1837 2219 1840 242 1848 243 1849 254 1851  GRANTS	Roundabouts Total STP  Operate Car Pool Program Commuter Benefits Implementation Incident Management Spare the Air Youth Program Arterial/Transit Performance/Rideshare Vanpool Program I-880 ICM Central Segment BBF West Grand TSP Regional Car Sharing Targeted Transportation Alternatives Adaptive Ramp Meter Program Implementation I-880 ICM Central Segment Climate Initiatives Total CMAQ Grants  JARC New Freedom FTA 5339 - Bus Purchases FTA 5330 - Bus Purchases FTA 5310 Total FTA Grants  FHWA - Fed Work Zone Data Exch (FWDZ) Environmental Protection Agency (EPA) Environmental Protection Agency (EPA) Environmental Protection Agency (EPA) Environmental Protection Agency (EPA) HSIP/SSARP Coastal Conservancy FEMA Affordable Mobility Pilot Program (CARB) CalSTA - Blue Ribbon Transit Recovery USGS National Grant	\$ 1,300,000 8,000,000 1,785,000 20,478,000 2,463,000 2,000,000 1,142,000 1,000,000 1,200,411 325,000 3,000,000 \$ 47,693,411 \$ 2,430,952 1,383,631 12,240,015 11,515,172 \$ 700,000 1,074,579 600,000 500,000 1,475,854 1,314,909 3,450,000 150,	\$ 1,300,000 4,226,035 1,240,650 18,772,455 2,451,768 2,301,138 275,000 48,087 902,556 185,000 59,392 297,000 \$ 32,059,081 \$ 1,868,961 1,334,661 12,240,015 \$ 1,868,961 1,334,661 12,240,015 \$ 649,918 1,074,579 393,155 493,684 91,072 1,301,389 549,524 26,332 48,902 499,868 197,880 1,223,820	\$ 3,773,965	\$	\$ 3,773,955 544,350 1,705,545 11,232 2,698,862 1,725,000 1,093,913 97,444 1,015,411 265,608 2,703,000 \$ 15,634,330 \$ 561,991 48,970 2,134 208,687 \$ 821,782 \$ 50,082 266,845 132 604,782 13,520 2,900,476 123,668 401,098 132 152,120 1,026,180	\$ 35,418,324 \$  1,498,000 10,875,000 \$ 12,373,000  \$  \$  200,000 3,755,629	\$ - 184,319 126,727 \$ 311,046 \$ - 47,923 \$ 47,923 \$	\$ 72,365,643  \$ 1,400,000 200,000 850,000 1,900,000 405,000 1,093,913  2,703,000 1,498,000 1,0875,000 \$ 20,924,913  \$	\$ 2,189,646 217,622 855,545 11,232 798,862 1,320,000 97,444 1,015,411 265,608 5 6,771,371 \$ 561,991 48,970 2,134 160,764 \$ 773,859 \$ \$0,082 1,132 604,782 13,520 3,857,329 44,891 350,486 132 72,1210	6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 9/30, 9/30, 12/31, 6/30,
202 1824 209 1825 201 1828 210 1828 210 1829 210 1829 215 1830 216 1831 208 1832 220 1837 219 1840 242 1848 243 1849 254 1851  IRANTS XI77 1630 XI09 1632 0024 1633 0032 1634 (A1)  and Local Grants 1084-184 1112 T455 1340 0007-01 1342 245 2214 33 2800 2 2801	Operate Car Pool Program Commuter Benefits Implementation Incident Management Spare the Air Youth Program Arterial/Transit Performance/Rideshare Vanpool Program I-880 ICM Central Segment BBF West Grand TSP Regional Car Sharing Targeted Transportation Alternatives Adaptive Ramp Meter Program Implementation I-880 ICM Central Segment I-880 ICM Central Segment Climate initiatives Total CMAQ Grants  JARC New Freedom FIA 5339 - Bus Purchases FIA 5330 - Bus Purchases FIA 5330 - Bus Purchases FIA 5310 Total FFA Grants  FHWA - SHRP2 FHWA - Fed Work Zone Data Exch (FWDZ) Environmental Protection Agency (EPA) HSIP/SARPL Coastal Conservancy Coastal Conser	\$ 1,300,000 8,000,000 1,785,000 20,478,000 2,463,000 2,000,000 1,142,000 1,000,000 1,200,411 325,000 3,000,000 \$ 47,693,411 \$ 2,430,952 1,383,631 12,240,015 11,515,172 \$ 700,000 1,074,579 600,000 500,000 1,475,854 1,314,909 3,450,000 150,	\$ 1,300,000 4,226,035 1,240,650 18,772,455 2,451,768 2,301,138 275,000 48,087 902,556 185,000 59,392 297,000 \$ 32,059,081 \$ 1,868,961 1,334,661 12,240,015 \$ 1,868,961 1,334,661 12,240,015 \$ 649,918 1,074,579 393,155 493,684 91,072 1,301,389 549,524 26,332 48,902 499,868 197,880 1,223,820	\$ 3,773,965	\$	\$ 3,773,965 544,350 1,705,545 11,232 2,698,862 1,725,000 1,093,913 97,444 1,015,411 265,608 2,703,000 \$ 15,634,330 \$ 561,991 48,970 2,134 208,687 \$ 821,782 \$ 50,082 2,00,476 132,668 401,098 122 152,120 1,026,180 3,734,293	\$ 35,418,324 \$	\$ - 184,319 126,727 \$ 311,046 \$ - 47,923 \$ 47,923 \$	\$ 72,365,643  \$	\$ 2,189,646 217,623 855,545 11,232 798,862 1,320,000 97,444 1,015,411 265,608 9 6,771,371 48,970 9 1,2134 160,764 \$ 773,859 \$ 50,082 1 206,845 132 604,782 13,520 3,857,329 94,891 350,486 132 72,120 763,787	6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 10/30, 10/30, 12/31, 6/30, 6/3
202 1824 209 1825 201 1828 210 1828 210 1829 210 1829 215 1830 216 1831 208 1832 220 1837 2219 1840 242 1848 243 1849 254 1851  GRANTS	Roundabouts Total STP  Operate Car Pool Program Commuter Benefits Implementation Incident Management Spare the Air Youth Program Arterial/Transit Performance/Rideshare Vanpool Program I-880 ICM Central Segment BBF West Grand TSP Regional Car Sharing Targeted Transportation Alternatives Adaptive Ramp Meter Program Implementation I-880 ICM Central Segment Climate Initiatives Total CMAQ Grants  JARC New Freedom FTA 5339 - Bus Purchases FTA 5330 - Bus Purchases FTA 5310 Total FTA Grants  FHWA - Fed Work Zone Data Exch (FWDZ) Environmental Protection Agency (EPA) Environmental Protection Agency (EPA) Environmental Protection Agency (EPA) Environmental Protection Agency (EPA) HSIP/SSARP Coastal Conservancy FEMA Affordable Mobility Pilot Program (CARB) CalSTA - Blue Ribbon Transit Recovery USGS National Grant	\$ 1,300,000 8,000,000 1,785,000 20,478,000 2,463,000 1,000,000 1,200,411 325,000 3,000,000 1,200,411 325,000 3,000,000 5 2,430,952 1,383,631 12,240,151 11,515,172 \$ 27,569,770 \$ 700,000 1,074,579 600,000 1,475,843 1,314,949 1,475,840,000 150,000 150,000 150,000 150,000 150,000 1,500,00	\$ 1,300,000 4,226,035 1,240,650 18,772,455 2,451,768 2,301,138 275,000 48,087 902,556 185,000 59,392 297,000 \$ 32,059,081 \$ 1,868,961 1,334,661 12,240,015 \$ 1,868,961 1,334,661 12,240,015 \$ 649,918 1,074,579 393,155 493,684 91,072 1,301,389 549,524 26,332 48,902 499,868 197,880 1,223,820	\$ 3,773,965	\$	\$ 3,773,965 544,350 1,705,545 11,232 2,698,862 1,725,000 1,093,913 97,444 1,015,411 265,608 2,703,000 \$ 15,634,330 \$ 561,991 48,970 2,134 208,687 \$ 821,782 \$ 50,082 2,00,476 132,668 401,098 122 152,120 1,026,180 3,734,293	\$ 35,418,324 \$  1,498,000 10,875,000 \$ 12,373,000  \$  \$  200,000  3,755,629 765,000 640,000 20,000,000	\$ - 184,319 126,727 \$ 311,046 \$ - 47,923 \$ 47,923 \$	\$ 72,365,643  \$ 1,400,000 200,000 850,000 1,900,000 405,000 1,093,913  2,703,000 1,498,000 1,0875,000 \$ 20,924,913  \$	\$ 2,189,646 217,622 855,545 11,232 798,862 1,320,000 97,444 1,015,411 265,608 5 6,771,371 \$ 561,991 48,970 2,134 160,764 \$ 773,859 \$ 50,082 64,782 13,520 3,857,329 94,891 350,486 132 72,120 763,787 75,000 94	6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30, 9/30, 9/30, 9/30, 6/30, 6/30, 6/30, 6/30, 6/30, 6/30,

Attachment D

								Attachment I
Bay Area Forward - Project Delivery		Dec 2020		get LTD Thru Y 2020-21		Y 2021-22 raft Budget	F	LTD Thru Y 2021-22
Bay Bridge Forward 2016 (2656)								
Revenue:								
STP	\$	111,984	\$	1,000,000	\$	50,181	\$	1,050,181
SAFE MTC Exchange		5,431,144 2,726,445		6,231,144 3,900,000				6,231,144 3,900,000
BATA Rehab		-		600,000		-		600,000
RM 2 Capital Total Revenue	\$	6,937,043 15,206,616	\$	11,144,000 22,875,144	\$	50,181	\$	11,144,000 22,925,325
Total Nevenue	*	13,200,010	,	22,073,244	,	50,101	,	22,525,525
Expense:		4 202				50.404		50.404
Staff Costs Consultants	\$	1,282 15,205,334	\$	22,875,144	\$	50,181	\$	50,181 22,875,144
Total Expense	\$	15,206,616	\$	22,875,144	\$	50,181	\$	22,925,325
Bay Bridge Forward 2020 (2657)								
Revenue:								
RM2 Capital	\$	-	\$	-	\$	4,825,455	\$	4,825,455
STP ACTC		5,299		3,625,000 7,350,000		124,675 7,000,000		3,749,67 14,350,000
Total Revenue	\$	5,299	\$	10,975,000	\$	11,950,130	\$	22,925,130
Expense:	é	F 200	ć		\$	124 675	¢	124.67
Staff Costs	\$	5,299	\$		5	124,675	\$	124,67
Consultants Total Expense	\$	5,299	\$	10,975,000 10,975,000	\$	11,825,455 11,950,130	\$	22,800,455 <b>22,925,13</b> 0
·	•	-,	Ť		•	,	•	,,
Richmond San Rafael Forward (2658)								
Revenue: STP (FS 1841)	\$		\$	-	\$	2,055,812	\$	2,055,812
Exchange (3907)	•					1,046,000		1,046,00
Total Revenue	\$	-	\$	-	\$	3,101,812	\$	3,101,812
Expense:								
Staff Costs	\$		\$		\$	55,812	\$	55,81
Consultants				-		2,122,000		2,122,00
Fotal Expense	\$	-	\$	-	\$	2,177,812	\$	2,177,81
Freeway Performance Initiative I-680 (265	59)							
Revenue:								
STP Fotal Revenue	\$	1,450,542 1,450,542	\$	14,000,000	\$	-	\$	14,000,000
iotal Revenue	,	1,430,342	,	14,000,000	,		,	14,000,000
Expense:								
Staff Costs Consultants	\$	1,450,542	\$	14,000,000	\$		\$	14,000,000
Total Expense	\$	1,450,542	\$	14,000,000	\$		\$	14,000,000
Freeway Performance Initiative I-880 (266	50)							
Revenue:								
STP SAFE	\$	76,526	\$	2,754,204	\$	61,440	\$	2,815,644
Fotal Revenue	\$	76,526	\$	250,000 3,004,204	\$	61,440	\$	250,000 <b>3,065,64</b> 4
Expense: Staff Costs	\$	-	\$		\$	61,440	\$	61,440
Consultants		76,526		3,004,204		-		3,004,20
Total Expense	\$	76,526	\$	3,004,204	\$	61,440	\$	3,065,644
Freeway Performance Initiative US - 101 (	2661)							
Revenue: CMAQ	\$	156,209	\$	3,000,000				3,000,000
STP (FS 1841)	ş	130,209	۶	3,000,000	\$	61,440	\$	61,440
Total Revenue	\$	156,209	\$	3,000,000	\$	61,440	\$	3,061,440
Expense:								
Staff Costs	\$		\$		\$	61,440	\$	61,440
Consultants Fotal Expense	\$	156,209 156,209	\$	3,000,000	\$	61,440	\$	3,000,00 3,061,44
Dumbarton Forward (2662)	*	_30,203	•	_,,	7	22,770	7	2,002,441
Revenue:								
STP	\$		\$	1,000,000	\$	2,350,361	\$	3,350,36
RM2 Capital		-				4,800,000		4,800,00
Fotal Revenue	\$	-	\$	1,000,000	\$	7,150,361	\$	8,150,36
Expense: Staff Costs	\$				\$	100,361	\$	100,36
Consultants		-		1,000,000		7,050,000		8,050,00
Fotal Expense	\$	-	\$	1,000,000	\$	7,150,361	\$	8,150,361
Napa Forward (2663)								
Revenue:								
Total Revenue	\$	<u> </u>	\$	1,000,000	\$	7,261,800 7,261,800	\$	8,261,800 8,261,800
· Otto nevenue	,	-	,	1,000,000	,	1,201,000	,	0,201,80
Expense:	_		ė		ė	161 000	ė	101.00
Staff Costs Consultants	\$		\$	1,000,000	\$	161,800 7,100,000	\$	161,80 8,100,00
Fotal Expense	\$	-	\$	1,000,000	\$	7,261,800	\$	8,261,80
Fotal Revenue Bay Area Forward	\$	16,895,192	\$	55,854,348	\$	29,637,164	\$	85,491,51
Total Expense Bay Area Forward	\$	16,895,192	\$	55,854,348	\$	28,713,164	\$	84,567,512

#### Attachment E

		As of	F	Y 2020-21	F	Y 2021-22	%	(	Change \$
Exchange Fund	12/	/31/2020		Budget		Draft	Inc./(Dec)	- II	nc./(Dec)
						25.554.002	*****		35.554.003
Revenue - TAM	\$	-	\$	-	\$	75,651,097	100%	>	75,651,097
Revenue from STA		-		-		65,000,000	100%		65,000,000
Interest income		6,142		-		-	100%		-
Total revenue	\$	6,142	\$	-	\$	140,651,097	100%	\$	140,651,097
Professional Fees	\$	104,889	\$	25,744,038	\$		100%	\$	(25,744,038)
Equipment Capital Expense		-		-		-	100%		-
Transfer out		-		-		-	100%		-
Total expense	\$	104,889	\$	25,744,038	\$	-	100%	\$	(25,744,038)
Revenue over expense	\$	(98,747)	\$	(25,744,038)	\$	140,651,097	100%	\$	166,395,135
Beginning Balance	\$	25,744,038	\$	25,744,038	\$				
Ending Balance	\$	25,645,291	\$		\$	140,651,097			

Clipper Budget Attachment F

Clipper 1 Operating:	Th	Actual ru Dec 2020		FY 2020-21 proved Budget	FY 2021-22 Draft Budget			Change \$ Inc./(Dec)
Revenue:		•						
RM2	\$	1,383,725	\$	3,800,000	\$ 4,500,000	18%	\$	700,000
STA		-		5,800,000	6,300,000	9%		500,000
CARES		3,186,348		5,900,000	3,400,000	-42%		(2,500,000)
Inactive Accounts		-		391,414	-	-100%		(391,414)
Float Account Interest		-		300,000	800,000	167%		500,000
Transit Operators		2,465,685		19,385,000	10,740,000	-45%		(8,645,000)
Total clipper operating Revenue	\$	7,035,758	\$	35,576,414	\$ 25,740,000	-28%	\$	(9,836,414)
Expenses:								
Staff cost	\$	411,800	\$	796,414	\$ 662,793	-17%	\$	(133,621)
Travel & Other General Ops.		100,751		80,000	166,800	109%		86,800
Clipper Operations		6,476,704		34,700,000	 24,910,407	-28%		(9,789,593)
Total clipper operating Expense	\$	6,989,255	\$	35,576,414	\$ 25,740,000	-28%	\$	(9,836,414)
Clipper 2 Operating:		Actual		FY 2020-21	FY 2021-22	ı		Change \$
Chipper 2 Operating.	Th	ru Dec 2020	1	roved Budget	Draft Budget			Inc./(Dec)
Revenue:		1 d Dec 2020	App	Toved budget	Diait buuget	L		IIIC./(Dec)
RM2	\$	_	\$	_	\$ 700.000	100%	Ś	700,000
SGR	Ψ.	_	Ψ.	863,149	2,639,397	206%	Ψ.	1,776,248
Transit Operators		36,955		1,124,500	2,505,000	123%		1,380,500
Total clipper 2 Operating Revenue	\$	36,955	\$	1,987,649	\$ 5,844,397	194%	\$	3,856,748
Expenses:								
Staff cost	\$	36,955	\$	363,149	\$ 639,397	76%	\$	276,248
Clipper 2 Operations		-		1,624,500	5,205,000	220%		3,580,500
Total clipper 2 Operating Revenue	\$	36,955	\$	1,987,649	\$ 5,844,397	194%	\$	3,856,748

Clipper 1 Capital:	Thr	Actual u Dec 2020	TI	hru FY 2020-21 LTD Budget		FY 2021-22 Praft Budget		LTD Budget ru FY 2021-22
Revenue:								
CMAQ	\$	67,082,768	\$	65,048,448	\$	_	\$	65,048,448
Card Sales	•	19,547,085	•	22,951,267		2,000,000		24,951,267
Low Carbon Transit Operations (LCTOP)		7,467,202		7,777,971		-		7,777,971
Clipper Escheatment						218,251		218,251
ARRA		11,167,891		11,167,891		210,251		11,167,891
FTA		24,238,136		14,072,565		_		14,072,565
STP		35,023,306		31,790,753		•		31,790,753
STA		21,675,912		21,946,540		-		21,946,540
		, ,				-		
Prop 1B		1,045,170		1,115,383		-		1,115,383
SFMTA		4,253,603		8,005,421		-		8,005,421
GGGHTD		2,799,165		2,975,000		-		2,975,000
BART		527,378		725,000		-		725,000
MTC Exchange Fund		7,573,878		7,573,878		-		7,573,878
BATA		21,322,102		26,670,751		-		26,670,751
Transit Operators		5,325,805		11,779,437		-		11,779,437
WETA		657,307		603,707		-		603,707
Sales Tax		890,216		890,216		-		890,216
Total Clipper 1 Capital Revenue	\$	230,596,924	\$	235,094,228	\$	2,218,251	\$	237,312,479
Expense:								
Staff Costs	\$	14,942,987	\$	14,993,321	\$	718,251	\$	15,711,572
Travel	•	15,289	•	3,208		-, -		3,208
Pilot Equipment Maintenance		745,385		3,093,834		_		3,093,834
Transit Agency Funded Projects		-		10,333,144		_		10,333,144
Design		24,728,452		54,690,574		_		54,690,574
Site Preparation		6,633,564		3,899,437		_		3,899,437
Construction		62,541,975		21,867,682		-		21,867,682
Consultants		14,847,636		26,757,494		-		26,757,494
						-		
Engineering		16,593,772		7,953,061		-		7,953,061
Communications		1,723,961		1,583,000		-		1,583,000
Marketing		532,802		2,212,029		-		2,212,029
Financial Services		958,951		391,600		-		391,600
Equipment		30,899,185		49,226,873		(500,000)		48,726,873
Clipper Cards		26,623,787		32,740,095		2,000,000		34,740,095
Other		4,839,540		5,348,876		-		5,348,876
Total Clipper 1 Capital Expense	\$	206,627,287	\$	235,094,228	\$	2,218,251	\$	237,312,479
Clipper 2 Capital:		Actual	т	hru FY 2020-21		FY 2021-22		LTD Budget
onpper 2 dapreur	Thr	u Dec 2020		LTD Budget		raft Budget		ru FY 2021-22
Revenue:								
STP	\$	9,470,155	\$	9,477,616	\$	-	\$	9,477,616
FTA		9,999,953		137,217,587		9,220,777		146,438,364
Prop 1B/LCTOP		349,150		-		-		-
CMAQ		212,124		1,621,068		-		1,621,068
BATA		15,176,741		23,192,440				23,192,440
Card Sales		-		-		4,000,000		4,000,000
Inactive Cards		_		135,000		-		135,000
State of Good Repair		11,619,410		31,822,296		8,360,603		40,182,899
STA		2,766,601		2,661,267		8,300,003		2,661,267
Total Clipper 2 Capital Revenue	\$	49,594,134	\$	206,127,274	\$	21,581,380	\$	227,708,654
Expense:								
Staff Costs	\$	8,401,049	\$	11,868,467	\$	2,868,719	\$	14,737,186
Equipment	7	-	Y	7,591,903	Ý	-,000,715	Y	7,591,903
Consultants		40,989,253		167,150,470		28,920,777		196,071,247
Transfer Out		106,824		107,130,470		20,320,111		150,071,247
		100,024		10 516 424		(10 200 116)		0 200 210
Contingency		40 407 436	\$	19,516,434	_	(10,208,116)	_	9,308,318
Total Clipper 2 Capital Expense	\$	49,497,126	\$	206,127,274	\$	21,581,380	\$	227,708,654



# Metropolitan Transportation Commission

## Legislation Details (With Text)

File #: 21-1029 Version: 1 Name:

Type: Resolution Status: Commission Approval

File created: 7/27/2021 In control: Programming and Allocations Committee

On agenda: 9/8/2021 Final action:

Title: MTC Resolution No. 4202, Revised. Revisions to the One Bay Area Grant (OBAG 2) program.

Revisions to the One Bay Area Grant program (OBAG 2), including programming \$4.2 million to

various projects within the Safe and Seamless Mobility Quick-Strike program.

Sponsors:

Indexes:

**Code sections:** 

Attachments: 12a - 21-1029 - Reso 4202 Seamless Mobility Quick-Strike Program.pdf

5a - 21-1029 - Reso 4202 Seamless Mobility Quick-Strike Program.pdf

Date	Ver.	Action By	Action	Result
9/8/2021	1	Programming and Allocations Committee		

#### Subject:

MTC Resolution No. 4202, Revised. Revisions to the One Bay Area Grant (OBAG 2) program.

Revisions to the One Bay Area Grant program (OBAG 2), including programming \$4.2 million to various projects within the Safe and Seamless Mobility Quick-Strike program.

#### Presenter:

Mallory Atkinson

#### **Recommended Action:**

Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

September 8, 2021 Agenda Item 5a - 21-1029

MTC Resolution No. 4202, Revised

**Subject:** Revisions to the One Bay Area Grant program (OBAG 2), including programming

\$4.2 million to various projects within the Safe and Seamless Mobility Quick-Strike

program.

**Background:** The OBAG 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 2017-18 through FY2021-22.

This month, staff recommends the following revisions to the regional programs:

#### Safe and Seamless Mobility Quick-Strike

As part of the Safe and Seamless Mobility Quick-Strike framework, the Commission set aside approximately \$6 million to advance projects aligned with the Blue Ribbon Transit Recovery Task Force (Task Force) and the Transit Transformative Action Plan (Action Plan). In July, the Commission programmed \$1.75 million of those funds to jumpstart transit coordination and integration planning initiatives in Solano, Sonoma, and Contra Costa Counties.

With the remaining balance of nearly \$4.2 million, staff recommends programming to two projects listed below, which are aligned with the Customer Information and Accessibility outcomes of the Task Force's Action Plan. Consistent with the Safe and Seamless Mobility Quick-Strike program guidelines, these projects are ready to obligate funds to by the September 2022 deadline. Both projects are also consistent with the Action Plan.

<b>Project Title</b>	<b>Project Description</b>	Amount
Regional Transit Connection and Clipper Integration	Integration of Regional Transit Connection (RTC), and related eligibility databases for persons with disabilities, with Clipper. Includes consultant resources needed to create new database, Clipper integration, and staffing support.	\$1,400,000
Regional Transit Mapping and Wayfinding	Finalize regional mapping and wayfinding standards for application across all operator service areas. Develop a regional mapping data services digital platform, to enable the standardization and routine updating of digital and paper maps across all transit services.	\$2,791,538

Total: \$4,191,538

#### **Regional Strategic Investments**

This month, staff also recommends programming \$184,000 in prior cycle project savings to San Mateo County's Broadmoor Safe Routes to School (SRTS) Pedestrian Safety and Mobility Improvements project. The project was awarded

\$1.4 million through the Safe and Seamless Mobility Quick-Strike program. This action adjusts the amount of funding to fully covered anticipated expenses for the project that were not included in the initial grant award.

**Issues:** None.

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

Resolution No. 4202 is also on the September Joint Planning Committee agenda for

consideration of Mobility Hubs Pilot Program grants. Only the applicable

recommendations approved by the Planning Committee and by the Programming

and Allocations Committee will be referred to the Commission.

**Attachments:** MTC Resolution No. 4202, Revised, Attachment B-1

Therese W. McMillan

Date: November 18, 2015

W.I.: 1512 Referred by: PAC

Revised: 07/27/16-C 10/26/16-C 12/21/16-C

03/22/17-C 04/26/17-C 05/24/17-C 06/28/17-C 07/26/17-C 09/27/17-C 10/25/17-C 11/15/17-C 12/20-17-C

01/24/18-C 02/28/18-C 03/28/18-C 04/25/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C

12/19/18-C 01/23/19-C 02/27/19-C 03/27/19-C 06/26/19-C 07/24/19-C

09/25/19-C 10/23/19-C 11/20/19-C 02/26/20-C 05/27/20-C 07/22/20-C

09/23/20-C 11/20/20-C 01/27/21-C

02/24/21-C 04/28/21-C 05/26/21-C 06/23/21-C 07/28/21-C 09/22/21-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.

On December 21, 2016, Attachments B-1 and B-2 were revised to redirect \$417,000 in unprogrammed 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 reorganization 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

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

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

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

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

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

(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 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

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

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

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

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

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

(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; 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 program \$1,750,000 within the Regional Safe and Seamless Mobility Quick-Strike program; to transit integration planning efforts in Solano, Sonoma, and East Bay Counties; 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 \$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.

On September 22, 2021, Attachment B-1 was revised to program \$4,191,538 to various projects within the Regional Safe & Seamless Mobility Quick-Strike program; \$184,000 in prior cycle project savings to San Mateo County's Broadmoor SRTS Pedestrian Safety and Mobility Improvements project within the Regional Strategic Investments program; and to redirect \$800,000 from MTC's Carsharing Implementation project and \$1,848,099 from the Climate Initiatives unprogrammed balance to various projects within the Mobility Hubs Pilot 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, July 14, 2021; September 8, 2021; and the Planning Committee dated September 10, 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 ninecounty 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

<u>RESOLVED</u> 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

<u>RESOLVED</u> 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

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

<u>RESOLVED</u> 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

<u>RESOLVED</u> 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

<u>RESOLVED</u> that the Executive Director or designee shall make available a copy of this resolution, and attachements 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

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 09/22/21-C

#### **OBAG 2 Regional Programs Project List**

PROJECT CATEGORY AND TITLE		SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS			\$651,765,885	\$131,684,260
1. REGIONAL PLANNING ACTIVITIES				
Regional Planning	MTC		\$9,555,000	
1. REGIONAL PLANNING ACTIVITIES		TOTAL:		
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		Caltrans	\$250,000	
2. PAVEMENT MANAGEMENT PROGRAM	ivi i c, c	TOTAL:	. ,	
3. PDA PLANNING & IMPLEMENTATION			<b>40/200/000</b>	
PDA Planning and Implementation				
PDA Implementation	MTC		\$2,000,000	
PDA Supportive Studies	MTC		\$587,000	
PDA Planning	IVITC		\$367,000	
Berkeley: San Pablo Avenue PDA Plan	MTC		\$750,000	
Oakland: MacArthur Transit Village PDA; North Oakland/Golden Gate PDA PI			\$800,000	
Oakland: Eastmont Town Center/International Blvd; Fruitvale & Dimond; MacArthur Blvd Corr			\$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 M	In 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			<del>+</del> 22,230	
	N ATC		\$170,000	
Marin/Sonoma VMT Implementation Group	V    ( .		7 - 7 - 0,000	
Marin/Sonoma VMT Implementation Group Napa/Solano VMT Implementation Group	MTC MTC		\$170,000	
Napa/Solano VMT Implementation Group	MTC		\$170,000 \$140,000	
, ,			\$170,000 \$140,000 \$65,000	

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 09/22/21-C

#### **OBAG 2 Regional Programs Project List**

ROJECT CATEGORY AND TITLE	SPONSOI	R	Total STP/CMAQ	Other
BAG 2 REGIONAL PROGRAMS			\$651,765,885	\$131,684,26
Oakland: General Plan Framework - PDA Community Engagement Program	MTC		\$65,000	
San Leandro: BayFair TOD Infrastructure Design/Finance	MTC		\$150,000	
San Francisco: Mission-San Jose PDA Housing Feasibility Analysis	MTC		\$65,000	
San Francisco: PDA Density Bonus Program	MTC		\$65,000	
Belmont: Transportation Demand Management Program	MTC		\$65,000	
San Mateo: TDM Ordinance	MTC		\$150,000	
Santa Rosa/Sonoma County: Renewal Enterprise District	MTC		\$150,000	
San Jose: Urban Villages District Parking & Rezoning	MTC		\$120,000	
BART AB2923 Implementation	BART		\$1,000,000	
Community-Based Transportation Plan (CBTP) Updates	MTC			
ACTC: CMA Planning (for Community-Based Transportation Plans)	MTC		\$300,000	
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	
PDA PLANNING & IMPLEMENTATION		TOTAL:	\$20,000,000	
CLIMATE INITIATIVES				
Climate Initiatives			<u>\$9,026,901</u>	
Spare the Air & EV Program Outreach (for Electric Vehicle Programs)	BAAQMD		\$10,000,000	
Carsharing Implementation	MTC		<del>\$800,000</del>	
Mobility Hubs Pilot Program				
Mobility Hubs Technical Assistance	MTC		<u>\$150,000</u>	
BART: MacArthur BART Station	<u>BART</u>		<u>\$524,589</u>	
San Ramon: Bishop Ranch Business Park	San Ramon		<u>\$387,600</u>	
SFMTA: Temporary Transbay Terminal (Vacant Site)	<u>SFMTA</u>		<u>\$340,760</u>	
Burlingame: Caltrain Station - Burlingame Square Transit Hub	<u>Burlingame</u>		<u>\$500,000</u>	
Millbrae: BART and Caltrain Station - Millbrae Transit Center	<u>Millbrae</u>		<u>\$345,150</u>	
Mountain View: Caltrain Station - Moutain View Transit Center	Moutain View		<u>\$200,000</u>	
<u>Vallejo: Vallejo Ferry Terminal</u>	<u>Vallejo</u>		\$200,000	
Targeted Transportation Alternatives	MTC		\$325,000	
Spare the Air Youth Program - 2	MTC		\$1,417,000	
CLIMATE INITIATIVES		TOTAL:	\$23,417,000	
REGIONAL ACTIVE OPERATIONAL MANAGEMENT				
Active Operational Management				
AOM Implementation	MTC		\$23,737,000	
Bay Area 511 Traveler Information	NATO		¢26.440.000	
511 Next Gen	MTC		\$26,148,000	
511 Implementation	MTC		\$7,450,000	
Rideshare	NATC		ć720 000	
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			\$1,100,0
Bay Bridge Forward				
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies Pilot Transbay Express Bus Routes	AC Transit AC Transit		\$1,200,000 \$800,000	

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 09/22/21-C

#### **OBAG 2 Regional Programs Project List**

JECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
G 2 REGIONAL PROGRAMS	NATO	\$651,765,885	\$131,684,26
Eastbay Commuter Parking	MTC	\$2,500,000	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	WestCat	\$2,000,000	
Oumbarton Forward	NATC	ć4 27E 000	
SR 84 (US 101 to I-880) Dumbarton Forward Richmond-San Rafael Bridge Forward	MTC	\$4,375,000	
5	Diahmand		¢500.00
Richmond-San Rafael Bridge Bikeway Access (Fund Exchange)	Richmond		\$500,0
Richmond-San Rafael Bridge Forward (Fund Exchange)	MTC		\$1,160,0
reeway Performance Program			
reeway Performance Program	MTC	\$14,240,000	
FPP: I-880 (I-80 to I-280)	MTC	\$3,000,000	
FPP: I-580 WB HOV Lane Extension (SR 24 to I-80/SFOBB approach) PL &	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	
rogram for Arterial System Synchronization (PASS)	MTC	\$5,000,000	
nnovative Deployments for Enhanced Arterials (IDEA)			
DEA Technical Assistance	MTC	\$1,532,000	
DEA 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 Oakland: Bancroft Ave	MTC	\$302,000	
Pleasanton: Various Locations	MTC MTC	\$310,000 \$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	
DEA 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		\$589,0
MTC Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	MTC		\$30,0
Walnut Creek: Various locations (Fund Exchange)	MTC		\$621,0
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	
hared Use Mobility	MTC	\$2,500,000	
Connected Bay Area		<del>+2,500,000</del>	
TMS Implementation	MTC	\$2,910,000	
TMC Asset Upgrade and Replacement	MTC	\$2,910,000 \$1,150,000	
•	MTC	\$1,130,000	
I-880 Communication Upgrade and Infrastructure Gap Closures			
InterConnect Bay Area Program ncident Management	MTC	\$3,000,000	
-	MTC	\$4.160.000	
Incident Management Implementation I-880 ICM Northern	MTC	\$4,160,000	
	MTC	\$6,200,000	
	NATC		
I-880 ICM Central Inprogrammed Balance	MTC TBD	\$2,640,000 \$380,000	

3

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 09/22/21-C

#### **OBAG 2 Regional Programs Project List**

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS	DADT	\$651,765,885	\$131,684,260
BART Car Replacement/Expansion	BART	\$99,800,000	¢20 220 222
GGB Suicide Deterrent (for BART Car Replacement/Expansion)	GGBH&TD	\$9,760,668	\$30,239,332
Clipper	MTC	\$34,200,000	
Unprogrammed Balance	T0T41	\$15,283,000	
6. TRANSIT PRIORITIES	TOTAL:	\$159,043,668	\$30,239,332
7. PRIORITY CONSERVATION AREA (PCA)			
Regional Peninsula, Southern and Eastern Counties PCA Grant Program			
Bay Area GreenPrint: PCA Functionality Imps (Fund Exchange)	MTC/GreenInfo Network		\$30,000
PCA Grant Implementation	MTC/Coastal Conservancy		\$500,000
Alameda County: Niles Canyon Trail, Phase 1	Alameda County		\$321,000
Albany: Albany Hill Access Improvements	Albany		\$251,000
Livermore: Arroyo Road Trail	Livermore		\$400,000
WOEIP/Urban Biofilter: Adapt Oakland Urban Greening in West Oakland	WOEIP/Urban Biofilter		\$300,000
EBRPD: Bay Trail at Point Molate (RSR Bridge to Point Molate Beach Park)	EBRPD		\$1,000,000
JMLT: Pacheco Marsh/Lower Walnut Creek Restoration and Public Access	John Muir Land Trust		\$950,000
SFCTA: Yerba Buena Island Multi-Use Pathway (PE/ENV)	SFCTA	\$1,000,000	
San Francisco: McLaren Park and Neighborhood Connections Plan	SF Recreation and Parks		\$194,000
San Francisco/Coastal Conservancy: Twin Peaks Trail Improvement	SF Rec and Park/Conservanc	у	\$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 Resilie	nt 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	ı.	\$1,000,000
North Bay PCA Grant Program			
Marin Co: Hicks Valley/Wilson Hill/Marshall-Petaluma Rehab. (for Corte Madera: Pa	ra 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 F	ar 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			

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 09/22/21-C

#### **OBAG 2 Regional Programs Project List**

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$651,765,885	\$131,684,260
Alameda			
CTA planning & programming (for Youth and Adult Bicycle Promotion & Education	ti ACTC	\$160,000	
Alameda County Safe Routes to Schools	ACTC	\$1,500,000	
CTA planning & programming	ACTC	\$354,000	
AC Transit Tempo Quick Build Transit Lane Delineation	AC Transit	\$300,000	
AC Transit Quick Builds Transit Lanes	AC Transit	\$954,000	
Anita Avenue Safe and Accessible Route to School and Transit	Alameda County	\$2,000,000	
BART Fare Collection Equipment (for Oakland East Bay Greenway Segment II)	BART/Oakland		\$1,000,000
Fremont Boulevard/Walnut Avenue Protected Intersection	Fremont	\$1,271,000	
Fremont Boulevard/Grimmer Boulevard Protected Intersection	Fremont	\$1,415,000	
LAVTA Passenger Facilities Enhancements	LAVTA		\$2,000,000
Oakland 14th Street Complete Streets	Oakland		\$1,000,000
Contra Costa			
CTA planning & programming	CCTA	\$242,000	
BART Fare Collection Equipment (for Lafayette Town Center Pathway and BAR	T BART / Lafayette	. ,	\$1,825,000
BART Fare Collection Equipment (for Bicycle, Pedestrian, and ADA Imps. at Pitt			\$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		<b>+</b> =//	
CTA planning & programming	NVTA	\$162,000	
Napa Valley Safe Routes to School	NVTA	\$100,000	
Napa Valley Forward: SR 29/Rutherford & Oakville Roundabouts	MTC	\$1,000,000	
San Francisco		<b>4</b> = / 3 3 3 7 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	
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	ψο, Ξ,σσσ	\$5,000,000
Safe Routes to School Non-Infrastructure Program	SFMTA	\$2,100,000	ψο,σσο,σσο
San Mateo	J	Ψ2,200,000	
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	South San Francisco	Ş43,324	3430,070
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			¢1 496 000
•	Mountain View	\$2,521,000	\$1,486,000 \$705,000
San Jose Julian Street & McKee Road Vision Zero Complete Streets San Jose Bascom Avenue Protected Bike Lanes & Complete Street	San Jose		
•	San Jose		\$690,000
En Movimiento Quick Build Network for East San Jose	San Jose		\$1,325,000
San Jose - Downtown Bikeways	San Jose	ć1 000 000	\$4,025,000
Saratoga Blue Hills Elementary Pedestrian Crossing at UPRR	Saratoga	\$1,800,000	¢4 000 000
Sunnyvale Bicycle, Pedestrian and SRTS Safety Improvements	Sunnyvale		\$1,900,000
Solano	CTA	4440.000	
CTA planning & programming	STA	\$110,000	

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 09/22/21-C

#### **OBAG 2 Regional Programs Project List**

PROJECT CATEGORY AND TITLE	SPONSOR	1	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS			\$651,765,885	\$131,684,260
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
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	•		. ,	
East Bay Integration and Coordination Implementation Planning	CCTA		\$500,000	
Solano Integration and Coordination Implementation Planning	STA		\$500,000	
Sonoma Integration and Coordination Implementation Planning	SCTA/MTC		\$750,000	
TBD	TBD		<del>\$4,191,538</del>	
Accessibility: Centralized Program Eligibility Verification	MTC		\$1,400,000	
Customer Information: Mapping & Wayfinding	MTC		\$2,791,538	
9. SAFE & SEAMLESS MOBILITY QUICK-STRIKE		TOTAL:	\$54,466,462	\$34,593,076
10. REGIONAL STRATEGIC INVESTMENTS (RSI)				
AC Transit Bus Purchase (for Solano I-80 Express Lanes)	AC Transit		\$4,667,000	
CC I-680 NB HOV/Express Lanes Ala Co to Sol Co (Fund Exchange)	CCTA/MTC		\$4,000,000	
	GGBHTD		\$7,910,000	
GGB Suicide Deterrent System				
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	440.040.050
US 101 Marin-Sonoma Narrows (MSN) B7 (Loan for RM3)	TAM		\$61,708,245	\$13,942,852
Diridon Station Planning & Studies	MTC		\$1,000,000	
Broadmoor SRTS Pedestrian Safety & Mobility Imps	San Mateo Coun	<u>ity</u>	<u>\$184,000</u>	
I-80 Express Lanes in Solano County (Loan for RM3)	STA		\$63,464,510	\$3,255,000
I-80 Express Lanes in Solano County (Toll System)	BAIFA			\$28,454,000
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (Fund Exchange)	SCTA		\$15,400,000	
10. REGIONAL STRATEGIC INVESTMENTS (RSI)		TOTAL:	\$163,833,755	\$45,651,852
OBAG 2 REGIONAL PROGRAMS		TOTAL:	\$651,765,885	\$131,684,260

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# Metropolitan Transportation Commission

#### Legislation Details (With Text)

File #: 21-1034 Version: 1 Name:

Type: Resolution Status: Commission Approval

File created: 7/27/2021 In control: Programming and Allocations Committee

On agenda: 9/8/2021 Final action:

Title: MTC Resolution 4481, Revised. Supplemental Programming of Phase 1 American Rescue Plan Act

**Funding** 

Programming of Phase 1 American Rescue Plan Act (ARP) funding for specific hardships and focused

recovery strategies, and to transit operators in Solano and Sonoma Counties.

Sponsors:

Indexes:

**Code sections:** 

Attachments: 12b - 21-1034 - Reso-4481 ARP Funding w-Attachment A.pdf

5b - 21-1034 - Reso-4481 ARP Funding w-Attachment A.pdf

Date	Ver.	Action By	Action	Result
9/8/2021	1	Programming and Allocations Committee		

#### Subject:

MTC Resolution 4481, Revised. Supplemental Programming of Phase 1 American Rescue Plan Act Funding

Programming of Phase 1 American Rescue Plan Act (ARP) funding for specific hardships and

focused recovery strategies, and to transit operators in Solano and Sonoma

Counties.

#### Presenter:

Theresa Romell

#### **Recommended Action:**

Commission Approval

#### Metropolitan Transportation Commission Programming and Allocations Committee

September 8, 2021

Agenda Item 5b - 21-1034

#### MTC Resolution 4481, Revised – Supplemental Programming of Phase 1 American Rescue Plan Act Funding

**Subject:** 

Programming of Phase 1 American Rescue Plan Act (ARP) funding for specific hardships and focused recovery strategies, and to transit operators in Solano and Sonoma Counties.

**Background:** 

As part of the Phase 1 distribution of ARP funds approved in July, staff committed to bringing forward in September:

- 1. A recommendation for the programming of a portion of the ARP funding set-aside for hardships and focused recovery strategies, to address specific needs identified at the July Commission meeting; and
- 2. The allocation of Phase 1 funding to operators within Solano and Sonoma Counties. 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 ongoing coordination and integration efforts.

#### Hardships and Focused Recovery Strategy Funding

At the July Commission meeting, staff identified several specific concerns to be considered for funding from the amount set aside for hardships and focused recovery efforts including:

- Santa Clara Valley Transportation Authority (VTA) hardship related to the May 2021 tragedy at light-rail facility.
- Sonoma County Operators hardships related to past and on-going fire concerns, and focused recovery strategies to smooth service provision until sales tax reauthorization in 2025.
- Marin Transit focused recovery strategy to facilitate agreement with partner agency for service provision.

In addition to these concerns, staff is recommending consideration of funding from the set-aside to accommodate additional funding due to two operators, resulting from a re-calculation of the Phase 1 distribution formula.

Detail on the recommended programming is below.

#### VTA – \$28.6 million

Staff is recommending \$28.6 million in hardship funding to assist VTA with the financial impacts of the recent tragedy at their Guadalupe light rail facility. Funding would be used to offset costs associated with victim

compensation, increased liability costs, non-insurable losses, the leasing of a temporary light rail facility site, and costs associated with the interim renovation of the Guadalupe facility and pre-construction elements of a new facility. VTA staff will provide detailed verification of the abovementioned costs which MTC staff will review. Should costs be lower, staff will make any required adjustment at the time of the Commission's programming of Phase 2 ARP funds.

#### Sonoma County Operators - \$4.6 million

The Sonoma County Transportation Authority (SCTA) along with Sonoma transit operators engaged in a process to estimate the funding needed to bridge to the 2025 Go Sonoma sales tax measure and maintain and restore service levels in the face of past fire disaster recovery and ongoing disaster response and recovery.

Starting in spring 2025, the Go Sonoma Act will provide an additional 10 percent of a ¼-cent sales tax for bus transit expansion, adding an estimated \$3 million to existing annual revenues. Focused recovery ARP funds will provide the opportunity to support recovery in advance of 2025 at a level that could be sustained through the Go Sonoma Act.

The estimated need in addition to the amount directed to Sonoma County operators through the Phase 1 formula distribution is \$4.6 million.

#### Marin Transit - \$2 million

Staff further recommends the setting aside of \$2 million in ARP focused recovery strategy funding to bridge the gap between current and future contract rates with service provision partners for paratransit and fixed route service, allowing Marin Transit to maintain service levels for an additional six months and avoid service cutbacks that would be effective December 2022.

MTC would set aside the funds for Marin Transit and would condition their release on the outcome of negotiations between relevant agencies. The release and amounts of Phase 2 ARP funding for Marin Transit and Golden Gate Transit could potentially consider the extent to which negotiations resulted in an appropriate balance in terms of service levels, service quality, and financial constraints.

#### Caltrain and WETA - \$3.7 million

A significant portion of the Phase 1 ARP distribution formula was based on the cost to return service levels to near pre-pandemic levels. Caltrain raised concern that this cost had been understated for their agency in the funding distribution due to inaccurate information that was used to

estimate the cost per revenue vehicle hour. MTC staff worked with Caltrain staff to update to more accurate information on overall operating costs. This update results in additional funding needed to make Caltrain whole in the Phase 1 distribution in the amount of \$2,896,544

Further, since the Phase 1 formula capped the cost per revenue vehicle hour cost at that of the highest cost operator, which was Caltrain, the change also impacted the Water Emergency Transit District (WETA). The increased cap results in additional funding needed to satisfy the Phase 1 formula distribution for WETA of \$772,017. While a change in the cost per revenue vehicle hour cap would also impact the distribution of formula funding for ACE, staff does not believe an increase in Phase 1 funding is warranted for ACE given that the incentive funding already provided constitutes funding to restore service for the entire ACE system, not only service provided to the Bay Area. No other operator's ARP funding was impacted by this change.

The recommendations outlined above total approximately \$39 million, with funds remaining from the 10% set-aside that can be directed to Blue Ribbon Transit Recovery Transformation Action Plan implementation. The Commission will hold a workshop in late October to further discuss resource needs and funding options for the Action Plan.

# Phase 1 Programming for Operators in Sonoma and Solano Counties As noted above, Phase 1 formula funds were granted to operators in Solano and Sonoma counties in lump sum with direction to County Transportation Agencies in those counties to work collaboratively with their respective transit operators to develop a funding distribution.

Following processes in both counties, the resulting distributions of formula funds are shown in Attachment A, in combination with recommended hardship and focused recovery strategy funding. As noted in the Hardship and Focused Recovery section above, Sonoma County operators and the SCTA collaborated to estimate the amount of funding each operator needs to sustain and maintain service levels leading up to the start of the Go Sonoma sales tax measure in 2025. In Solano, the Solano Transportation Authority (STA) worked with the county's transit operators on a distribution that seeks to meet local service needs while also shoring up the regional express bus service, Solano Express, as part of a larger planned transition in how that service is operated. ARP funding to be used for Solano Express will be programmed to Solano County transit operators in the coming months following decisions on future service provision.

**Issues:** The programming of Phase 1 formula ARP funds for Sonoma and Solano

County transit operators is contingent on STA and SCTA board approvals of their respective distributions. Any changes arising out of board action at these agencies will be amended into this item ahead of Commission

approval.

**Recommendation:** Refer MTC Resolution No. 4481, Revised, to the Commission for

approval.

**Attachments:** MTC Resolution 4481, Revised

Attachment A – Supplemental ARP programming amounts

Therese W. McMillan

Attachment A
Supplemental Distribution and Programming of American Rescue Plan Act Funding

	Phase 1 Formula		На	ardship/Focused	
Transit Operator		Distribution	Re	ecovery Strategy	Total
Santa Clara Valley Transportation Authority			\$	28,600,000	\$ 28,600,000
Caltrain			\$	2,896,544	\$ 2,896,544
Marin Transit*			\$	2,000,000	\$ 2,000,000
WETA				\$772,017	\$ 772,017
SMART	\$	3,151,221	\$	1,621,040	\$ 4,772,261
Sonoma County	\$	2,776,544	\$	1,428,300	\$ 4,204,844
Santa Rosa	\$	2,469,827	\$	1,270,520	\$ 3,740,347
Petaluma	\$	896,268	\$	280,140	\$ 1,176,408
Subtotal: Sonoma County	\$	9,293,860	\$	4,600,000	\$ 13,893,860
Fairfield/Suisun Transit	\$	1,455,592			\$ 1,455,592
Solano County Transit	\$	1,440,000			\$ 1,440,000
**Solano Express set-aside Operator TBD	\$	3,668,000			\$ 3,668,000
Subtotal: Solano County	\$	6,563,592			\$ 6,563,592
Grand Total	\$	15,857,452	\$	38,868,561	\$ 54,726,013

<sup>\*</sup> Funds for Marin Transit to be set-aside pending negotions with Golden Gate Transit for service provision. Funds

<sup>\*\*</sup>Funds set aside for Solano Express will be programmed pending decision on future service provision.

Date: July 28, 2021

W.I.: 1512

Referred By: Commission Revised: 09/22/21-C

#### **ABSTRACT**

Resolution No. 4481, Revised

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

This resolution was revised via Commission Action on September 22, 2021 to program Phase 1 amounts to operators in Solano and Sonoma Counties and to program funding out of the Specific Hardships and Focused Recovery Strategies categories.

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, July 14, 2021, and September 8, 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 Revised: 09/22/21-C

Attachment A Resolution No. 4481 Page 1 of 2

#### American Rescue Plan Act FTA Formula Funds Program of Projects

		Operator Formula, I	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	-
	Solano County Operators*				-
NEW	City of Fairfield		1,455,592	1,455,592	
NEW	Solano County Transit		1,440,000	1,440,000	
	Solano Express Set-aside - Ope	rator TBD	3,668,000	3,668,000	
	Sonoma County Operators*				•
NEW	City of Petaluma	ARP-eligible Projects	896,268	896,268	
NEW	City of Santa Rosa	ARP-eligible Projects	2,469,827	2,469,827	
NEW	SMART	ARP-eligible Projects	3,151,221	3,151,221	
NEW	Sonoma County Transit	ARP-eligible Projects	2,776,544	2,776,544	
NEW	Transbay Joint Powers Authority	ARP-eligible Projects	1,800,000	1,800,000	ı
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	-
		Phase I Subtotal	911,638,379	911,638,379	•
		Fund Balance	765,201,715	765,201,715	-

\*Final amounts for specific Solano and Sonoma county operators were approved in September. For Phase I of programming, Solano County was programmed \$6,563,592 and Sonoma County was programmed \$9,293,860; operator-specific amounts were finalized in collaboration with the County Transportation Authorities.

Date: July 28, 2021 W.I.: 1512

Referred by: Commission Revised: 09/22/21-C

Attachment A Resolution No. 4481 Page 2 of 2

	Operator Hardship and Disparities, and Other Focused Recovery Strategies					
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5311	
NEW	VTA	ARP-eligible Projects	28,600,000	28,600,000		
NEW	Caltrain	ARP-eligible Projects	2,896,544	2,896,544		
NEW	WETA	ARP-eligible Projects	772,017	772,017		
NEW	SMART	ARP-eligible Projects	1,621,040	1,621,040		
NEW	Sonoma County Transit	ARP-eligible Projects	1,428,300	1,428,300		
NEW	City of Santa Rosa	ARP-eligible Projects	1,270,520	1,270,520		
NEW	City of Petaluma	ARP-eligible Projects	280,140	280,140		
		Setaside Subtotal	36,868,561	36,868,561		

Fund Balance	728,333,154	728,333,154	

Note: \$2,000,000 from this category is set aside for Marin Transit pending negotiations with Golden Gate Transit for service provision. Funds will be programmed at a later date.

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	Eligible Transit Operators <sup>†</sup>
Area	
San Francisco-	Alameda-Contra Costa Transit District (AC Transit), Altamont Corridor Express
Oakland	(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	Caltrain, MTC, VTA
Hill	
Petaluma	GGBHTD, City of Petaluma*, MTC, SMART*, Sonoma County Transit*

<sup>†</sup> Eligibility based on 2019 NTD Report Data

<sup>\*</sup>Small Operator

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 numbers1 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 2021was 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 ongoing 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.

#### ii. Subsequent Phase(s) Methodology: TBD

iii. <u>Funding</u>: 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.

<sup>\*</sup>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.

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. <u>FTA Section 5307 Programs</u>: 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. <u>FTA Section 5311 Program</u>: 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.



## Metropolitan Transportation Commission

#### Legislation Details (With Text)

File #: 21-1048 Version: 1 Name:

Type:ReportStatus:Committee ApprovalFile created:7/28/2021In control:Operations Committee

On agenda: 9/10/2021 Final action:

Title: Transformation Action Plan

Blue Ribbon Transit Recovery Task Force's Transit Transformation Action Plan.

Sponsors:

Indexes:

Code sections:

Attachments: 13a - 21-1048 - Blue Ribbon Action Plan.pdf

5b Blue Ribbon Action Plan.pdf

Date Ver. Action By Action Result

9/10/2021 1 Operations Committee

#### Subject:

Transit Transformation Action Plan

Blue Ribbon Transit Recovery Task Force's Transit Transformation Action Plan.

#### Presenter:

Therese W. McMillan and Melanie Choy

#### **Recommended Action:**

Receive and Support

	Metropolitan Transportation Commission Operations Committee
<b>September 10, 2021</b>	Agenda Item 5b
	Transit Transformation Action Plan
Subject:	Blue Ribbon Transit Recovery Task Force's Transit Transformation Action Plan.

**Background:** 

In response to the COVID-19 pandemic, the Commission formed the Blue Ribbon Transit Recovery Task Force in April 2020 to set a course for public transit's recovery and long-term improvement.

#### Blue Ribbon Transit Recovery Task Force

On May 7, 2020, the Metropolitan Transportation Commission appointed a limited duration, 32-member Blue Ribbon Transit Recovery Task Force, chaired by MTC Commissioner Jim Spering. The group was composed of a diverse set of stakeholders, including advocates for people with disabilities, state legislators, and representatives from the California State Transportation Agency; transit agencies; business and labor groups; transit and social justice advocates; and MTC Commission and Advisory Council. The Task Force met 15 times between May 2020 and July 2021.

The Task Force assisted the Commission with understanding the scale of the COVID-19 crisis facing Bay Area transit systems and was charged with a three-stage purpose:

- Stage 1: Assist in the distribution of \$500 million in federal Coronavirus Aid, Relief, and Economic Security (CARES) Act relief funds.
- Stage 2: Contribute to operators' recovery planning.
- Stage 3: Develop a Bay Area Transit Transformation Action Plan.

#### **Transit Transformation Action Plan**

Stage 3 was the Task Force's most complex assignment. Over a tenmonth period, the Task Force actively debated among its members, listened to public comment, and reached consensus on crucial building blocks that informed the development of an action plan. These building blocks included:

- Goals and Objectives
- Equity Principles
- Problem Statement
- Key outcomes
- Network management roles and responsibilities
- Alternative network management governance options

The culmination of this work is the Bay Area Transit Transformation Action Plan (Action Plan). It identifies five desired outcomes and 27 associated, near-term actions needed to achieve a more connected, efficient, and user-focused mobility network across the Bay Area and beyond. At its final meeting on July 26, 2021, the Task Force approved

these actions and forwarded the Action Plan to the Commission for consideration.

This Action Plan focuses on near-term steps that generate needed customer benefits while simultaneously building toward longer-term system improvements. Transit transformation will take many years to achieve, and the Action Plan's identified actions will not be sufficient on their own. Several important features are built into the Action Plan.

- Shared responsibility and ongoing collaboration among operators, MTC and the spectrum of transit stakeholders.
- Elevating the urgent needs of the region's disadvantaged and low-income populations.
- MTC's existing authority should be exercised fully to implement the plan's recommended actions.
- These actions accompany many other network management duties currently being performed by transit agencies and accelerate the work already underway at MTC on three important customerfocused initiatives.
- A business case analysis of institutional reforms with input from a multi-stakeholder advisory body is necessary to confirm implementation of next steps.

#### **Next Steps**

The momentum created by the Task Force will continue through a series of follow-through actions.

- 1) Return To Transit: This summer, MTC and their partner transit agencies will complete a Return-to-Transit media toolkit that supports a unified communications campaign to be personalized by individual agencies.
- 2) Network Management: Based on the Network Management Alternatives Evaluation developed by the VIA Architecture team, MTC is initiating the Network Management Business Case analysis that is anticipated to be completed in mid-2022. This analysis will be guided by an MTC-appointed, multi-stakeholder advisory group to serve as a sounding board. The Commission is scheduled to act on this Network Management Business Case Advisory group at the September 2021 Commission meeting.
- 3) Action Plan Implementation: MTC will begin outlining implementation activities and next steps based on resources, funding and regional priorities, with a focus on fare integration, unified mapping and wayfinding, and travel time advantages for buses as high-priority near-term actions. In October, the Commission will hold a workshop where refinement and details of the Action Plan will be discussed.

**Issues:** Timely implementation of the Action Plan actions is ambitious. In

October, the Commission will hold a workshop to further discuss Action Plan staffing, funding, prioritization, and target completion dates. Target

completion dates in the Action Plan are preliminary and will be

continually evaluated and refined. Success will be dependent on sufficient funding (combination of existing and new funding sources), staffing

resources, and continued collaboration.

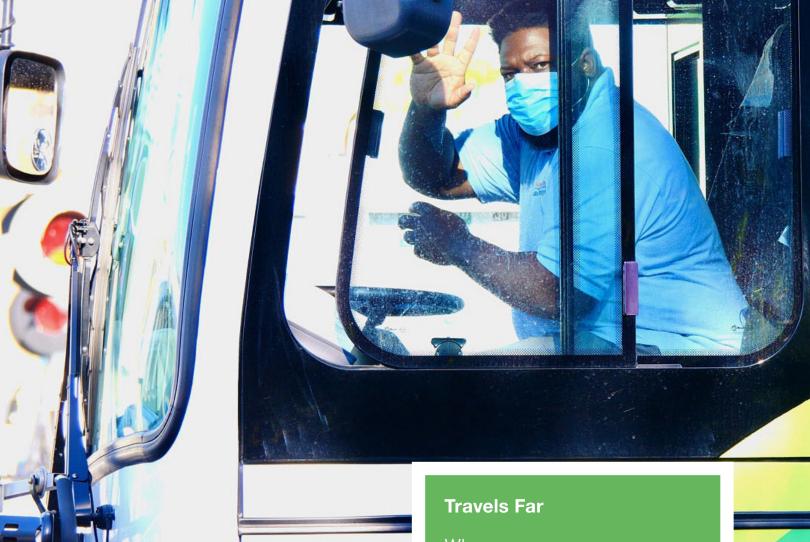
**Recommendation:** Receive and Accept

**Attachments:** Attachment A: Transit Transformation Action Plan

Attachment B: PowerPoint

Therese W. McMillan





#### **DEDICATION**

We are forever grateful for the commitment and perseverance of the Bay Area's transit workers who serve our community through good times and bad, and who held together our region's essential worker lifeline throughout the COVID-19 pandemic.

Thank you.

What you gave — brief tokens of regard, soft words uttered barely heard, the smile glimpsed from a passing car.

Through stations and years, through the veined chambers of a stanger's heart — what you gave travels far.

- Tracy K. Smith

Tracy K. Smith is an American poet and educator. She served as the 22nd Poet Laureate of the United States from 2017 to 2019.

### MESSAGES FROM THE CHAIRS



Alfredo Pedroza Chair, Metropolitan Transportation Commission (MTC)

Since March 2020, COVID-19 has wreaked havoc across our communities and in our personal lives. Public transit services collapsed overnight and will take years to recover. MTC created the Blue Ribbon Transit Recovery Task Force to bring key stakeholders and transit operators together to build unified support during this existential crisis that public transit is facing.

In rebuilding and strengthening transit's vital role in the Bay Area's sustainable future, I stand with those who are determined to rebound equitably by investing resources in ways that overcome historic and current disparities for our most vulnerable communities.

Transforming our transit system while we recover will be challenging. Success depends upon continuing collaboration among all transit partners and fast-tracking customer improvements that will attract new riders and reward returning ones. Prioritizing coordination, capturing operational efficiencies, and securing funding are each essential to achieve the excellent transit system the Bay Area deserves.

MTC is committed to taking a leading role in this effort toward transformative outcomes; continuing our priority focus on fares, mapping and wayfinding; and creating transit travel time advantages on our streets and highways. We also recognize that a strong partnership with transit operators, the private sector, advocates and the public will be essential to creating a reliable, convenient and connected transit network.

As the work of the Task Force ends, I want to thank everyone who contributed to this robust blueprint for change. As Chair of the Commission, I have directed MTC staff to review this Action Plan and bring forward a recommendation for Commission acceptance in September followed by a proposed Year 1 work program by the end of 2021.





Jim Spering Chair, Blue Ribbon Transit Recovery Task Force

The Blue Ribbon Transit
Recovery Task Force was
convened in May 2020 in
response to the COVID-19
pandemic, and its first charge
was to advise MTC on the fair
distribution of federal relief
funds. Next, it supported
transit operators' efforts to
determine essential public
safety commitments as COVID
protocols were evolving.

This Plan is the culmination of the Task Force's work and includes identifying specific, near-term actions needed to achieve a more connected, efficient and user-focused mobility network across the Bay Area and beyond.

Thanks to all 32 Task Force members who spent over a year deep in collaborative dialogue in a respectful search for consensus. Special appreciation goes to the nine transit-agency general managers who actively participated while also tackling historically severe impacts to their organizations.

The Task Force benefited from California Secretary of Transportation David Kim's statewide perspective throughout. State Assemblymember David Chiu's unwavering commitment to seamless transit and his guiding-force clarity deserve special tribute. Enormous gratitude is offered to all transit workers for their steadfast service during this health crisis.

While meeting virtually was tedious at times, our format provided each Task Force member, as well as members of the public, the opportunity to speak. I also appreciate MTC staff's inclusive outreach in support of the Task Force, reflecting the group's adopted Equity Principles.

In truth, we took the opportunity afforded by the crisis to initiate changes that have long been recognized as building blocks of a world-class transit network. I'm proud of the work we've done and hope this Action Plan will inspire MTC and the wide array of community stakeholders and agency partners to move swiftly, and equitably – with primary focus on the customers we serve – to achieve the bold aspirations embedded in Plan Bay Area 2050.

## BLUE RIBBON TRANSIT RECOVERY TASK FORCE ROSTER

Task Force members and public participants alike deserve appreciation for generously giving their time and attention to this exercise in civic engagement and shared problem-solving.

#### METROPOLITAN TRANSPORTATION COMMISSION (MTC)

#### Jim Spering,

Task Force Chair and Solano County Supervisor

#### Alfredo Pedroza

MTC Chair and Napa County Supervisor

#### **Nick Josefowitz**

MTC Vice Chair and San Francisco Mayor's Appointee to MTC

#### **Cindy Chavez**

Santa Clara County Supervisor

#### **Gina Papan**

City of Millbrae Council Member

#### **David Rabbitt**

Sonoma County Supervisor

#### **Amy Worth**

City of Orinda Mayor

#### Therese W. McMillan

MTC Executive Director

## STATE OF CALIFORNIA REPRESENTATIVES

#### **The Honorable Dave Cortese**

California State Senate

#### The Honorable David Chiu

California State Assembly

The Honorable David Kim, Secretary,

California State Transportation Agency

#### TRANSIT OPERATORS

Michelle Bouchard, Caltrain,

Acting Executive Director

**Carolyn M. Gonot**, Santa Clara Valley Transportation Authority (VTA), General Manager

**Michael Hursh**, Alameda-Contra Costa Transit District, General Manager

Carter Mau, San Mateo County Transit District (SamTrans), Acting General Manager and CEO **Denis Mulligan**, Golden Gate Bridge, Highway and Transportation District, General Manager and CEO

**Robert Powers**, Bay Area Rapid Transit, General Manager

**Rick Ramacier**, County Connection, General Manager

**Michael Tree**, Livermore Amador Valley Transit Authority, General Manager

**Jeffrey Tumlin**, San Francisco Municipal Transportation Agency (SFMTA), Director of Transportation

**Nancy Whelan**, Marin Transit, General Manager

#### **STAKEHOLDERS**

**Jason Baker**, Silicon Valley Leadership Group, Vice President

**John Ford**, Commute.org, Executive Director

lan Griffiths, Seamless Bay Area, Co-Founder and Director

**Darnell Grisby**, TransForm, Executive Director

**Daryl Halls**, Bay Area County Transportation Agencies

Randi Kinman, MTC Policy Advisory Council

**James Lindsay**, Amalgamated Transit Union, President

Stacy Murphy, Teamsters 853, Trustee

**Susan Rotchy**, Independent Living Resource Center, Executive Director

Ellen Wu, Urban Habitat, Executive Director

**Jim Wunderman**, Bay Area Council, President and CEO

## FORMER TASK FORCE MEMBERS

Several Blue Ribbon Transit Recovery Task Force members departed positions during the course of the Task Force or served partial terms. Their service and contribution to the Task Force also are greatly appreciated.

#### Jim Beall

former California State Senator

**Hayley Currier**, TransForm, Policy Advocacy Manager

Nuria Fernandez, VTA, former General Manager

**Carl Guardino**, Silicon Valley Leadership Group, former CEO

**Scott Haggerty**, former MTC Chair and Alameda County Supervisor

**Jim Hartnett**, SamTrans/Caltrain, former General Manager/ Chief Executive Officer

**Evelynn Tran**, VTA,

former Interim General Manager

### "CHANGE IS HARDEST IN THE BEGINNING, MESSIEST IN THE MIDDLE, AND BEST AT THE END."

**ROBIN SHARMA** 

2020 began as a normal year in the San Francisco Bay Area. Perennial issues associated with housing, transportation and the economy churned along. FASTER Bay Area, a coalition of community and business groups, was finalizing its legislative request to place a \$100 billion ballot measure to fund a seamlessly integrated, world-class transit system before voters in the Fall.

By February 3rd, Assembly Member David Chiu had introduced AB 2057 which called for creating a Bay Area Seamless Transit Task Force to send the Legislature a report proposing reforms to the governance of the Bay Area's dozens of transportation agencies to maximize the performance of the entire public transit system by January 1, 2023.

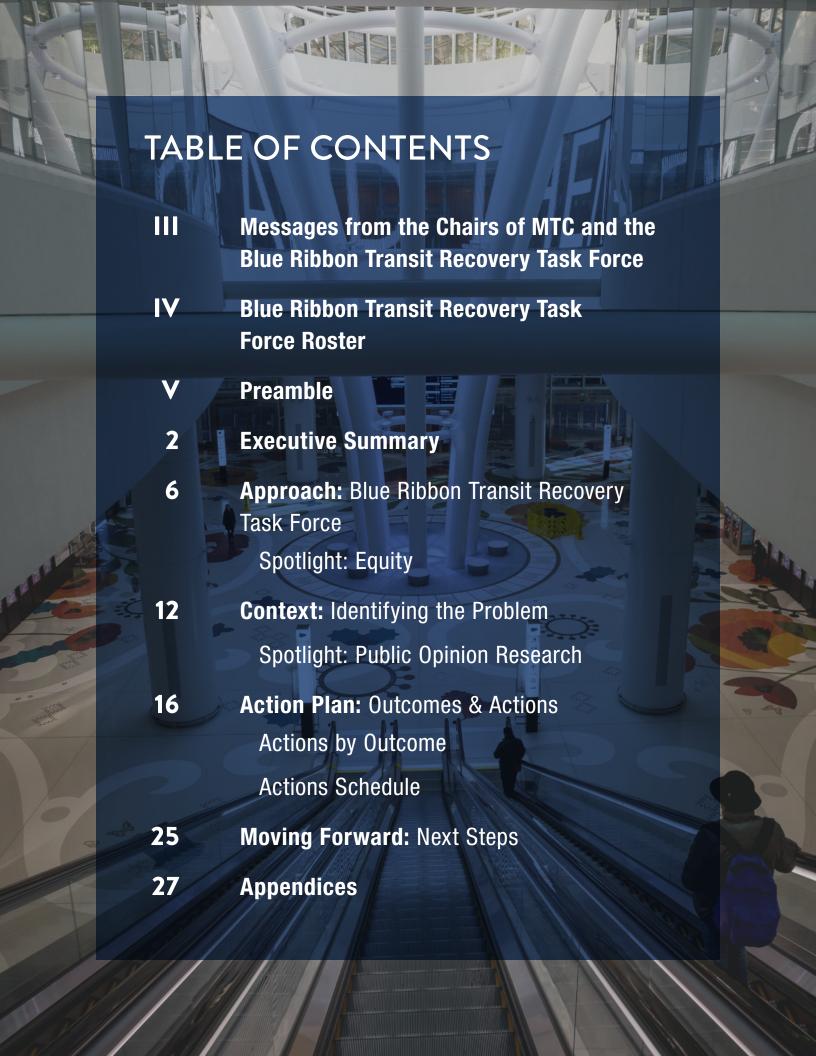
Silently and unseen, the nation was also experiencing the first cases of what would become an unprecedented health crisis.

The federal government announced the first confirmed case of COVID-19 in the United States on January 21st. Just ten days later, the World Health Organization declared a "global health emergency" and then elevated their declaration to "global pandemic" status on March 11th due to alarming levels of spread. On March 13th, a National Emergency was declared in the U.S. and within a week, California became the first state to issue a stay-at-home order mandating all residents to remain at home except to go to

an essential job or shop for essential needs. Life in the Bay Area changed instantly. Since then, over 450,000 Bay Area residents have been infected with the COVID virus and nearly 6,000 persons lost their lives.

As government, business and families struggled to respond to an extraordinary crisis, public transit ridership and revenues collapsed, creating an existential crisis for transit, and exacerbating and vastly deepening the preexisting problem of declining demand for transit in the region. The Metropolitan Transportation Commission (MTC) moved quickly to respond to the immediate crisis while simultaneously recognizing that times of challenge and pain could offer an opportunity to plant the seeds of transformation for the Bay Area's public transit system. With this in mind, the Commission on April 22nd established the Blue Ribbon Transit Recovery Task Force to set a course for transit's recovery and long-term improvement.











## **EXECUTIVE SUMMARY**

On April 22, 2020, the Metropolitan Transportation Commission (MTC) established a 32-person Blue Ribbon Transit Recovery Task Force (Task Force) to set a course for public transit's recovery and long-term improvement. MTC Commissioner Jim Spering was appointed to serve as Chair. The group was composed of a diverse set of stakeholders, including California State Transportation Agency Secretary David Kim, two state legislators, eight MTC commissioners, the MTC executive director, nine transit agency general managers, and representatives of business, labor, social justice, persons with disabilities, transit advocates, county transportation agencies and MTC's Advisory Council. The Task Force met 15 times between May 2020 and July 2021.

The Task Force was charged with a three-stage purpose:

- **Stage 1 –** Assist in distribution of \$500 million in remaining federal Coronavirus Aid, Relief, and Economic Security (CARES) Act relief funds.
- **Stage 2 –** Support operators' recovery planning.
- Stage 3 Develop a Bay Area "Transit Transformation" action plan identifying actions needed to reshape the region's transit system into a more connected, more efficient, and more user-focused mobility network across the entire Bay Area and beyond.

Stage 3 was the Task Force's most complex assignment. Over a ten-month period, the Task Force actively debated among its members, listened to public comment, and reached consensus on crucial building blocks that informed the development of an action plan.

#### "TRANSIT TRANSFORMATION"

DEFINITION: Design, adequately invest in, and effectively manage a public transit network that is equitable, inclusive, frequent, affordable, accessible and reliable; is integrated with unified service, fares, schedules, customer information and identity; and serves all Bay Area populations, resulting in increased transit ridership and reduced growth in vehicle miles traveled.

#### **EXECUTIVE SUMMARY**

These building blocks included:

- Goals and Objectives
- Equity Principles
- Problem Statement
- Key outcomes
- Network management roles and responsibilities
- Alternative network management governance options

The culmination of the Task Force's work is the Bay Area Transit Transformation Action Plan (Action Plan). This plan focuses on the near-term actions (within three years) needed to begin transforming a vulnerable and diffuse network into a more connected, more efficient, and more user-focused mobility network that attracts many more users. It identifies five desired outcomes that are central to achieving transit transformation and 27 associated actions.



## Transformation Action Plan Goals & Objectives

(adopted November 16, 2020)

**GOAL 1:** Recognize critical recovery challenges facing transit agencies.

**GOAL 2:** Advance equity.

**GOAL 3:** Identify near-term actions to implement beneficial long-term network management and governance reforms.

**GOAL 4:** Establish how current MTC and state transit initiatives should integrate with network management and governance reforms.

See *Appendix I* for complete Goals & Objectives

## Several important features are built into the Action Plan:

- Ongoing collaboration among operators, MTC and the spectrum of transit stakeholders is essential to achieving a common vision.
- Elevating the urgent needs of the region's disadvantaged and low-income populations is central to planning and investment.
- MTC's existing authority should be exercised fully to implement the plan's recommended actions.
- Actions intended to accelerate work already underway at MTC on three important customer-focused initiatives fare integration, unified mapping and wayfinding, and travel time advantages for buses are high-priority, near-term actions.
- A business case analysis of institutional reforms with input from a multi-stakeholder advisory group is necessary to confirm implementation next steps.

This Action Plan focuses on near-term steps that generate needed customer benefits while simultaneously building toward longer-term system improvements. Transit transformation will take many years to achieve, and the Action Plan's identified actions will not be sufficient on their own. Independent and collaborative efforts by all transit operators must continue and grow. Joint legislative



advocacy and consistent public communication must be bolstered. Partnerships must be forged through the rail partnerships assessment grant and integrated with the Action Plan as it is implemented.

The Task Force jump-started this journey and has generated momentum, but restoring and growing transit ridership in the Bay Area will require an ongoing effort across multiple geographies and levels of government. Much of this work is and will continue to be focused at the local and sub-regional levels — where most transit trips occur. As the pandemic subsides, however, there is also a significant and not-to-be-missed opportunity to create an efficient, coordinated and customer-friendly system that enables Bay Area residents and visitors alike to confidently navigate across the region's transit system with speed and ease.

The Action Plan's ultimate success will depend on a commitment by MTC and transit operators to embrace changes that put the customer first, continued collaborative efforts with stakeholders, jointly developed legislative initiatives, and vital new sources of transit funding.

#### **Transformational Outcomes**

Fares and Payment	Simpler, consistent, and equitable fare and payment options attract more riders.
Customer Information	Integrated mapping, signage and real-time schedule information makes transit easier to navigate and more convenient for both new and existing riders.
Transit Network	Bay Area transit services are equitably planned and integrally managed as a unified, efficient, and reliable network.
Accessibility	Transit services for older adults, people with disabilities, and those with lower incomes are coordinated efficiently.
Funding	The Bay Area's transit system uses its existing resources more efficiently and secures new, dedicated revenue to meet its capital and operating needs.



# APPROACH: BLUE RIBBON TRANSIT RECOVERY TASK FORCE

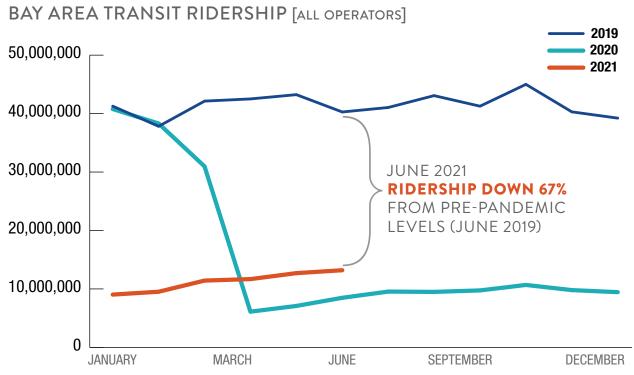


### A Crisis for Public Transit

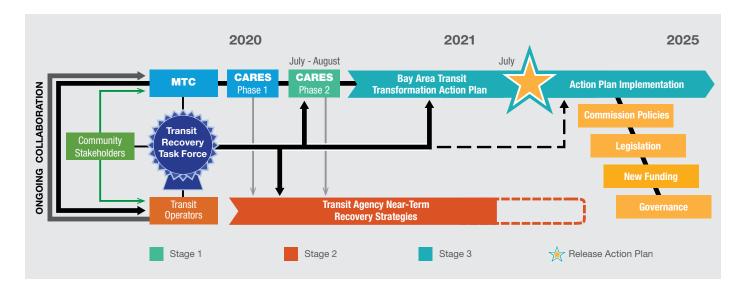
The COVID-19 pandemic and the economic disruption associated with it have created the most serious and complex crisis for public transit in Bay Area history. Stay-at-home orders and public health concerns resulted in a dramatic drop in ridership on Bay Area transit — and it is unclear when, and to what extent, transit ridership will return to pre-pandemic levels.

As of June 2021, ridership across the Bay Area was down by a crippling 67 percent. This loss of riders generated an acute and existential near-term crisis for our transit system, deepening the pre-existing condition of falling demand for transit across the nine counties. If

not reversed, this decline in ridership threatens to debilitate our transit system, jeopardizing both the near- and long-term financial viability of individual transit operators and negatively impacting Bay Area transit riders.



#### APPROACH: BLUE RIBBON TRANSIT RECOVERY TASK FORCE



#### **Task Force Stages**

In April 2020, the Metropolitan Transportation Commission (MTC) appointed the 32-member Blue Ribbon Transit Recovery Task Force to immediately assist MTC with understanding the scale of the crisis facing Bay Area transit operators as a result of the COVID-19 pandemic — and responding to the crisis.

#### Stage 1: Survival

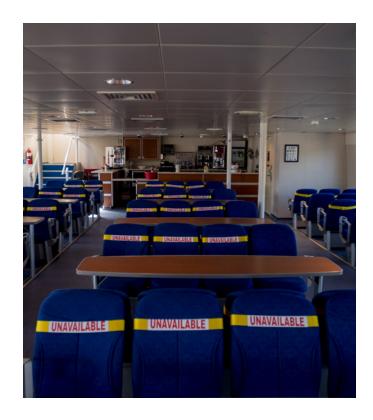
The first stage of the Task Force's work was to recommend to the Commission a fair and thoughtful distribution of \$500 million in phase 2 federal CARES Act relief funds to the Bay Area's 27 transit operators. Retaining service for essential trips serving lowincome and vulnerable riders was confirmed as the highest priority.

#### Stage 2: Recovery

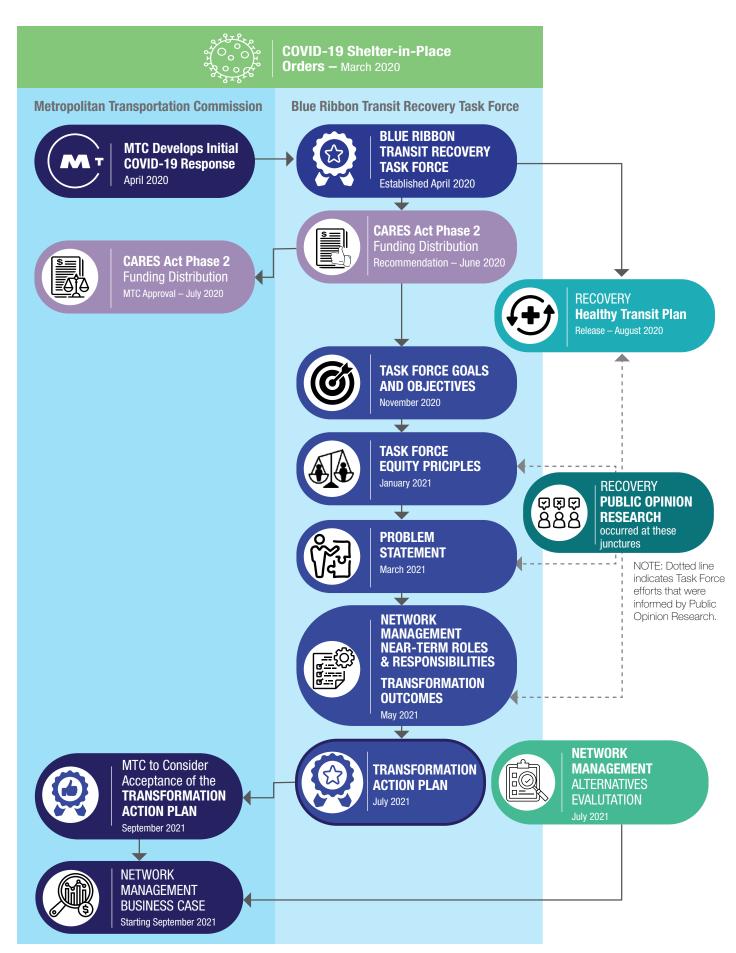
In the second stage of its work, the Task Force focused on transit operators' near-term recovery strategies and supported their collaborative recovery practices. Rider and transit employee safety, consistent cleaning protocols, and transparent public communication were key Task Force interests. Two products of this stage were the Bay Area Healthy Transit Plan, outlining common public safety commitments and expectations for transit employees and passengers, and a "Return to Transit" communications toolkit to support a regional marketing campaign that Bay Area transit operators plan to launch in August of 2021.

#### **Stage 3: Transformation**

In the third and final stage of its work, the Task Force embarked on identifying high priority, customer facing improvements to the Bay Area transit network that would help turn the tide on falling ridership despite the serious funding shortages that transit operators anticipate in the years to come. In recognition that the future of Bay Area transit will undoubtedly be different than before COVID-19, the Task Force focused on finding ways to make Bay Area transit more attractive for riders.



#### APPROACH: BLUE RIBBON TRANSIT RECOVERY TASK FORCE



#### APPROACH: BLUE RIBBON TRANSIT RECOVERY TASK FORCE



During its term, the Task Force set Goals and Objectives and Equity Principles for the Action Plan, jointly developed a Problem Statement, considered the wide range of network management roles and responsibilities, and selected those that should be evaluated for near-term actions. It also heard presentations on current state and MTC initiatives, agency integration progress in Sonoma County, and public opinion research. The Task Force invited members to submit alternative governance proposals to support the Action Plan's implementation.

An independent consultant team of transit management and design professionals considered the Task Force's work, reviewed the submitted governance proposals, and interviewed a cross-section of stakeholders before developing its own network management alternatives and comparing them. The consultants' report also identified how their work leads into a more detailed business case analysis.

The Task Force's final act is to submit this Bay Area Transit Transformation Action Plan to MTC for its

consideration and possible adoption. The Action Plan identifies near-term actions needed to re-shape the region's transit system into a more connected, more efficient, and more user-focused mobility network across the entire Bay Area and beyond.

Restoring and growing transit ridership in the Bay Area will require an ongoing multifront effort to address the challenges transit faces across multiple geographies and levels of government. Much of this work is and will continue to be focused at the local and sub-regional levels — where most transit trips occur. As the pandemic subsides, however, there is also a significant and not-to-be-missed opportunity to create an efficient, coordinated and customer-friendly system that enables Bay Area residents and visitors alike to confidently navigate across the region's transit system and beyond with speed and ease.



## SPOTLIGHT: **EQUITY**

Residents of the Bay Area, much like the United States as a whole, have dramatically different household incomes, educational attainment and health outcomes depending on race. These differences reflect generations of exploitative and discriminatory policies that denied Black, Indigenous and other people of color the opportunities afforded to white Americans. COVID-19 further exacerbated America's long-standing disparities: the disease spread more easily in under-resourced areas and imposed greater risk on low-income, transit dependent and low-wage essential workers who often had to work in less safe conditions.

While a significant number of Bay Area workers shifted to remote work overnight, a disproportionate share of people of color did not have this option, working as essential or low-wage workers in settings where they were at higher risk of exposure to COVID-19. As shelter-in-place orders took hold, only those with no other choice remained on transit, and were especially impacted by cutbacks in service and social distancing rules that placed limits on passenger capacity.

The Blue Ribbon Transit Recovery Task Force recognized these harsh and unfair consequences, and sought to address equity in its work. At the core of transit equity is the notion that transit is a fundamental public good – equitable and inclusive – that everyone benefits from, regardless of age, race, gender identity, disability, or class.

An equitable transportation system is one that is safe, affordable, and reliable in meeting the needs of all residents, but especially those with the fewest options. Equity also means thoughtful consideration of who benefits from a transportation investment when prioritizing projects. Quality service should be affordable and accessible.

One of the Task Force's four Plan Goals (see *Appendix I*) called for the inclusion of input from underserved populations, transit-dependent riders, and persons with disabilities to inform this Action Plan.



Blue Ribbon Transit Recovery Task Force Equity Principles

(adopted January 25, 2021)

#### **INVEST EQUITABLY**

Prioritize equitable planning, policies, decisionmaking and implementation through proportionally greater investments in communities of color and low-income communities to address transit disparities and reflect needed mobility options.

#### **INCREASE ACCESSIBILITY**

Increase transit access, prioritize service investments, and improve travel experiences for seniors and riders with disabilities and/or low incomes by increasing fare affordability and service connectivity.

#### **BE INCLUSIVE**

Pursue anti-racist strategies as a core element of transit's mission and actions. Ensure full participation of underserved residents to co-create strategies and solutions by engaging meaningfully and directly, in partnership with culturally specific, community-trusted local organizations.

#### **USE DATA TO INFORM DECISIONS**

Make people-centered and transparent transit investment and strategy decisions by collecting and using race, gender identity, disability, age and income data. Routinely monitor data to ensure equitable investments for underserved communities.

#### **ADVANCE HEALTH & SAFETY**

Incorporate public health and safety measures for transit riders and staff in the day-to-day operations of the transit system. Partner with social service and public health agencies to improve personal health and safety of riders and staff.

## "TRUE INCLUSION, AUTHENTIC INCLUSION, IS [WHEN] THE PEOPLE WHO WE SAY WE WANT TO FEEL WELCOME ACTUALLY HAVE SOME DECISION-MAKING POWER."

"WE MUST LOOK BACK AT THE INJUSTICES IN THE POLICIES AND DESIGNS WHICH WERE ACTIVELY RACIST IN ORDER TO BE INTENTIONALLY ANTI-RACIST. HOW DO YOU LOOK AT THE PAST, THE PRESENT, AND THE FUTURE ALTOGETHER TO INFORM DECISIONS, SO YOU DO NOT REPEAT RACIST ACTIONS MOVING FORWARD?"

- Insights heard during Blue Ribbon listening session with Bay Area CBO leaders, January 14, 2021

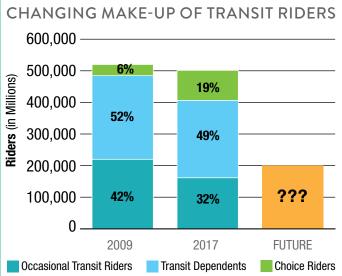
The Task Force also adopted five Equity Principles central to planning and operations (*see previous page*), based on input directly from disadvantaged riders and community leaders. These principles can serve as a compass to continually point leaders, public agencies, advocates, and communities toward an equitable and lasting recovery.

The Task Force's adopted Problem Statement (see *Appendix II*) acknowledges historic disparities facing persons of color due to failed housing and lending practices, and cites the lack of a unified plan in the region to address the legacy of disenfranchisement and marginalization.

As our transit system starts to rebuild, this Action Plan seeks to achieve specific, near-term actions that advance equity, including addressing customer experience through more integrated fares that reward frequent riders; faster, more frequent service to improve travel speeds for those who rely on transit; and improvements to paratransit.

In partnership with transit agencies, community-based and non-profit organizations, and equity-priority communities, MTC has an opportunity to accelerate progress toward equity goals. This Action Plan also calls for MTC to adopt Transit Equity Principles and develop a process for applying them, an endeavor that could help address enduring injustices and have wider-reaching impacts for transit equity. The expanded use of equity analyses and inclusive decision-making, for example, could shape transit investments by prioritizing funding for projects that expand access to opportunity to underserved residents and those with lower incomes.





What can data tell us? Who is riding transit now? How can we meet the needs of current riders, and what other data do we need in the future?

(2009 & 2017 Data Source: UCLA Institute of Transportation Studies, "What's Behind Recent Transit Ridership Trends in the Bay Area?" February 2020)



# CONTEXT: IDENTIFYING THE PROBLEM



Even before the pandemic, transit ridership in the Bay Area was falling. A 2020 study completed by UCLA's Institute of Transportation Studies determined that in 2017 and 2018, the Bay Area lost over 5 percent of its annual riders despite a booming economy and service increases. The decline occurred even as most major operators increased service in terms of both mileage and hours of operation. The steepest ridership losses came on buses, at offpeak times, on weekends, in non-commute directions, on outlying lines, and on lines that did not serve the region's core employment clusters. The study cited a growing jobshousing imbalance and displacement of low-income residents to less transit-rich neighborhoods as contributing factors, along with app-based ride-hail services as possible causes of declining transit ridership.

If not reversed, this decline in ridership could plunge the region's transit system into a downward spiral, jeopardizing both the near- and long-term financial viability of individual transit operators, negatively impacting riders, particularly those who rely upon it as their primary mode of transportation, and fundamentally undermining the value of the public's past investments in transit as a public good. In addition, the region's roadway system has



#### **Problem Statement**

In March 2021, the Task Force approved a problem statement that identified a broad range of transit challenges across four categories.

#### **Problem Statement Summary:**

Public transit services in the San Francisco Bay Area are operated by 27 agencies, each with its own unique policies, procedures, and operating practices best suited for their immediate service areas and local priorities; and not organized to support customer-friendly, inter-agency travel. Strong collaborative action is needed to restore and grow transit ridership to reach the ambitious targets associated with Plan Bay Area 2050's vision of a more affordable, connected, diverse, healthy, and vibrant Bay Area for all.

- Organizational/Institutional Challenges:
  Network management resources and authority;
  multiple agency coordination; addressing transit
  priority and rights-of-way; local-school access
  and inter-agency paratransit service; and data
  collection and management.
- Customer Experience: Addressing schedule coordination; fares; trip-planning services; and health and safety concerns.
- Past and Current Disparities: Addressing regional housing and development policies; access to opportunity; and inclusive planning.
- Transit Costs and Funding: Addressing funding disparities; barriers to raising revenue; integrated revenue strategies; administrative and operational efficiencies; and trade-offs.

See Appendix II for full Problem Statement

#### CONTEXT: IDENTIFYING THE PROBLEM

insufficient capacity to absorb the traffic increase that would occur with the collapse of the Bay Area's transit systems, creating traffic gridlock as well as an increase in greenhouse gas and other vehicle emissions harmful to air quality.

#### Transit Transformation is Not a New Idea

To avoid these negative impacts that would result from the collapse of the region's transit system, the Bay Area must identify the major challenges facing transit, confront them directly, and identify a path toward a flexible, affordable, well-funded transit system that more people will use for more trips. Transit ridership's downward trend must be reversed by making the system a more attractive choice than the automobile.

Over the last several decades, the region has pursued various transit reform initiatives and major capital investment programs towards this end.

- In 1998, MTC adopted Resolution 3055, MTC's Transit Coordination Implementation Plan pursuant to SB 1474 (Kopp, 1996). That resolution was revised four times and superseded by MTC's Resolution 3866 in 2010, which includes requirements applicable to the Clipper® regional transit-fare payment card and fare media, transit information displays, hub signage, paratransit, and transit rider surveys.
- In 2004, voters approved Regional Measure 2, providing significant operating and capital investment in transit, promotion of transit commuter benefits, and requiring a regional transit connectivity plan, an integrated fare study, benefits, and a regional rail master plan.
- In 2012, MTC adopted the Transit Sustainability Project, which identified specific goals and objectives related to ridership, customerfocus, and regional coordination.
- In 2018, voters approved Regional Measure 3, which included additional funding for transit operating expenses and major capital expansion, including funding to begin the design of a new transbay rail tube, significantly expanding ferry service and extending BART to San Jose.
- In 2019-2020, FASTER, a multi-stakeholder effort, developed a strategy and funding

- plan to achieve more coordinated transit planning, effective project delivery, and more integrated fares and schedules.
- In 2020, Assemblymember Chiu introduced AB 2057, which proposed a pilot of a multiagency transit pass, development of an integrated mapping and wayfinding system, and establishment of a task force to identify governance changes needed to bring about a seamless public transit network.
- In 2021, the first year of a new two-year legislative session, Assemblymember Chiu introduced an updated bill, AB 629 to continue his effort to bring about more integrated transit fares, an integrated mapping and wayfinding system, and real-time transit information.
- In 2021, MTC's Plan Bay Area 2050 Blueprint identified several beneficial transit program enhancements needed to create an expanded, fast, frequent, efficient, and safe multimodal transportation system that would substantially grow transit ridership.

Despite these efforts, significant barriers to the Task Force's vision remain and must be addressed if the Bay Area is to reverse its downward ridership trend.

#### A Call to Action

Today, even more than before the COVID-19 pandemic, the Bay Area must take the steps needed to bring back transit riders. This will require difficult decisions that should be guided by a fact-based, constructive discussion about change. The Task Force has grappled with how best to reposition the region's transit system to deliver a more effective and efficient transit system that more people will use for more trips – and thereby build a foundation for future financial support.



## MTC's Transit Coordination Authority

As the regional transportation planning agency (RTPA, a state designation) and metropolitan planning organization (MPO, a federal designation) for the nine-county San Francisco Bay Area, MTC has considerable responsibility and authority with respect to funding and coordinating the region's more than two dozen public transit systems. Chief among them is the distribution of state and federal funds. While the funding amounts provided to individual transit agencies for some programs are determined on a formula basis, the Commission has discretion over hundreds of millions of dollars in annual federal funds as well as the population-based portion of State Transit Assistance funds.



MTC and the Bay Area's transit providers are working toward providing better information about key transit modes and connections.

#### **Coordination Legislation**

Beginning in the 1980s and culminating with enactment of SB 1474 (Kopp) in 1996, the state Legislature gave MTC increasing levels of responsibility to adopt policies requiring the coordination of routes, schedules, fares and transfers, and to condition the disbursement of both revenue-based and population-based STA funds on compliance with these requirements. In 2003, the Legislature expanded on this authority with the enactment of SB 916 (Perata), which required MTC to adopt and regularly update a Regional Transit Connectivity Plan and to condition receipt of Regional Measure 2 bridge toll funds on compliance with that plan.

#### **Resolution 3866**

MTC implements these transit coordination requirements through Resolution 3866, which was updated most recently in 2015 and lists out the transit coordination requirements by which operators must abide as a condition of receiving any MTC discretionary funds. It contains three key elements: (1) transit coordination implementation requirements applicable to 511 traveler information, regional transit hub signage, Clipper® implementation, maintenance of coordinated service, transit rider surveys; (2) fare and schedule requirements; and (3) regional transit information displays.

Resolution 3866 can be updated by the Commission to incorporate additional requirements or to modify existing ones after consultation with a technical advisory committee of transit operators, followed by input from the Partnership Transit Coordination Committee or PTCC — the renamed Regional Transit Coordination Council, which SB 1474 required MTC to establish — comprised of MTC's Executive Director and the region's transit agency general managers. The PTCC has not met formally since the last Resolution 3866 update in 2015 but will be reconvened if items in this Action Plan are proposed for incorporation into an update of the resolution.

# SPOTLIGHT: PUBLIC OPINION RESEARCH

The Blue Ribbon Transit Recovery Task Force was informed by wide-reaching public opinion research and feedback from targeted focus groups. The findings helped the Task Force to understand public perceptions of transit before the pandemic, during the emergency, and looking into the future; to hear the perspectives of underserved groups; and to gauge public opinion regarding "seamless transit" legislation, a more integrated Bay Area transit system, and increased network management.

The findings presented to the Task Force were based on reviews of prior related research, community

### Everyone wants the same things:

92%	find real-time information on wait times and vehicle locations important
91%	find more direct service, fewer trans- fers, and shorter wait times important
88%	find a regional network that can set fares, align routes and schedules, and standardize information important
92%	find easy to use and uniform maps and signage important
90%	find a single mobile app for planning, schedules, and information important
89%	find a single set of fares, passes, discounts, and transfer policies important
80%	find dedicated travel lanes along key transit routes for buses and carpools important

Source: Blue Ribbon Transit Recovery Task Force Public Opinion Poll,

April 2021

A BETTER FUNCTIONING TRANSIT SYSTEM IS SEEN AS CRITICAL FOR EVERYONE IN THE BAY AREA, NOT JUST TRANSIT RIDERS.

THE VAST MAJORITY (87%)
OF BAY AREA RESIDENTS
POLLED BELIEVE PUBLIC
TRANSIT IS IMPORTANT.

Blue Ribbon Transit Recovery Task Force
 Public Opinion Poll, April 2021

focus groups, employer focus groups and surveys, a statistically valid poll of Bay Area residents, and numerous community focus groups in English, Spanish, Cantonese, and with persons with disabilities.

A primary and overarching finding from the research was that certain factors consistently and persistently influence how often people ride transit in the Bay Area. People are most likely to ride when they feel that transit service is simple to understand and easy to use; is reliable, predictable, and frequent; and is safe and clean, affordable, accessible, and connects them to their destination.

Better connectivity and coordination across modes and agencies stand out in the research as ways to improve convenience and ease of travel, and to increase ridership, including:

- Better transit connections between modes and agencies.
- Better coordination between agencies on fares and schedules.
- Better coordination with other forms of transportation, such as on-demand ride services, bike and scooter share, paratransit, and other first/last mile options

The poll also showed that 90% of Bay Area residents support legislation to coordinate the Bay Area's public transit systems so they operate as one seamless, multimodal system — including consistent mapping and signage to make transit easier to navigate, regional fares so riders pay one fare for their entire trip even if they must transfer, and real-time vehicle location data so riders know when a bus, train, or ferry will arrive.

# ACTION PLAN: OUTCOMES AND ACTIONS





## A Blueprint for Attracting More Riders to Transit

The Bay Area Transit Transformation Action Plan identifies five outcomes that would constitute substantial progress towards the Transit Transformation vision and 27 near-term actions needed to achieve them.

The outcomes grew from 14 Task-Force-approved priority roles and responsibilities for network management reform consideration (see *Appendix III*), which were selected from a larger list of 21 roles and responsibilities that included mega-project delivery and oversight. An initial description of the roles and responsibilities was developed to clarify and guide Task Force discussions (see *Appendix IV*) and will be refined in the upcoming business case assessment.

Each action is targeted for completion within approximately one to three years and can be achieved through a combination of existing resources, increased efficiencies, and new funding. To succeed, funding and staffing resources must be identified and collaboration among transit operators, MTC and other stakeholders will need to continue and increase. Target completion dates are preliminary and subject to continued evaluation and refinement.

The actions outlined in this plan are steps that will build toward a transit vision requiring many years to fulfill. These near-term actions will yield immediate customer benefits while building momentum for longer-term improvements. The Action Plan's identified actions will not be sufficient on their own to achieve transit transformation; independent

#### **Transformational Outcomes**

Fares & Payment: Simpler, consistent, and equitable fare and payment options attract more riders.

**Customer Information:** Integrated mapping, signage and real-time schedule information makes transit easier to navigate and more convenient for both new and existing riders.

**Transit Network:** Bay Area transit services are equitably planned and integrally managed as a unified, efficient and reliable network.

Accessibility: Transit services for older adults, people with disabilities, and those with lower incomes are coordinated efficiently.

**Funding:** The Bay Area's transit system uses its existing resources more efficiently and secures new, dedicated revenue to meet its capital and operating needs.

and collaborative efforts by all transit operators must continue and expand. Joint legislative advocacy and consistent, well-researched public communication must be bolstered.

#### ACTION PLAN: OUTCOMES AND ACTIONS

The current grant-funded assessment of rail partnerships (see at right), which did not synchronize with the Action Plan's timing, is an example of an important related effort that may yield significant new recommendations related to transit transformation.

#### **Accelerated Actions**

Central to this Action Plan is an endorsement of three initiatives that were underway before the pandemic and were widely supported by the Task Force as being robust, transformative, and impactful. The Action Plan recommends that MTC accelerate these efforts and give them priority for funding and staffing resources relative to other actions.

- Fare Integration and Policy
- Mapping and Wayfinding
- Bus Transit Priority on Roadways

#### **Network Management Evaluation**

The Task Force requested that an independent assessment of network management alternatives be completed prior to the sunset of the Task Force to serve as the foundation for a more in-depth business case evaluation of these alternatives.

In developing their assessment of network management alternatives, the consultant team reviewed the Task Force's prior work, interviewed a range of Task Force members, utilized a half-day Ad Hoc Committee workshop and the June Task Force meeting to frame their evaluation criteria and

governance options. The consultants presented a Summary Report that compared governance models and proposed a framework for evaluating specific reforms before implementing them. This work took place in parallel to the Task Force's work in developing the Action Plan.

## Rail Partnerships Assessment: Project Delivery and Governance

Independent but related to the Network Management Business Case is a current grant-funded assessment of rail project delivery and governance. This rail assessment will be initiated in late summer 2021 and will evaluate various regional rail governance alternatives and megaproject delivery approaches across the region. While separate, the rail assessment will inform and be informed by the Network Management Business Case and ongoing rail governance policy considerations throughout the region and the state of California as a whole.







# **Fares and Payment:** Simpler, consistent, and equitable fare and payment options attract more riders.

Network Management Roles & Responsibilities:

**■ FARE INTEGRATION POLICY** 

#### **CURRENT & ONGOING EFFORTS**

- Clipper® regional transit-fare payment card
- Clipper START
- Inter-operator transfer policies
- Mobile payment apps

#### **FARES & PAYMENT**

ACTIONS	Target Completion Date	Action Partners	Estimated Range of Funding Needs*		
ACCELERATED					
1. Act on the Fare Coordination and Integration Study (FCIS) recommendations, including selecting and funding pilot projects.	December 2021	MTC, Transit Operators	TBD		
2. Determine whether existing authority is sufficient to support uniform implementation of FCIS recommendations.	December 2021	MTC, Transit Operators	\$		
<b>3.</b> Seek state legislation for additional authority, if needed, to ensure uniform and timely implementation of FCIS recommendations.	Mid-2022	MTC, State Legislators	\$		

<sup>\*</sup> Key to Estimated Range of Funding Needs:

 Customer Information: Integrated mapping, signage and real-time schedule information makes transit easier to navigate and more convenient for both new and existing riders.

## Network Management Roles & Responsibilities:

- BRANDING, MAPPING AND WAYFINDING
- TECHNOLOGY AND MOBILE STANDARDS
- MARKETING/PUBLIC INFORMATION

#### **CURRENT & ONGOING EFFORTS**

- Return-to-Transit campaign and future regional marketing campaigns
- 511 Infrastructure
- Business groups' employer surveys
- BART's station access signage & wayfinding standards update/ implementation

#### **CUSTOMER INFORMATION**

ACTIONS	Target Completion Date	Action Partners	Estimated Range of Funding Needs*		
ACCELERATED					
<ol> <li>Fund and finalize regional mapping and wayfinding standards for application across all operator service areas.</li> </ol>	Mid-2023	MTC, Transit Operators	\$		
5. Fund and complete 1-3 consistently branded North and East Bay subregional mapping and wayfinding pilot projects and adopt timeline for subsequent regionwide deployment across all service areas.	Late 2024	MTC, Sonoma, Solano, Eastern Alameda and Contra Costa counties	\$\$		
<b>6.</b> Fund and develop a regional mapping data services digital platform, to enable the standardization and routine updating of digital and paper maps across all transit services.	Late 2023	MTC, Transit Operators	\$		

<sup>\*</sup> Key to Estimated Range of Funding Needs:

 **Transit Network:** Bay Area transit services are equitably planned and integrally managed as a unified, efficient and reliable network.

Network Management Roles & Responsibilities:

- BUS/RAIL NETWORK MANAGEMENT REFORM
- CONNECTED NETWORK PLANNING
- CAPITAL PROJECT PRIORITIZATION
- BUS TRANSIT PRIORITY
- STATION HUB DESIGN REVIEW
- DATA COLLECTION AND COORDINATION

#### **CURRENT & ONGOING EFFORTS**

- Regional transit priority and arterial investment programs
- SFMTA emergency transit lanes
- Richmond-San Rafael, Dumbarton and Bay Bridge Forward projects
- Blue Ribbon Task Force and related collaborations
- Transit Sustainability Project (TSP)
- Synchronize schedule changes across operators
- Operators' schedule and hub transfer coordination improvements
- Operators' transit hub coordination framework
- Transit connectivity tool (software)
- Regional Annual Transit Passenger Survey

#### **BUS TRANSIT PRIORITY [speed & reliability]**

ACTIONS	Target Completion Date	Action Partners	Estimated Range of Funding Needs*		
ACCELERATED					
7. Request a Caltrans Deputy Directive that expedites State right-of-way bus priority Design Exceptions.	December 2021	CalSTA, MTC	\$		
8. Sponsor legislation to remove barriers to transit priority implementation.	Early 2022	MTC, Transit Operators	\$		
<b>9.</b> Fund the design and delivery of prioritized near-term transit corridor projects.	Mid-2022	MTC, Transit Operators, County Transportation Agencies (CTAs)	\$\$\$\$		

\* Key to Estimated Range of Funding Needs:

\$ = \$0 - 10 million \$\$\$\$ = \$101+ million \$\$ = \$10 - 50 million TBD = Estimate not \$\$\$ = \$51 - 100 million currently available

## Transit Network: (continued)

**BUS TRANSIT PRIORITY [speed & reliability]** (continued)

ACTIONS	Target Actio NS Completion Date Partne		Estimated Range of Funding Needs*	
ACCELERATED				
<b>10.</b> Select near-term HOV lane operating policies to advance to the State.	Mid-2022	MTC, Transit Operators, CTAs	\$	
<b>11.</b> Define a Cooperative Agreement process that expedites travel time improvements on arterials and bus rights-of-way.	tes travel time improvements on arterials Late 2022		\$	
12. Fund, develop and adopt a Transit Priority Policy and Corridor Assessment for improving bus speed and reliability on high-transit corridors and arterials, including identification of current bus speeds to establish a baseline.	Late 2023	MTC, Caltrans, CTAs, Transit Operators, Cities	\$	
BUS/RAIL NETWORK MANAGE	MENT REFOR	М		
13. Fund and complete a business case analysis of potential network management reforms, including resource requirements and implementation steps.	Mid-2022	MTC	\$	
14. Establish and support an MTC advisory group to guide the Network Management Business Case analysis.	Establish and support an MTC advisory bup to guide the Network Management October 2021		\$	
<b>15.</b> Provide financial incentives for Solano and Sonoma counties to complete their Integration Efficiencies initiatives.	December 2021	ecember 2021 MTC, CTAs		
<b>16.</b> Deliver Phase 1 Rail Partnership and Governance Assessment grant by late 2021 and Final Assessment by mid-2023.	Late 2021/ Mid-2023	МТС	\$	
17. Adopt Transit Equity Principles and a process for applying them.	Mid-2022	MTC, Transit Operators, CTAs	\$	
CONNECTED NETWORK PLAN	NING			
18. Fund, develop and adopt a Bay Area Connected Network Plan that includes transit service and hub categories, core service networks (such as Rapid Transit), funding requirements and next steps.	Late 2023	MTC, Transit Operators	\$	
19. Adopt a transit hub toolkit to optimize station design and connectivity that includes coordination with local government access plans and policies.	Late 2023	MTC, Transit Operators	\$	
DATA COLLECTION AND COOR	DINATION			
<b>20.</b> Establish protocols and implement uniform Realtime and transit pathway data collection as a foundation for providing consistent and accurate customer information.	Mid-2023	MTC, Transit Operators	\$	

**Accessibility:** Transit services for older adults, people with disabilities, and those with lower incomes are coordinated efficiently.

Network Management Roles & Responsibilities:

- ACCESSIBLE SERVICES (INCLUDING PARATRANSIT)
- CENTRALIZED PROGRAM ELIGIBILITY VERIFICATION

#### **CURRENT & ONGOING EFFORTS**

- Regional Transit Connection card (RTC discount)
- Integration of paratransit on Clipper Next Generation

#### **ACCESSIBILITY**

ACTIONS	Target Completion Date	Action Partners	Estimated Range of Funding Needs*
<b>21.</b> Designate a Mobility Manager to coordinate rides and function as a liaison between transit agencies in each county, consistent with the 2018 Coordinated Plan.	Mid-2022	MTC, Transit Operators, CTAs	\$
<b>22.</b> Fund additional subregional oneseat paratransit ride pilot projects and develop cost-sharing policies for cross jurisdictional paratransit trips.	Late 2022	MTC, Transit Operators, East Bay, Sonoma County, SF / Peninsula	\$\$
<b>23.</b> Identify the next steps for the full integration of ADA-paratransit services on Clipper Next Generation.	Late 2022	MTC, Transit Operators, Paratransit Providers	\$
<b>24.</b> Identify key paratransit challenges and recommend reforms through the Coordinated Plan update.	Early 2023	MTC, Paratransit Providers	\$
<b>25.</b> Adopt standardized eligibility practices for programs that benefit people with disabilities (paratransit and Clipper RTC).	Late 2022	MTC, Bay Area Partnership Accessibility Committee	\$

<sup>\*</sup> Key to Estimated Range of Funding Needs:

 **Funding:** The Bay Area's transit system uses its existing resources more efficiently and secures new, dedicated revenue to meet its capital and operating needs.

Network Management Roles & Responsibilities:

**■ FUNDING ADVOCACY** 

#### **CURRENT & ONGOING EFFORTS**

 Continue state and federal advocacy efforts for increased transit funding

#### **FUNDING**

ACTIONS	Target Completion Date		Estimated Range of Funding Needs*
<b>26.</b> Identify cost-saving efficiencies and network management funding needs as part of business case analysis.	Early 2022	MTC, Transit Operators	\$
<b>27.</b> Convene stakeholders to identify priorities and a funding framework for a transportation funding ballot measure that includes new funding for transit.	Late 2023	MTC, Transit Operators, CTAs, Stakeholders, the Public, NGOs	\$

<sup>\*</sup> Key to Estimated Range of Funding Needs:

### TRANSIT TRANSFORMATION ACTIONS SCHEDULE

NETWORK		TARGET COMPLETION DAT							DATE				
MA	NAGEMENT TCOMES	ACTIONS	20 MID	)21	EARLY	2022 MID	LATE	EARLY	2023 MID	LATE	EARLY	2024 MID	LATE
UU	I COIVIES	1. Act on the FCIS recommendations	טוואו	X	EARLI	IVIID	LAIE	EANLI	IVIID	LAIE	EANLI	MID	LAIE
FARES AND		Determine whether existing authority is sufficient for FCIS implementation	 	X									
PA	MENT	3. Seek state legislation for additional authority, if needed				V							
		Seek state legislation for additional authority, if freeded     Fund and finalize regional mapping and wayfinding standards				Х							
CU	STOMER	· · · · · · · · · · · · · · · · · · ·							X				
INF	ORMATION	5. Fund and complete 1-3 subregional mapping and wayfinding pilot projects											X
		6. Fund and develop a regional mapping data services digital platform								X			
		7. Request a Caltrans Deputy Directive on Design Exceptions		X									
		8. Sponsor legislation to remove barriers to implementation			X								
	Bus Transit Priority (Speed	Fund design and delivery of prioritized transit corridor projects				Х							
	and Reliability)	10. Select near-term HOV lane operating policies to advance to the State				X							
쏲		11. Define a Cooperative Agreement process					X						
<u> </u>		12. Fund, develop and adopt a Transit Priority Policy and Corridor Assessment								X			
NETWORK		13. Fund and complete a Network Management Business Case analysis				Х							
	Bus/Rail	14. Establish and support an advisory group to guide business case	Х										
.ISI	Network Management	15. Provide financial incentives for Integration Efficiencies initiatives		х									
TRANSIT	Reform	16. Deliver Rail Partnership and Governance Assessment (2 phases)		PH 1					PH 2				
-		17. Adopt Transit Equity Principles and a process for applying them				Х							
	Connected	18. Fund, develop and adopt a Bay Area Connected Network Plan								х			
	Network Planning	19. Adopt a transit hub toolkit to optimize station design and connectivity								х			
	Data Collection & Coordination	20. Establish protocols and implement uniform Realtime and transit pathway data collection							x				
		21. Designate a Mobility Manager in each county				Х							
		22.Fund one-seat paratransit ride pilot projects					Х						
AC	CESSIBILITY	23. Identify steps for ADA-paratransit integration on Clipper Next Generation					Х						
		24. Identify paratransit challenges and recommend reforms						Х					
		25. Adopt standardized eligibility practices for disability programs					х						
26. Identify efficiencies and network management		26. Identify efficiencies and network management funding needs			Х								
FUI	NDING	27. Convene stakeholders to guide transportation funding ballot measure								X			



## MOVING FORWARD: **NEXT STEPS**



## Keeping the Momentum

The Bay Area Transit Transformation Action Plan was unanimously approved at the final meeting of the Blue Ribbon Transit Recovery Task Force on July 26, 2021. The Action Plan seeks to advance transit transformation across the entire Bay Area and beyond through near-term actions combined with a commitment from transit operators to continue jointly tackling planning, finance, communication and operational issues related to COVID-19 pandemic recovery.

At the conclusion of its work, the Task Force forwarded to the Commission for consideration a charted path for next steps and future efforts to support the Task Force's vision (at right).



#### Charting a Path

#### **SUMMER 2021**

 Launch of Return-to-Transit Campaign (a communications toolkit developed by MTC and the transit operators to unify return-to-transit messaging delivered by individual agencies through a wide range of channels).

#### **SEPTEMBER 2021**

- MTC to consider acceptance of the Bay Area Transit Transformation Action Plan.
- MTC to consider appointing a limited-term (approximately one year) advisory group to work with the consultants to complete a business case analysis of network management alternatives.

#### OCTOBER - DECEMBER 2021

- MTC workshop to include discussion of Action Plan staffing and funding requirements. Action Plan prioritization and preliminary target dates will be evaluated and refined.
- Convene initial meeting of the Network
   Management Business Case Advisory Group.
- Kick off business case analysis of network management alternatives.

#### **JANUARY 2022 AND BEYOND**

- MTC and transit operators to work on implementing Action Plan items approved by MTC.
- In the first quarter of 2022, MTC will review Action Plan progress.
- Monitor and seek legislation to support the Action Plan.
- Make funding and timing adjustments based on assessment of the efforts.

#### **ACTION PLAN: NEXT STEPS**

#### A Shared Responsibility

This Action Plan is a near-term blueprint for removing barriers that stand in the way of the Bay Area having a world class transit system. It charts the first steps to be taken over the next three years on the path to transit transformation. While the recommendations are directed towards MTC as the convener of the Blue Ribbon Transit Recovery Task Force, its implementation will depend on the cooperation of the 27 transit operators, who each have independent control over their fares, schedules, route design, transfers, communication, and mapping and wayfinding.

Over the long term, achieving transit transformation will require substantial additional funding to provide the level and quality of service needed to attract many more riders. Gaining support for these funding increases, some of which are likely to require support by over two-thirds of voters, will partly depend on the extent to which the region is making demonstrable progress on this Action Plan.

MTC should convene stakeholders to identify priorities and a funding framework for a transportation funding ballot measure that includes new funding for transit. Another essential ingredient in the development of a funding plan that can deliver transit transformation will be inclusive and meaningful public engagement, particularly within underserved communities and with Bay Area residents most reliant upon public transit.



The members of the Blue Ribbon Transit Recovery
Task Force call upon all parties represented at the
Task Force and other interested stakeholders to
embrace the recommendations of the Action Plan and
to help bring them to fruition. If successful, the Bay
Area's future transit riders and those who appreciate
the critical role that it serves will look back on this
effort as a historic turning point when the region set
a new course towards a better, more unified transit
system that puts the rider first.





### TRANSFORMATION ACTION PLAN GOALS & OBJECTIVES

#### **ADOPTED NOVEMBER 16, 2020**

#### **Transit Transformation Definition:**

Design, adequately invest in and effectively manage a public transit network that is equitable, inclusive, frequent, affordable, accessible and reliable; is integrated with unified service, fares, schedules, customer information and identity; and serves all Bay Area populations, resulting in increased transit ridership and reduced growth in vehicle miles traveled.

#### **GOAL 1: Recognize Critical Recovery Challenges Facing Transit Agencies**

Defer post-recovery service planning to allow Bay Area transit agencies to prioritize difficult fiscal and service choices in the midst of increasing uncertainty.

- A. Encourage timely additional MTC funding and regulatory relief during the Transit Recovery period.
- B. Advocate for timely additional federal and state funding to support Recovery.
- C. Receive quarterly Stage 2 updates from Operators and MTC.
- D. Support regional funds for inclusive rider research and return-to-transit communications.

### **GOAL 2: Advance Equity**

Integrate and be accountable to equity in policy, service delivery and advocacy recommendations, as embodied in MTC's Equity Platform.

- A. Develop specific Equity Principles to guide Transit Transformation planning.
- B. Include focused outreach to current riders, underserved populations, and persons with disabilities to inform the Transformation Action Plan.

# **GOAL 3: Identify near-term actions to implement beneficial long-term Network Management & Governance reforms**

Develop business case and identify specific next steps to deliver public transit network management and governance reforms that will fulfill long-term transit transformation.

- A. Develop a clear Problem Statement that addresses what issues or problems Network Management reforms seek to resolve.
- B. Using prior MTC analyses and qualified professionals, evaluate regionwide network management alternatives, addressing issues of legal authority, labor, scope of duties, oversight, and increased budget requirements and savings. Recommend near-term reform actions.
- C. Using MTC staff and qualified professionals, identify and support near-term consolidation opportunities focused in, but not limited to, smaller transit markets with multiple transit operators to provide a more connected service to the customer, where feasible.
- D. Propose state and regional policy and legislative actions to support transit transformation and expedite implementation of transit priority advantages on streets and highways.

# APPENDIX I – TRANSFORMATION ACTION PLAN GOALS & OBJECTIVES

# **GOAL 4: Establish how current MTC and state transit initiatives should integrate with Network Management & Governance reforms**

Review the scope, timing and decision process of current MTC and state transit initiatives and identify specific actions to integrate them with Management & Governance reforms.

- A. Receive presentations on several current MTC transit initiatives and comment on their relationship to Management & Governance reforms.
- B. Receive state presentation on CalSTA initiatives that inform management and governance reform.

### TRANSIT NETWORK MANAGEMENT PROBLEM STATEMENT

#### **ADOPTED MARCH 22, 2021**

#### Context

By June 2021, the **Blue Ribbon Transit Recovery Task Force (BRTF)** is expected to submit a Transit Transformation Action Plan (Plan) that identifies actions needed to re-shape the region's transit system into a more connected, more efficient, and more user-focused mobility network across the entire Bay Area megaregion. In November 2020, the BRTF adopted four Plan goals, including Goal 3A, which states: "Develop a clear Problem Statement that addresses what issues or problems Network Management reforms seek to resolve."

#### Working toward this result is not a new idea.

- MTC's Resolution 3866 incorporates nearly 50 years of legislated transit coordination mandates, including administering fare revenue-sharing, governing inter-operator transfers, and deciding discretionary fund sources and amounts to achieve coordination and connectivity.
- In 2012, MTC adopted the Transit Sustainability Project, which identified specific goals and objectives related to ridership, customer-focus, and regional coordination.<sup>1</sup>
- In 2019-2020, FASTER, a multi-stakeholder effort, developed a strategy and funding plan to achieve more coordinated transit planning, effective project delivery, and more integrated fares and schedules.
- In 2019, Assemblymember Chiu introduced AB2057, state legislation that prioritized institutional reforms that would support a more seamless public transportation network, including ensuring core levels for transit-dependent populations.
- In 2021, MTC's Plan Bay Area 2050 Blueprint identified several beneficial transit program
  enhancements needed to create an expanded, fast, frequent, efficient, and safe multi-modal
  transportation system that includes efficient intercity trips complemented by a suite of local
  transportation options.

Despite these efforts, significant barriers to the BRTF's vision still exist and must be addressed in a region where physical geography, jurisdictional boundaries, urban settlement patterns and travel patterns overlap and intersect in complicated ways, while also considering how megaregional and interregional travel services will interface with the Bay Area system. Currently, the COVID-19 pandemic has created an acute, existential crisis for transit, with an average reduction in ridership of 77% by the end of 2020², and it is unclear when, and to what extent, ridership will return.

<sup>1</sup> MTC - Transit Sustainability Project, May 2012

<sup>2</sup> Operator provided information; from BRTF meeting/ December 14, 2020

# APPENDIX II – TRANSIT NETWORK MANAGEMENT PROBLEM STATEMENT

Prior to the pandemic, UCLA completed a study for MTC³ that determined that in 2017 and 2018, the Bay Area lost over 5% of its annual riders, despite a booming economy and service increases. The decline occurred even as most major operators increased service in terms of both mileage and hours of operation. The steepest ridership losses came on buses, at off-peak times, on weekends, in non-commute directions, on outlying lines, and on lines that did not serve the region's core employment clusters. It also cited ridesharing as a possible cause of declining transit ridership.

Transit also faces substantial financial challenges. Operating expenses are subject to intense inflationary pressures and capital construction costs have escalated precipitously over the past decades. Locally generated sales or property taxes have restrictions limiting an agency's ability to serve areas outside their county and local return on services is critical to retain public support. In world-wide systems cited as comparison, there is significantly greater funding dedicated to public transit.

Some of the factors contributing to transit's ridership decline and equitable access cannot be solved by transit operators alone. Bay Area governments and the planning profession at large have played a central role in systematically denying opportunities to communities of color through practices like redlining, the clearance of neighborhoods for construction of urban highways, exclusionary zoning, redevelopment, policing bias and outright discrimination and segregation. Low gasoline prices also affect public transit ridership in the Bay Area.

If sustained, this decline in ridership threatens to plunge the region's transit system into a downward spiral, jeopardizing both the near- and long-term financial viability of individual transit operators, negatively impacting riders, and fundamentally undermining the value of the public's past and future investments in transit as a public good. In addition, the region's roadway system has insufficient capacity to absorb the traffic increase that would occur with the collapse of transit systems, creating greater travel delay and greenhouse gas emissions.

**Problem Statement Summary:** Public transit services in the San Francisco Bay Area are operated by 27 agencies, each with its own unique policies, procedures, and operating practices best suited for their immediate service areas and local priorities; and not organized to support customer-friendly, inter-agency travel. Strong collaborative action is needed to restore and grow transit ridership to reach the ambitious targets associated with Plan Bay Area 2050's vision of a more affordable, connected, diverse, healthy, and vibrant Bay Area for all.

The COVID-19 Pandemic has dramatically reduced the ridership of the Bay Area's transit system – and it is unclear when, and to what extent, ridership will return. In the near-term, the pandemic has created an acute, existential crisis for transit, however this only underscores and deepens the pre-existing problem of declining demand for transit in the region as a whole. If sustained, this decline in ridership threatens to plunge the region's transit system into a downward spiral, jeopardizing both the near- and long-term financial viability of individual transit operators and negatively impacting riders.

<sup>3</sup> UCLA Institute of Transportation Studies, "What's Behind Recent Transit Ridership Trends in the Bay Area?" February 2020

# APPENDIX II – TRANSIT NETWORK MANAGEMENT PROBLEM STATEMENT

**Restoring and growing transit ridership** will require an ongoing multi-front effort that addresses the challenges that transit faces across multiple geographies and levels of government. Much of this work is and will be focused at the local and sub-regional level — where the vast majority of transit trips currently occur. As the pandemic subsides, however, there is also a significant opportunity at the regional scale to create a more efficient, coordinated and customer-friendly system that better serves existing riders and attracts new ones.

Below are key problems identified by the Ad Hoc Problem Statement Working Group.

#### Organizational/Institutional Challenges

- There is a lack of transit priority on surface roads.<sup>4</sup> Transportation institutions and decision-making procedures are not developing and managing rights-of-way in a coordinated manner, both regionally and in many cases locally, to optimize transit speed, service investments and the region's efforts to grow transit mode share and reduce greenhouse gas emissions.
- Network management resources and authority are insufficient to ensure frequent, reliable service to key destinations across boundaries of multiple agencies, with efficient connections at multimodal hubs.
- Cooperation on coordinated approaches across multiple agencies is time-consuming and unpredictable.
- There is a need to improve local school access and inter-agency paratransit service in an effective and efficient manner.<sup>5</sup>
- A lack of unified, robust data collection and management impedes nimble, equivalent service planning and performance evaluation.

#### **Customer Experience**

- Bus travel is slow and unreliable because of vehicles getting stuck in traffic, inefficient stop spacing and transfer facilities, and where schedules create long wait times.
- While being studied now, fares remain confusing, vary by agency, create penalties for using more than one operator, have inconsistent discount policies and are unaffordable for lowincome riders.<sup>6</sup>
- While being studied now, a lack of unified services for trip planning, real-time information, mobile payment technologies and wayfinding maps and signage confuses existing riders and impedes opportunities to grow ridership.<sup>7</sup>
- Large operators' customers are expressing greater rider health and safety concerns.<sup>8</sup>

<sup>4</sup> MTC - Plan Bay Area 2050: A Blueprint for the Bay Area's Future, December 2020

<sup>5</sup> MTC - Coordinated Public Transit-Human Services Transportation Plan Update, March 2018

<sup>6</sup> MTC Fare Integration Task Force is currently developing a business case and phased implementation recommendation.

<sup>7</sup> MTC – Bay Area Core Capacity Study, September 2017

<sup>8</sup> BART, Caltrain Rider Surveys

# APPENDIX II – TRANSIT NETWORK MANAGEMENT PROBLEM STATEMENT

#### **Past and Current Disparities**

- Failed regional housing and development policies have resulted in the displacement of low income residents and people of color to car-dependent communities, reducing full access to economic opportunities due to longer, less convenient, and more expensive mobility options.<sup>9</sup>
- There is no centralized plan to address the legacy of disenfranchisement and marginalization
  of these communities. Those most harmed by past and current exclusion are not centered
  throughout the development and implementation of future solutions.

### **Transit Costs and Funding**

- Bay Area transit agencies are not uniformly funded, creating disparate challenges among operators. Current and future service coordination efforts can only offer limited benefits without additional funding, which has not yet been identified.<sup>10</sup>
- The potential to raise additional needed revenues to advance the transit system and levels of service will be more difficult until an integrated, aligned and coordinated system is in place.
- Integrated local, state and federal transit revenue strategies need to be developed in a regionally supported forum.
- Opportunities for administrative and operational efficiencies such as centralization of business functions and systems, unified data collection, procurement and delivery of capital investments varies greatly among transit operators depending on the type of service each provides.<sup>11</sup>
- Changing current funding levels or priorities cannot be done without understanding difficult tradeoffs.

<sup>9</sup> MTC – Plan Bay Area 2040 Equity Analysis, July 2017 / MTC – Plan Bay Area 2050 Equity and Performance Outcomes, December 2020

<sup>10</sup> MTC - Transit Sustainability Project, May 2012

<sup>11</sup> MTC - Transit Sustainability Project, May 2012

### **APPENDIX III**

# PRIORITY ROLES AND RESPONSIBILITIES FOR NETWORK MANAGEMENT ALTERNATIVES EVALUATION

#### **ADOPTED WITH AMENDMENTS MAY 24, 2021**

Network Management Outcomes	Roles & Responsibilities <sup>1</sup>
<b>FARES AND PAYMENT:</b> Simpler, consistent, and equitable fares and payment options attract more riders.	Fare Integration Policy
CUSTOMER INFORMATION: Integrated mapping, signage and real-time schedule information makes transit easier to navigate and more convenient for both new and existing riders.	<ul> <li>Branding, Mapping and Wayfinding</li> <li>Marketing / Public Information</li> <li>Technology and Mobile Standards (Real Time Info)</li> </ul>
TRANSIT NETWORK: Bay Area transit services are equitably planned and integrally managed as a unified, efficient and reliable network.	<ul> <li>Bus Transit Priority</li> <li>Connected Network Planning</li> <li>Station Hub Design Review</li> <li>Data Collection and Coordination</li> <li>Capital Project Prioritization</li> <li>Bus Network Management Reform</li> <li>Rail Network Management Reform</li> </ul>
ACCESSIBILITY: Transit services for older adults, people with disabilities, veterans and those with lower incomes are coordinated efficiently.	<ul> <li>Accessible Services (including Paratransit)</li> <li>Centralized Program Eligibility Verification</li> </ul>
FUNDING: The Bay Area's transit system uses its existing resources more efficiently and secures new, dedicated revenue to meet its capital and operating needs.	Funding Advocacy

<sup>1</sup> Mega-project Delivery and Oversight was modified by the Task Force to be a consideration but not a focus of the Network Management Alternatives Evaluation. Six additional roles and responsibilities that were considered for Network Management alternatives evaluation but not adopted were: Current Services Coordination, Capital Project Prioritization, Performance Management Standards, Procurement and Contracting, Emergency Coordination, and School Services.

# INITIAL DESCRIPTIONS ON NEAR-TERM PRIORITY ROLES AND RESPONSIBILITIES FOR NETWORK MANAGEMENT EVALUATION

#### **REVISED TO REFLECT MAY 24, 2021 TASK FORCE ACTION**

To aid in the Blue Ribbon Transit Recovery Task Force's discussion of network management roles and responsibilities, initial descriptions of roles and responsibilities were drafted to clarify and guide feedback during prioritization. Additional definition of the roles and responsibilities will be developed during the business case assessment.

**Initial Near-Term Priority Roles and Responsibilities Definitions** 

Network Management Outcomes	Roles & Responsibilities	Description
FARES AND PAYMENT: Simpler, consistent, and equitable fares and payment options attract more riders.	Fare Integration Policy	Findings from the Fare Coordination and Integration Study will guide the implementation recommendations for regional fare integration, with an emphasis on increasing equity and transit ridership. Specific actions are to be determined.
CUSTOMER INFORMATION: Integrated mapping, signage and real-time schedule information makes transit easier to navigate and more convenient for both new and existing riders.	Branding, Mapping, and Wayfinding	Develop new regional standards and processes for creating and deploying new harmonized mapping, wayfinding, and branding products. Processes will streamline and expedite delivery for consistent, comprehensive information at a greatly increased number of transit access points throughout the region. The development of mapping, wayfinding, and branding standards builds on elements of MTC's current effort - the Hub Signage Program. Part of this effort overlays with the "Station Hub Design Review" area to facilitate passenger movements but could also make recommendations to improve physical footprint and transfer path of travel.

Initial Near-Term Priority Roles and Responsibilities Definitions (continued)

Network Management Outcomes	Roles & Responsibilities	Description
(continued) CUSTOMER INFORMATION: Integrated mapping, signage and real-time schedule information makes transit easier to navigate and more convenient for both new and existing riders.	Technology and Mobile Standards	Coordination and administration of data and technology standards encompasses both scheduled and real-time passenger information standards, implemented through core and extended GTFS and GTFS-Realtime standards. Coordination with state initiatives and neighboring regions can be done if relevant. Work elements may include support for creation of GTFS and GTFS-Realtime feeds for agencies that do not have them and ongoing technical assistance with data feeds such as testing, validation, and QA/QC.
	Marketing/Public Information	Regional collaboration on marketing campaign creation and promotion to ensure consistent messaging across all Bay Area transit operators. This may also include market research efforts that are conducted on a regular basis in order to establish regional comparative data.
TRANSIT NETWORK: Bay Area transit services are equitably planned and integrally managed as a unified, efficient, and reliable network.	Bus Transit Priority	The focus of this work is on projects, programs and policies that enable buses to achieve travel time benefits over private automobiles. Specific areas may include dedicated transit lanes, bridge approaches, and regional and local arterials; bus-on-shoulder; connections to intermodal transit stations; and buses on HOV/Express Lane facilities. Projects may be advanced on either Caltrans ROW and/or local city streets. This effort may also establish common standards for signal priority equipment and software. Advancing CEQA (continued on next page)

Initial Near-Term Priority Roles and Responsibilities Definitions (continued)

Network Management Outcomes	Roles & Responsibilities	Description
(continued) TRANSIT NETWORK: Bay Area transit services are equitably planned and integrally managed as a unified, efficient, and reliable network.	(continued) Bus Transit Priority	(continued) Streamlining legislation (such as extending and broadening SB 288) would serve to remove project implementation barriers, particularly in relation to transit priority.
	Connected Network Planning	The structure of transit service delivery varies throughout the Bay Area and the pressures on local decision makers to be responsive to local transit demand make it difficult to coordinate a multi-agency view of how cross jurisdictional trips might be better served on a joint basis. The design of the existing Bay Area transit network could be improved with a focused multi-agency effort on regional and subregional service planning to deliver an effective transit system that can attract more riders and be more reliable, connected, and customer oriented. Elements of this work could include express bus network planning, identification of regional routes, gap identification for interjurisdictional trips, operating and capital connectivity improvements at intermodal hubs and beyond.
	Station Hub Design Review	Part of this effort overlays with the "Branding, Mapping and Wayfinding" area to facilitate passenger movements but could also make recommendations to improve physical footprint and transfer path of travel. Major capital projects and station access improvements must be informed by, coordinated with, and supported by the surrounding community. The intent is to plan (continued on next page)

Initial Near-Term Priority Roles and Responsibilities Definitions (continued)

Network Management Outcomes	Roles & Responsibilities	Description
(continued) TRANSIT NETWORK: Bay Area transit services are equitably planned and integrally managed as a unified, efficient, and reliable network.	(continued) Station Hub Design Review	(continued) and design hubs for ease of use and navigation so that wayfinding becomes more intuitive and effective and connected with the community.
	Data Collection and Coordination	Better define data standards, develop common data definitions, and enhance regional data clearinghouse efforts to better make data available to both the region and operators for local and regional network management and coordination.
	Capital Project Prioritization	Based on projects identified in the adopted Plan Bay Area 2050 Blueprint, assess, identify, and prioritize transit capital projects for funding and development.
	Bus Network Management Reform	Develop a transit network management business case and identify specific next steps to deliver public transit network management and governance reforms that will fulfill long-term transit transformation. Bus will be one component of the larger regional transit network analysis.
	Rail Network Management Reform	Develop a transit network management business case and identify specific next steps to deliver public transit network management and governance reforms that will fulfill long-term transit transformation. Rail will be one component of the larger regional transit network analysis. Through a Caltrans Sustainable Communities Grant, MTC may develop a rail focused analysis that would feed into the Transit Network Management business case assessment.

Initial Near-Term Priority Roles and Responsibilities Definitions (continued)

Network Management Outcomes	Roles & Responsibilities	Description (continued)
ACCESSIBILITY: Transit services for older adults, people with disabilities, veterans and those with lower incomes are coordinated efficiently.	Accessible Services (including Paratransit)	Reduce barriers between different types of services for older adults and persons with disabilities, including both fixed-route and paratransit services. Special consideration should be given to service and public transit infrastructure around destinations frequented by passengers with accessibility needs. Pilot projects should be explored at the regional and subregional levels to determine functional best practices and ensure program designs are sustainable.
	Centralized Program Eligibility Verification	Cost effectively determining eligibility for ADA paratransit service, age/income based programs, and other eligibility-based policies through a centralized regional provider. Once verified by the central provider, operators need to be able to confirm individual program eligibility and conditions/restrictions without additional effort from the passenger.
FUNDING: The Bay Area's transit system uses its existing resources more efficiently and secures new, dedicated revenue to meet its capital and operating needs.	Funding Advocacy	Secure existing and new revenue to assist in the advancement of transit initiatives, the sustainability of transit, and implementation of recommendations from the Blue Ribbon Transit Recovery Task Force.









# Blue Ribbon Task Force Transit Recovery & Transformation: Research Overview & Results

EMC Research, Bay Area Council, & MTC Staff
May 27, 2021

### **Return to Transit Campaign Update**

- MTC and transit operator marketing staff are developing a Return to Transit Communication Campaign that will include print, digital, social media and audio advertising.
- Craft + Commerce, MTC's marketing contractor, developed five campaign concepts that were narrowed down to three.
- ▶ EMC Research is message testing the three concepts; Imprenta Communications, an ethnic communications firm, is testing the concepts in Spanish, Chinese, Vietnamese and Tagalog.
- Testing will be completed in early June. The three campaigns will be narrowed down to one.
- ▶ Campaign will be built out by early July and promoted in summer or fall.

### Blue Ribbon Research Overview

\_\_\_\_

- Since mid-2020, EMC Research and Bay Area Council have been providing public opinion and employer research support
- Research efforts have included:
  - Two reviews of prior opinion research conducted in the Bay Area
  - Two rounds of community focus groups (most recent round in April, in English, Spanish, Cantonese, and with persons with disabilities)
  - Statistically valid random sample poll of 1,000 Bay Area residents (mid-April)
  - Employer focus groups and monthly return to workplace tracking surveys (April September)
- ▶ Bay Area Resident Poll & Community Focus Groups designed to:
  - · Understand transit perceptions and expectations for the future
  - Measure interest in more integrated Bay Area public transit & Seamless bill
  - · Gauge reaction to issues addressed by network management

As with any opinion research, the release of selected figures from this report without the analysis that explains their meaning would be damaging to EMC. Therefore, EMC reserves the right to correct any misleading release of this data in any medium through the release of correct data or analysis.

Please note that due to rounding, percentages may not add up to exactly 100%.

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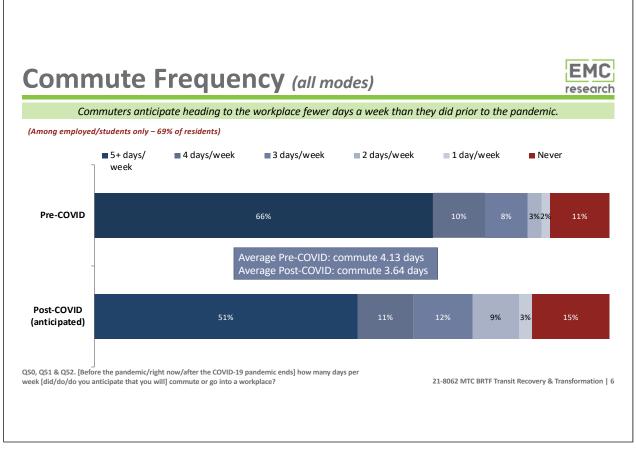
## **Summary of Research Findings**



- Bay Area residents, both transit riders and not, were not satisfied with public transit prior to the pandemic, and they demand better and encourage that now is the time to act. Reliability, frequency, ease of use, and personal safety on board are all viewed as inadequate.
- Most Bay Area residents (87%) believe public transit is important to the Bay Area. **Reliable, frequent, and safe transit for the Bay Area** is a priority for nearly everyone, whether they ride or not.
- ▶ Coordinated public transit that operates as a **seamless**, **multimodal transit system** for the Bay Area is overwhelmingly popular (89% support). Support is high across riders and non-riders, and all regions of the Bay Area.
- Bay Area residents all want the same things, including real-time information, better transit for dependent populations, more direct service with fewer transfers, a single mobile app, uniform maps and signage, a single set of fares, passes, and discounts, and a regional network that can set fares, align schedules, and standardize information.



# Commute Frequency & Transit Use



### **Work from Home**

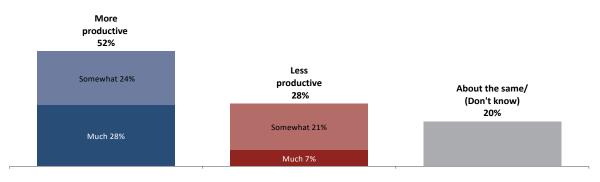




There is evidence that employees are not particularly unhappy in their work at home environment.

How would you rate your productivity working at home?\*

Among employed working from home always or sometimes; n=430



<sup>\*</sup> Question from Bay Area Council Bay Area Poll – March 2021

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### **Employer Return to Office**



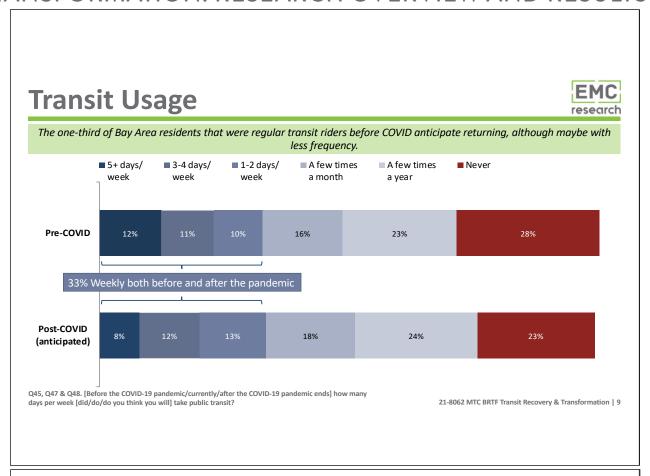


Employers surveyed are anticipating their employees will generally spend fewer days in the office post-COVID than they did prior.

Most employers anticipate <u>beginning</u> to bring non-essential employees back to offices in late summer/early fall. A majority think their "new normal" will be in place by mid-fall, while about a third felt it might be closer to the end of the year, or even early 2022.

Most employers surveyed support the use of public transit as a way for their employees to commute to the workplace.

In addition to COVID safety concerns, employers want improved efficiencies in the transit system such as improved reliability, more service, and reduced wait times.



## Focus Groups: Transit & Commuting



Focus group participants generally felt they would return to transit when they went back to their regular activities.

"I imagine that there will be some sort of hybrid where I would need to go back and be in person. But I don't imagine that it would be every day. I think it would probably be like twice a week or maybe three times."

-- Pre-pandemic transit rider



"Once I feel that everything is safe, I will be going back to using the Caltrain, not as often, just because our workplace has expressed the idea of maybe doing part-time remote and then part-time in the office."

-- Pre-pandemic transit rider

"I haven't taken BART since March (2020), but I have every intention, post vaccine rollout, post normalcy to return to taking BART."

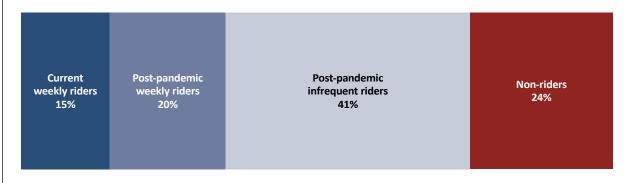
-- Pre-pandemic transit rider

"I would love to be able to go to a Giants game, go to the museums, go to the concerts and the things that I used to go to with other people. That's just what I'm waiting for, venues and things like that to open up again."

-- Pre-pandemic transit rider

## **Transit Usage Groupings**





Current Weekly Riders: Currently taking transit at least once a week

Post-pandemic Weekly Riders: Anticipate taking transit at least once a week post-pandemic

Post-pandemic Videous Anticipate taking transit least once a week post-pandemic

Post-pandemic Infrequent Riders: Anticipate taking transit less than once a week post-pandemic (but more than never)

**Non-Riders:** Do not anticipate taking transit at all post-pandemic

Segmentation created from questions 47-48.

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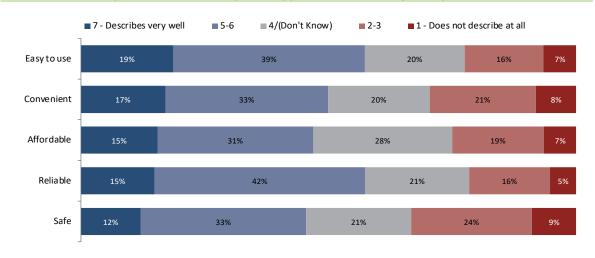


**Transit Perceptions** 

### **Pre-COVID Transit Perceptions**



#### Bay Area residents were not particularly positive about transit before the pandemic.



Q5-Q9. How well does each of the following describe public transit in the Bay Area  $\underline{\text{before}}$  the pandemic?

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## Focus Groups: Transit Perceptions



Riders in the focus groups had a range of concerns about public transit in the Bay Area.

"It would be safer if it was on time. Transit is not on time. You just wait on the street, wait for the bus before you get on. Someone already robbed you."

-- CBO focus group participant (Cantonese language

"BART is nasty and grimy, anyway. So it's like, if you can survive a BART train, you'll survive COVID."

-- Pre-pandemic transit rider



"Paying all the different prices and figuring out every different schedule is kind of a lot for someone who solely uses public transportation."

> -- CBO focus group participant (English language group)

"If I miss my ferry I don't want to have to pay extra cash to jump on another mode of transportation."

> -- CBO focus group participant (English language group)

"The rate of the AC Transit kept going up year by year, even though I'm a senior and I'm on a fixed income. So the increase in that and the increase in BART fares also deeply affected me. It is becoming more difficult to be able to afford transit."

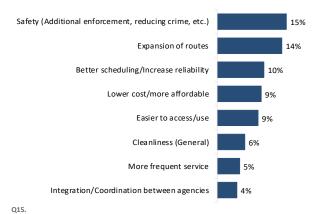
-- CBO focus group participant (English language group)

### **Future Transit Improvements: Top Responses**



Nearly all Bay Area residents could name something they would like improved about Bay Area transit, with safety, convenience, reliability and affordability mentioned frequently.

What specific improvements to public transit in the Bay Area do you think we should make today that future generations will thank us for tomorrow?



Only 16% of residents were unable to offer a suggestion on how to improve public transit in the Bay Area

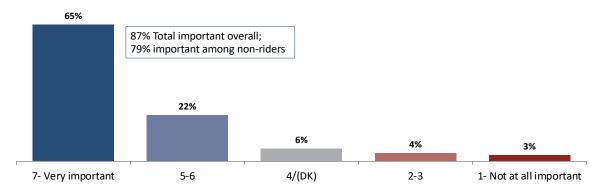
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# Importance of Transit to the Bay Area



Public transit is seen as important for the Bay Area by nearly everyone, including those who don't ride transit.

Overall, how important is public transit for the Bay Area?



### Focus Groups: Importance of Transit



Focus group participants talked about the importance of transit both to their own lives but also to the entire area. The connection of better transit to the environment was a common theme as well.

"We need to have a **multimodal system that services the entire region**, we need to have paratransit, we need to have rail, we need to have buses, we need to have shuttles...we need to have all kinds of modes of travel and we need to have service that goes where people need to use the service, we need reliable service, we need frequent service."



-- CBO focus group participant (Persons with disabilities group)

"Now, gas is very expensive. Also, people don't drive. And when it comes environmental protection, less driving is less emission, it's better for air quality. We're all getting old. **We need public transit**. That's part of our daily living."

-- CBO focus group participant (Cantonese language group)

"So we get people back on public transit, rather on cars and stuff that it would be healthier for us, it's healthy for our children and our future, and it would be more convenient as well."

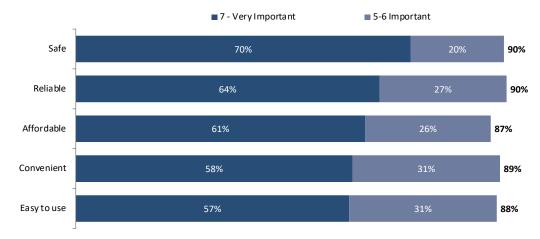
-- CBO focus group participant (English language group)

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### **Post-COVID Transit Importance**



Bay Area residents place a high value on public transit system that is easy to use, convenient, affordable, reliable, and safe.



Q10-Q14. Now think about the future of public transit <u>following</u> the COVID-19 pandemic. For each of the following, please tell me how important they are to the future of the Bay Area's public transit system.



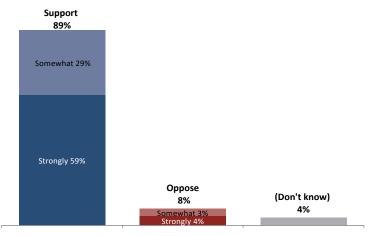
# Bay Area Seamless and Resilient Transit Act

# **Support for Seamless Concept**

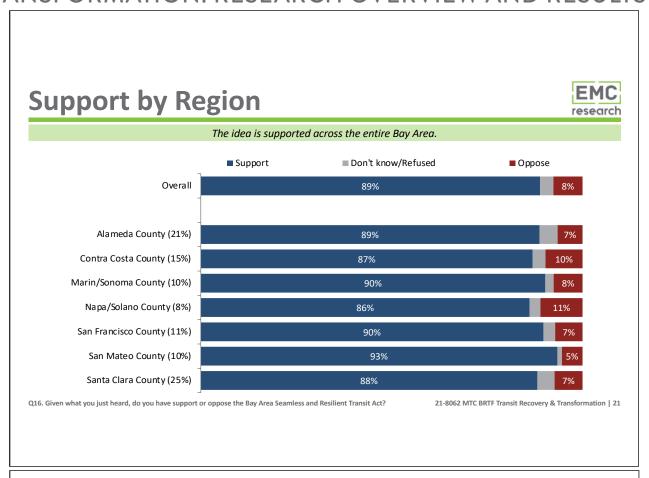


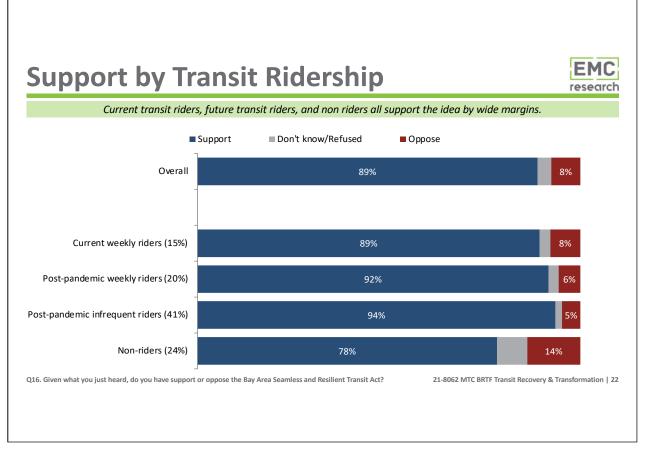
Support for the idea of better coordinated seamless transit for the Bay Area is nearly universal.

A bill has been introduced in the state legislature called the Bay Area
Seamless and Resilient Transit Act.
This bill would coordinate all of the public transit systems in the Bay Area to operate as one seamless, multimodal transit system, including consistent mapping and signage to make transit easier to navigate, regional fares so riders pay one fare for their entire trip even if they have to transfer, and real-time vehicle location data so riders know when a bus, train, or ferry will arrive.



Q16. Given what you just heard, do you have support or oppose the Bay Area Seamless and Resilient Transit Act?





### Focus Groups: Support for Integrated System



Focus group participants groups felt a more integrated system would help them get where they are going more easily, comfortably, and quickly.



"When you say integrated, it sounds like if a lot of the agencies kind of work together to make sure that their riders are happy and that they're comfortable and that they're safe...they're doing a service for the Bay Area, so they should all kind of be on the same page."

-- CBO focus group participant (English language group)

"I think if there was an integrated system, more people would use it."

-- CBO focus group participant (Spanish language aroup)

"VTA has a totally different system than BART. And then...San Mateo has a different system and they're all...taking people to work in San Francisco so they should be synchronized."

-- CBO focus group participant (English language group)

"I think that it would be good if they were to **make connections in different locations and connect them all** so that people who take them, it'll be more accessible for them. That way they can know all of the options...and they would know how to...transfer from the bus to the train and get to the place where they have to go.

-- CBO focus group participant (Spanish language group)

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### **Elements of Seamless**



### Bay Area residents all want the same things:

- ▶ 92% find real-time information on wait times and vehicle locations important
- ▶ 91% 93% find better transit for dependent populations important
- 91% find more direct service, fewer transfers, and shorter wait times important
- 88% find a regional network that can set fares, align routes and schedules, and standardize information important





### **Elements of Seamless**



#### Bay Area residents all want the same things:

- 92% find easy to use and uniform maps and signage important
- 90% find a single mobile app for planning,
   schedules, and information important
- ▶ 89% find a single set of fares, passes, discounts, and transfer policies important
- 80% find dedicated travel lanes along key transit routes for buses and carpools important



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### Focus Groups: Elements



Focus group participants were particularly enthusiastic about fare, schedule, and information coordination.



"I would love to see all the systems working with each other, I would love to see fares working with each other so that it's not a major mess to try to go on nine different systems with nine different fares."

-- CBO focus group participants (Persons with disabilities group)

"Let people know what direction buses and transit is going and **how long it would take** for those systems to arrive at that point and **how frequently it will get to you.**"

-- CBO focus group participants (English language group)

When asked if they liked the idea of **paying just one fare** to get to their destination even if they took multiple modes:

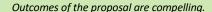
- "That sounds like a dream come true"
- "That would be excellent"
- "Tell us when that's going to happen"
- -- CBO focus group participants (Spanish language group)

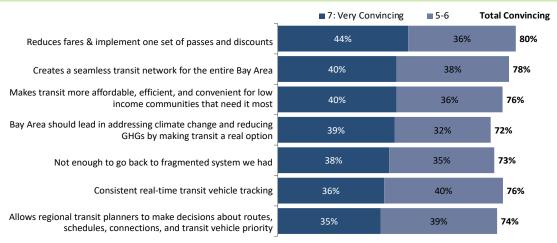
"I'm thinking, if I could get to that job with only one bus or maybe one transfer in under two hours that would be nice. But if I have two, three different ones, and if it takes me anything over an hour, it's a lost cause. Forget it."

-- Pre-pandemic transit rider

## **Impact of Additional Information**







\* Wording of questions condensed for presentation purposes: full statements available in topline report.

Q30-36. How convincing is each statement is to you as a reason to support the Bay Area Seamless and Resilient Transit Act? 21-8062 MTC BRTF Transit Recovery & Transformation | 27

# Focus Groups: Elements



Focus group participants were particularly enthusiastic about fare, schedule, and information coordination.



"I would love to see all the systems working with each other, I would love to see fares working with each other so that it's not a major mess to try to go on nine different systems with nine different fares."

-- CBO focus group participants (Persons with disabilities group)

"Let people know what direction buses and transit is going and how long it would take for those systems to arrive at that point and how frequently it will get to you."

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When asked if they liked the idea of **paying just one fare** to get to their destination even if they took multiple modes:

- "That sounds like a dream come true"
- "That would be excellent"
- "Tell us when that's going to happen"
- -- CBO focus group participants (Spanish language group)

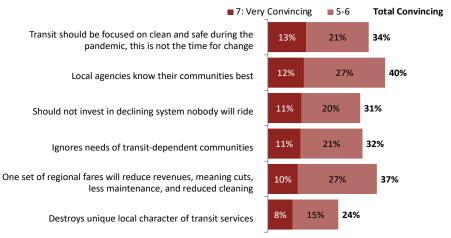
"I'm thinking, if I could get to that job with only one bus or maybe one transfer in under two hours that would be nice. But if I have two, three different ones, and if it takes me anything over an hour, it's a lost cause. Forget it."

-- Pre-pandemic transit rider

# **Impact of Counter Information**



Information against the idea of integrated regional transit has limited impact.



\* Wording of questions condensed for presentation purposes: full statements available in topline report.

Q38-43. How convincing is each statement is to you as a reason to oppose the Bay Area Seamless and Resilient Transit Act?

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### Focus Groups: Concerns



There were some concerns from focus group participants about implementation and unintended consequences.



"Negative things will be people, they go short distance, they have to pay more, be more expensive."

> -- CBO focus group participants (Cantonese language group)

"Transit agencies have a habit of only caring about the choice riders. I think transit dependent riders should be front and center."

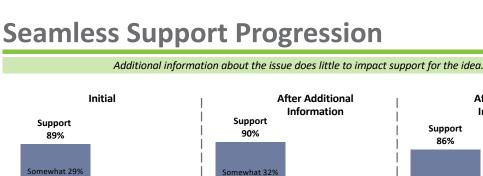
-- CBO focus group participants (Persons with disabilities group)

"What I'm afraid that might happen is if this network integration happens, we better not make some bad precedent or do something wrong, that has something really crappy baked into it, that is really hard to get out."

-- CBO focus group participants (Persons with disabilities group)

"You can look the old BART (online) platform. It basically just was an app, but it just pulled up the old school web page, so it didn't really actually provide any real specifically helpful things."

-- CBO focus group participants (English language group)



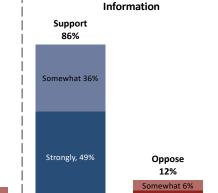
Strongly, 57%

Oppose

8%

Oppose

8%



**After Counter** 

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### **Conclusions**

Strongly, 59%



research

- Transit riders in the Bay Area do anticipate returning to transit
- Return to normal may take months, and many anticipate reducing their number of days in the office
- Residents, including non-transit users, place a high value on a quality public transit system
- There is near universal desire to see significant improvements in public transit including around fare structures, frequency, connectivity, and availability of information
- Transit-dependent residents are especially eager to see changes



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Appreciation is also extended to the many other MTC and transit operator staff who contributed to the Blue Ribbon Transit Recovery Task Force's work.

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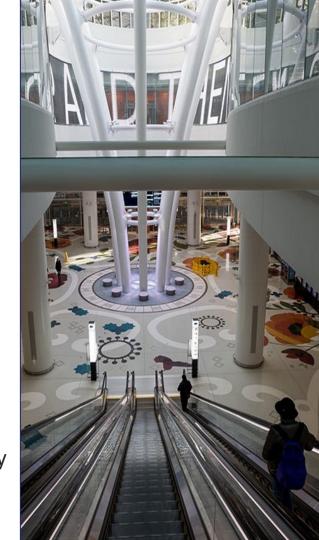
WEB www.mtc.ca.gov/TransitActionPlan



# BLUE RIBBON TRANSIT RECOVERY TASK FORCE

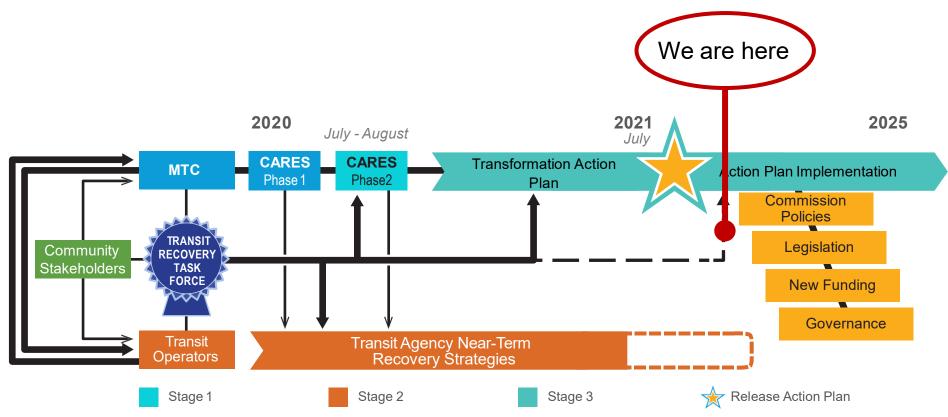
Appointed by MTC in April 2020 to guide the Bay Area's transit system recovery in response to the COVID-19 pandemic

- 32 members composed of representatives from the State,
   MTC Commission, transit operators, and stakeholder groups:
- CalSTA Secretary David Kim
- State Senator Dave Cortese
- Assemblymember David Chiu
- 8 MTC Commissioners and MTC Executive Director
- 10 Transit Agency General Managers
- 10 stakeholders representing the interests of labor, business, transit & social equity advocacy organizations, and persons with disabilities
- A representative of the county transportation agencies



### TASK FORCE TIMELINE





### TASK FORCE PURPOSE



# STAGE 1 SURVIVAL

Assist in distribution of \$500 million in remaining federal Coronavirus Aid, Relief, and Economic Security (CARES) Act relief funds.

# STAGE 2 RECOVERY

Support operators' recovery planning.

- Healthy Transit Plan
- Return to Transit Campaign
- Public Opinion Research
- Operator Collaboration and Immediate Response

# STAGE 3 TRANSFORMATION

Develop a Bay Area "Transit Transformation" action plan identifying actions needed to reshape the region's transit system into a more connected, more efficient, and more userfocused mobility network across the entire Bay Area and beyond.

### APPROVED GOALS

(November 2020)



Goal 1: RECOVERY

Recognize critical recovery challenges facing transit agencies

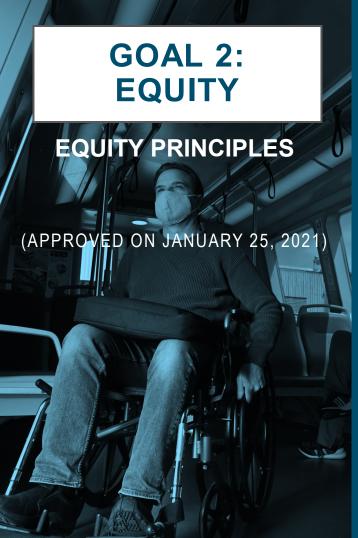
Goal 2: EQUITY
Advance equity

Goal 3: NETWORK MANAGEMENT & GOVERNANCE Identify near-term actions to implement beneficial long-term Network

Management & Governance reforms

**Goal 4: CURRENT INITIATIVES** 

Establish how current MTC and state transit initiatives should integrate with Network Management & Governance reforms



### 1. INVEST EQUITABLY

Prioritize equitable planning, policies, decision-making, and implementation through proportionally greater investments in communities of color and low-income communities to address transit disparities and reflect needed mobility options.

### 2. INCREASE ACCESSIBILITY

Increase transit access, prioritize service investments, and improve travel experiences for seniors and riders with disabilities and/or low incomes by increasing fare affordability and service connectivity.

### 3. BE INCLUSIVE

Pursue anti-racist strategies as a core element of transit's mission and actions. Ensure full participation of underserved residents to co-create strategies and solutions by engaging meaningfully and directly, in partnership with culturally-specific, community-trusted local organizations.

### 4. USE DATA TO INFORM DECISIONS

Make people-centered and transparent transit investment and strategy decisions by collecting and using race, gender identity, disability, age and income data. Routinely monitor data to ensure equitable investments for underserved communities.

### 5. ADVANCE HEALTH & SAFETY

Incorporate public health and safety measures for transit riders and staff in the day-to-day operations of the transit system. Partner with social service and public health agencies to improve personal health and safety of riders and staff.

### TRANSIT TRANSFORMATION

Design, adequately invest in and effectively manage a public transit network that is equitable, inclusive, frequent, affordable, accessible and reliable; is integrated with unified service, fares, schedules, customer information and identity; and serves all Bay Area populations, resulting in increased transit ridership and reduced growth in vehicle miles traveled.

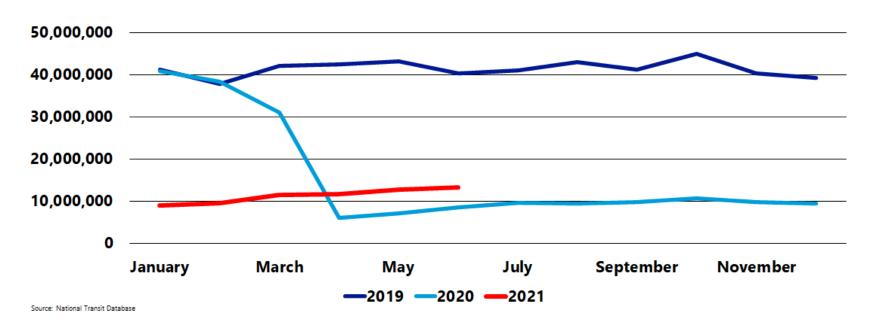


# **Bay Area Transit Ridership (all operators)**



### June 2021 Ridership Down 67% from Pre-COVID-19 Levels

Ridership remains depressed from a 2019 average of over 40 million trips per month, to 13 million trips in June 2021. Since June, most operators are reporting continuing increases in ridership.



### CHALLENGES TOWARDS IMPROVING RIDERSHIP



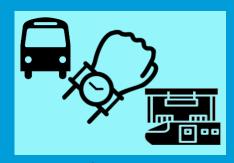




Roadway Congestion Impacts on Transit



**Usability** 



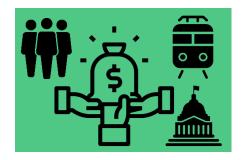
Network Gaps and Connectivity



Organizational and Institutional Challenges



**Past and Current Disparities** 



Costs and Insufficient Funding

### **OUTCOMES**



# I. Fares and Payment

Simpler, consistent, and equitable fare and payment options attract more riders.

# II. Customer Information

Integrated mapping, signage and realtime schedule information makes transit easier to navigate and more convenient for both new and existing riders.

### III. Transit Network

Bay Area transit services are equitably planned and integrally managed as a unified, efficient, and reliable network.

### **IV. Accessibility**

Transit services for older adults, people with disabilities, and those with lower incomes are coordinated efficiently.

### V. Funding

The Bay Area's transit system uses its existing resources more efficiently and secures new, dedicated revenue to meet its capital and operating needs.

### **ACTION PLAN KEY ELEMENTS**

- Expanded collaboration between transit operators and with partners is essential
- Actions are keyed to Outcomes
- Focused on near-term actions (approx. 1-3 years) leading toward Transit Transformation
- Requires alignment on existing regional funding and new funding
- The Action Plan is ambitious, and the target completion dates are preliminary and subject to continued evaluation and refinement



### TRANSFORMATION ACTION PLAN:

### **ACCELERATED ACTIONS**



### I. FARES AND PAYMENT



### **Fare Integration Policy**

- Act on the Fare Coordination and Integration Study (FCIS) recommendations, including selecting and funding pilot projects, by December 2021.
- Determine whether existing authority is sufficient to support uniform implementation of FCIS recommendations by December 2021.
- Seek state legislation for additional authority, if needed, to ensure uniform and timely implementation of FCIS recommendations by mid-2022.

### **II. CUSTOMER INFORMATION**



# Mapping and Wayfinding

- 4. Fund and finalize regional mapping and wayfinding standards for application across all operator service areas by mid-2023.
- Fund and complete 1-3 consistently branded North and East Bay subregional mapping and wayfinding pilot projects and adopt timeline by late 2024 for subsequent regionwide deployment across all service areas.
- 6. Fund and develop a regional mapping data services digital platform, to enable the standardization and routine updating of digital and paper maps across all transit services by late 2023.

# TRANSFORMATION ACTION PLAN: ACCELERATED ACTIONS



### III. TRANSIT NETWORK



### **Bus Transit Priority** (speed & reliability)

- 7. Request a Caltrans Deputy Directive that expedites State right-of-way bus priority Design Exceptions by December 2021.
- 8. Sponsor legislation to remove barriers to transit priority implementation by early 2022.
- 9. Fund the design and delivery of prioritized near-term transit corridor projects **by** mid-2022.
- 10. Select near-term HOV lane operating policies to advance to the State by mid-2022.
- 11. Define a Cooperative Agreement process that expedites travel time improvements on arterials and bus rights-of-way by late 2022.
- 12. Fund, develop and adopt a Transit Priority Policy and Corridor Assessment for improving bus speed and reliability on high-transit corridors and arterials, including identification of current bus speeds to establish a baseline, **by late 2023**.

### TRANSFORMATION ACTION PLAN: ACTIONS



### **III. TRANSIT NETWORK**

### **Bus/Rail Network Management Reform**

- 13. Fund and complete a Business Case analysis of potential network management reforms, including resource requirements and implementation steps, by mid-2022.
- Establish and support an MTC advisory group to guide the Network Management Business Case analysis by October 2021.
- Provide financial incentives for Solano and Sonoma counties to complete their Integration Efficiencies initiatives by December 2021.
- Deliver Phase 1 Rail Partnership and Governance Assessment grant by late 2021 and Final Assessment by mid-2023.
- 17. Adopt Transit Equity Principles and a process for applying them by mid-2022.

### **Connected Network Planning**

- 18. Fund, develop and adopt a Bay Area Connected Network Plan that includes transit service and hub categories, core service networks (such as Rapid Transit), funding requirements and next steps by late 2023.
- Adopt a transit hub toolkit to optimize station design and connectivity that includes coordination with local government access plans and policies by late 2023.

### **Data Collection and Coordination**

20. Establish protocols and implement uniform Realtime and transit pathway data collection as a foundation for providing consistent and accurate customer information by mid-2023.

# TRANSFORMATION ACTION PLAN: **ACTIONS**

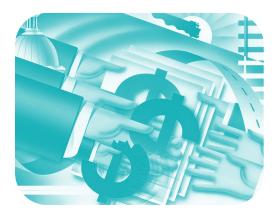


### IV. ACCESSIBILITY

- 21. Designate a Mobility Manager to coordinate rides and function as a liaison between transit agencies in each county, consistent with the 2018 Coordinated Plan, **by mid-2022**.
- 22. Fund additional subregional one-seat paratransit ride pilot projects and develop cost-sharing policies for cross jurisdictional paratransit trips by late 2022.
- 23. Identify next steps for the full integration of ADAparatransit services on Clipper Next Generation by late 2022.
- 24. Identify key paratransit challenges and recommend reforms through the Coordinated Plan update **by early 2023**.
- 25. Adopt standardized eligibility practices for programs that benefit people with disabilities (paratransit and Clipper RTC) by late 2022.

### **V. FUNDING**

- 26. Identify cost-saving efficiencies and Network Management funding needs as part of Business Case analysis by early 2022.
- 27. Convene stakeholders to identify priorities and a funding framework for a transportation funding ballot measure that includes new funding for transit by late 2023.





### **SEPTEMBER 2021**

- Commission to consider acceptance of the Action Plan
- Commission establishes Network Management Business Case advisory group



### **OCTOBER 2021 AND BEYOND**

### Transformation Action Plan Implementation

- October Commission workshop:
   Provide direction on funding and staff resources needed to implement Action Plan
- Fund and initiate prioritized Action Plan projects

### Network Management Business Case

- Consultant contract for Network Management Business Case analysis
- Convene First meeting of Network Management Business Case advisory group





### Metropolitan Transportation Commission

### Legislation Details (With Text)

File #: 21-1137 Version: 1 Name:

Type: Assembly Bill Status: Commission Approval

File created: 8/27/2021 In control: Joint MTC ABAG Legislation Committee

On agenda: 9/10/2021 Final action:

Title: Assembly Bill 361 (Rivas) Open Meetings/Teleconference

Authorizes teleconferencing for local agency meetings during periods of a proclaimed state of

emergency.

Sponsors:

Indexes:

**Code sections:** 

Attachments: 14a - 21-1137 - AB 361 Rivas.pdf

3a AB 361 Rivas.pdf

Date	Ver.	Action By	Action	Result
9/10/2021	1	Joint MTC ABAG Legislation		

Committee

Subject:

Assembly Bill 361 (Rivas) Open Meetings/Teleconference

Authorizes teleconferencing for local agency meetings during periods of a proclaimed state of emergency.

#### Presenter:

Rebecca Long

#### **Recommended Action:**

Support / ABAG Executive Board Approval Support / MTC Commission Approval

#### Attachments:

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

September 10, 2021 Agenda Item 3a

#### Assembly Bill 361 (Rivas) Open Meetings/Teleconference

**Subject:** 

Authorizes teleconferencing for local agency meetings during periods of a proclaimed state of emergency.

**Background:** 

AB 361 (Rivas) allows local agencies, including local jurisdictions, MTC and ABAG, among others, to conduct their meetings via teleconference during a period of proclaimed state of emergency, similar to what has occurred during COVID-19 under flexibility afforded by Executive Order N-29-20. Specifically, the bill amends provisions of the Ralph M. Brown Act to provide greater flexibility with respect to teleconferencing. The bill would take effect immediately upon enactment and would sunset on January 1, 2024.

Without passage of AB 361, local agencies will be required to return to inperson meetings effective October 1, 2021, the current expiration date of Executive Order N-29-20 (which was extended through September 30, 2021 by Executive Order N-08-21). The bill authorizes teleconference participation for board members and members of the public during states of emergency as long as specified conditions are met and local agencies adopt findings every 30 days justifying the continuation of teleconferencing.

**Issues:** 

Given the rapid spread of the more contagious and harmful COVID-19 Delta variant across the nine counties over the last several months and the fact that fully vaccinated people are contracting the COVID 19 virus and able to infect others, staff is concerned that a return to in-person board meetings at this time is premature and could unnecessarily pose health risks to staff, board members and the public. AB 361 will provide more flexibility to local agencies across California to enable them the option to postpone the resumption of in person meetings until after the COVID 19 state of emergency has passed or at such time as they deem appropriate to resume in person meetings within a proclaimed state of emergency period.

As noted in the Floor Analysis on the bill, local agencies have found the flexibility teleconferencing has provided very useful, especially for those who have to travel to long distances to attend meetings, which is almost universally the case for MTC and ABAG meetings. Public access is also enhanced by offering remote participation as it allows the opportunity to comment to those who would not be able to take the time to travel to inperson meetings.

While staff would ultimately like to see a more comprehensive reform of the Brown Act, AB 361 is the only opportunity available at this time to extend the flexibility to continue teleconference meetings.

For these reasons, staff requests the MTC and ABAG take a support position on AB 361. Staff has already communicated a support position to the Legislature and Governor Newsom pursuant to MTC and ABAG's urgency statutes and this item seeks the Committee's concurrence with that position. We will also bring a concurrence recommendation to the Commission and the ABAG Executive Board later this month.

**Recommendation:** Support

**Attachments:** Attachment A: Bill Positions

Therese W. McMillan

### Bill Position on AB 361 (Rivas): Open Meetings/Teleconference

**SUPPORT:** (as of 7/15/21)

California Special Districts Association (source)

Alameda County Mosquito Abatement District

Alpine Fire Protection District

Association of California Healthcare Districts

Association of California Water Agencies

Auburn Area Recreation and Park District

Big Bear Area Regional Wastewater Agency

Big Lagoon Community Services District

**Biola Community Services District** 

Cal Voices

Calaveras Public Utility District

California Association of Joint Powers Authorities

California Association of Public Authorities for IHSS

California Downtown Association

California Municipal Utilities Association

California State Association of Counties

California Travel Association

Cameron Estates Community Services District

Cameron Park Community Services District

City of Carlsbad

City of Foster City

City of Lafayette

City of Redwood City

City of Walnut Creek

Coachella Valley Mosquito and Vector Control District

Costa Mesa Sanitary District

County of Monterey

Cucamonga Valley Water District

Disability Rights California

Eastern Municipal Water District

**Ebbetts Pass Fire District** 

Eden Township Healthcare District dba Eden Health District

El Dorado Hills Community Services District

Elsinore Valley Municipal Water District

Fallbrook Regional Health District

Fresno Mosquito and Vector Control District

Grizzly Flats Community Services District

Honey Lake Valley Resource Conservation District

Hornbrook Community Services District

### Joint MTC ABAG Legislation Committee September 10, 2021 Page 2 of 3

Attachment A Agenda Item 3a

Humboldt Bay Municipal Water District

**Humboldt Community Services District** 

Jackson Valley Irrigation District

Keyes Community Service District

Kinneloa Irrigation District

League of California Cities

Los Angeles County Sanitation Districts

Mammoth Community Water District

Meeks Bay Fire Protection District

Mesa Water District

Metropolitan Water District of Southern California

Mountain Counties Water Resources Association

Mt. View Sanitary District

Murphys Fire Protection District

Napa County Regional Park and Open Space District

North County Fire Protection District

North Tahoe Fire Protection District

Olivenhain Municipal Water District

Orange County Employees Association

Orange County Local Agency Formation Commission

Orange County Water District

Palmdale Water District

Palos Verdes Library District

Reclamation District No. 1000

Rural County Representatives of California

Sacramento Suburban Water District

San Diego County Water Authority

Saratoga Fire District

Southern California Regional Rail Authority

Southern California Water Coalition

Stege Sanitary District

**Tahoe Resource Conservation District** 

Templeton Community Services District

Three Valleys Municipal Water District

Town of Discovery Bay Community Services District

Truckee Fire Protection District

Urban Counties of California

Valley-Wide Recreation and Park District

Vista Fire Protection District

Vista Irrigation District

Water Replenishment District of Southern California

Western Municipal Water District

Zach Hilton, Member, Gilroy City Council

### Joint MTC ABAG Legislation Committee September 10, 2021 Page 3 of 3

Attachment A Agenda Item 3a

**OPPOSITION:** (as of 7/15/21)

ACLU California Action ACT for Women and Girls California Environmental Justice Alliance Californians Aware First Amendment Coalition Howard Jarvis Taxpayers Association Together We Will/Indivisible – Los Gatos



# Metropolitan Transportation Commission

### Legislation Details (With Text)

File #: 21-1073 Version: 1 Name:

Type: Report Status: Commission Approval

File created: 8/4/2021 In control: Joint MTC Planning Committee with the ABAG

Administrative Committee

On agenda: 9/10/2021 Final action:

Title: MTC Res. Nos. 4035, Revised and 4202, Revised - Climate Initiatives Program Mobility Hubs Pilot

**Project Selection** 

Approval of a program of projects selected through the pilot phase of the Mobility Hubs program, an

MTC Climate Initiatives Program strategy.

Sponsors:

Indexes:

Code sections:

Attachments: 15a - 21-1073 - DRAFT Reso 4035 and 4202 Mobility Hubs Pilot Recommendations.pdf

5a DRAFT Res. 4035 4202 Mobility Hubs Pilot Recommendations.pdf

Date	Ver.	Action By	Action	Result
9/10/2021	1	Joint MTC Planning Committee with the ABAG Administrative		

Committee

Subject:

MTC Res. Nos. 4035, Revised and 4202, Revised - Climate Initiatives Program Mobility Hubs Pilot Project Selection

Approval of a program of projects selected through the pilot phase of the Mobility Hubs program, an MTC Climate Initiatives Program strategy.

Presenter:

Krute Singa

**Recommended Action:** 

MTC Commission Approval

Attachments:

# Metropolitan Transportation Commission MTC Planning Committee

September 10, 2021 Agenda Item 5a

MTC Res. Nos. 4035, Revised and 4202, Revised - Climate Initiatives Program Mobility Hubs Pilot Project Selection

**Subject:** 

Approval of a program of projects selected through the pilot phase of the Mobility Hubs program, an MTC Climate Initiatives Program strategy.

**Background:** 

MTC's Climate Initiatives Program identifies a variety of strategies and programs to help meet the per capita greenhouse gas (GHG) emissions reduction target established by the California Air Resources Board (CARB) for the region's Sustainable Communities Strategy (SCS). In November 2015, MTC committed \$22 million through the One Bay Area Grant Program (OBAG2) to implement three Climate Initiatives strategies identified in Plan Bay Area 2040: carsharing/mobility hubs, targeted transportation alternatives (TTA) and electric vehicle incentives and infrastructure. In October 2017, MTC allocated \$10 million to the Bay Area Air Quality Management District, the region's lead agency for electric vehicle implementation. In June 2018, MTC allocated \$1.2 million for carshare/mobility hubs (\$400,000 of this amount is from OBAG1) and \$325,000 for TTA to explore pilot programs for each Climate Initiatives strategy. A remaining balance of approximately \$10.9 million is available for implementation of these strategies.

Mobility hubs are community anchors that enable travelers of all backgrounds and abilities to access multiple transportation options - including shared scooters, bicycles and cars, and transit – as well as supportive amenities in a cohesive space. Of the \$1.2 million for carsharing/mobility hubs, \$175,000 was used to develop the Mobility Hubs Playbook, which defined mobility hub typologies, best practice elements, and mobility hub locations throughout the Bay Area, leaving the balance for selecting pilot projects. In February 2021, staff provided an update on the development of the Mobility Hubs Program, including the release

of a call for pilot projects. The goals of the pilot are to better understand mobility hub implementation, learn specifics about implementation challenges, operations and maintenance, successful partnership relationships, and how best to effectively incorporate mode shift and VMT reduction. Lessons learned from the pilot will inform a broader regional mobility hubs program.

#### **Call for Pilot Projects Process**

In late May 2021, staff released a Call for Mobility Hub Pilot Projects. The call for pilot projects was open to the top 150 priority locations located throughout the region identified in the Mobility Hub Playbook that informed the development of the program. The deadline to submit applications closed on June 25, 2021. Following broad outreach that included notifications to city, transit agency and county transportation agency (CTA) staff, presentations at various CTA forums, and a pre-application workshop, staff received requests for 10 applications, totaling \$4.1 million in assistance, approximately \$3 million more than available funding.

Proposals were evaluated by a panel of MTC/ABAG and external staff using criteria listed below.

- Connection to an anchor service (anchor services include a transit stop served by multiple frequent (15-minute headways or peak-period commuter service) transit routes, car share, docked bike share, or another community mobility model)
- Need for and benefit of the project
- Result or outcome of a community engagement process
- Plan for creating a customer-centric mobility hub design
- Demonstration of partnership for implementation
- Coordination on wayfinding and digital information with MTC's Regional Transit Mapping & Wayfinding Program
- Feasibility of delivering the project within timeframe

Applicants could apply for quick build or permanent construction. For quick-build infrastructure, a demonstrated pathway to permanence was required.

Due to the importance of the connection between transit service and mobility hubs, transit agencies serving the proposed hub locations were also contacted for access and connectivity input on each of the proposed projects.

#### **Mobility Hub Pilot Program Award Recommendations**

Of the ten applications, staff recommend awarding funding to seven projects identified in Attachment B, which include representation of:

- Mobility Hub Typologies (Regional Downtown; Urban District; Emerging Urban District; Suburban/Rural; Pulse; Opportunity)
- Anchor services, including local bus, regional rail, ferry, bikeshare and carshare
- Quick build and permanent construction

Staff recommends programming \$2.7 million for all recommended projects outlined in Attachment B, and in the applicable programming resolutions. Staff also recommends programming an additional \$150,000 of the Climate Initiatives Program unprogrammed balance to be available for placemaking technical assistance for all recommended projects. In the evaluation of all pilot projects submitted, the evaluation panel noted that all projects could benefit from strengthened placemaking, a key component in creating a successful, well-functioning mobility hub.

The recommendation to award funding to seven projects, as well as placemaking technical assistance, requires the programming of an additional \$1.85 million of the unprogrammed balance reserved for the Climate Initiatives Program in OBAG 2 noted

### Joint MTC Planning Committee with ABAG Administrative Committee Agenda Item 5a September 10, 2021 Page 4 of 4

above. Funding all recommended projects will allow staff to learn from the diversity of the proposed hub pilot projects, which will inform a broader regional mobility hubs program and any further technical assistance.

**Next Steps:** 

Staff will work with awardees to establish scopes of work. Since the call for projects application was designed for ease of completion to reduce barriers to apply, project awards will require the cooperative development of a scope between MTC and the project sponsor. Staff will also work with project sponsors not recommended for funding to assist in the development of an application for the next round of Mobility Hub funding. Staff anticipate returning to the committee next summer with an update on the pilot projects and recommended next steps for the next round of Mobility Hub funding.

**Issues:** None identified.

**Recommendation:** Refer MTC Resolution Nos. 4035, Revised and 4202, Revised, to

the Commission for approval. MTC Resolution No. 4202 is also on the September Programming and Allocations Committee agenda. Only the applicable recommendations approved by the Planning Committee and by the Programming and Allocations Committee will be referred to the Commission. Award funding pending cooperative development of a scope between MTC and

the project sponsor.

**Attachments:** Attachment A: Presentation

Attachment B: List of Mobility Hub Pilot Program Proposals Attachment C: MTC Resolution No. 4035, Revised, Attachment

B-1

Attachment D: MTC Resolution No. 4202, Revised, Attachment

B-1

Therese W. McMillan





# Overview

- 1. Mobility Hubs Program
- 2. Pilot Program Purpose
- 3. Pilot Criteria
- 4. Recommended Awards





# **Mobility Hubs Program**

- Climate Initiative Strategy from Plan
   Bay Area 2040 and Plan Bay Area 2050
- Primary goal: reduce greenhouse gas emissions through a reduction in vehicle miles traveled
- Mobility hubs = community anchors that enable travelers of all backgrounds and abilities to access multiple transportation options including shared scooters, bicycles and cars, and transit – as well as supportive amenities in a cohesive space





# **Funding**

- \$22 million through the One Bay Area Grant Program (OBAG2) for three Climate Initiatives strategies. Current allocations:
  - \$1.2M for carshare/mobility hubs pilot
  - \$325K for Targeted Transportation Alternatives pilot
  - \$10M for electric vehicle program (provided to the Bay Area Air Quality Management District)
- \$10.9M OBAG 2 Climate
   Initiatives remaining balance



# Pilot Program Purpose and Call for Projects Outreach

### **Pilot Program Purpose**

- Understand and address implementation challenges
- Create a unified space that is safe, welcoming, and inclusive for all users of all backgrounds and abilities, and provides easy connections between the travel options
- Develop and maintain critical stakeholder partnerships to ensure successful hub operations, maintenance and connection to the local community
- Implement hubs in a variety of typologies

Lessons learned to inform program expansion.



Notifications to city, transit agency and county transportation agency (CTA) staff



County presentations



Simplified, web-based application

# Evaluation

Criteria	Weight
Have an anchor service	10%
Show need for and benefit of the project. Projects with greatest potential to reduce VMT and emissions will be given additional consideration	20%
Be the direct result or outcome of a community engagement process. Communication strategy	15%
Show a plan for creating a customer-centric mobility hub design	20%
Demonstrate partnership	10%
Show coordination on wayfinding and digital information with MTC's Regional Transit Mapping & Wayfinding Program	10%
Deliver the project within timeframe	15%
For Category 1: Quick-Build Infrastructure and Amenities: demonstrate a pathway to permanence	

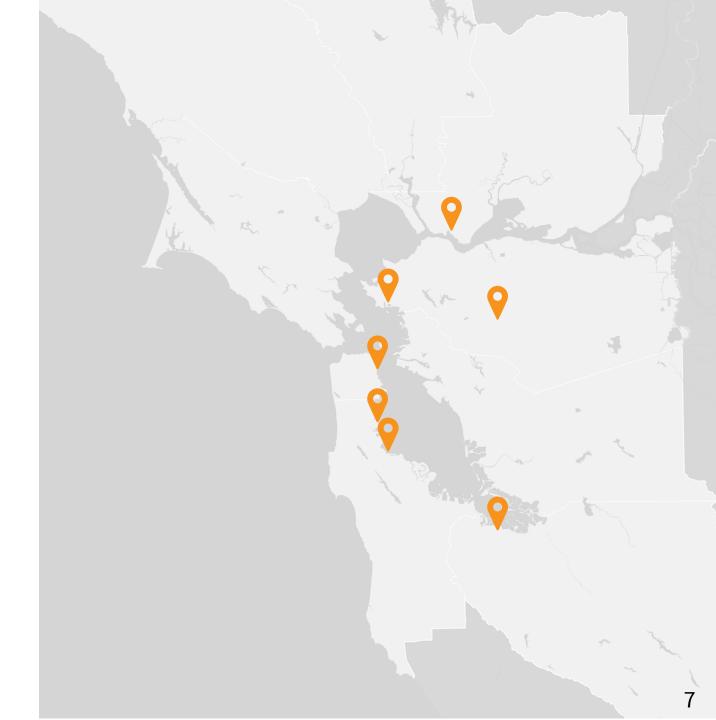


## **Recommended Awards**

## Recommended projects represent:

- Mobility Hub typologies
- Anchor services, including local bus, regional rail, ferry, bikeshare and carshare
- Quick build and permanent construction
- o PDAs
- Equity Priority Communities
- High Resource Areas

Total cost: \$2.7M





## **Award Request Summary**

Location	Project Purpose/Description	Request
MacArthur BART Station	Connect travelers to active options, including solar-charged micromobility. Improve wayfinding, including for people with visual impairments	\$750,000
Bishop Ranch Business Park	Modernize Transit Center and transform space into a cohesive multi-modal shared hub	\$387,600
Temp. Transbay Terminal (vacant site)	Develop temporary hub and evaluate use for permanent hub components when Temporary Terminal is developed	\$340,760
Caltrain Burlingame Station – Burlingame Square Transit Hub	Enhance existing infrastructure by adding pedestrian scale lighting and wayfinding improvements	\$500,000
Millbrae BART and Caltrain Station/ Millbrae Transit Center	Improve first/last mile gaps between station and downtown through electric scooter/bikes stations, bike fix-it station, bike racks, electric vehicle charging stations, wayfinding signs, and site amenities such as shaded seating	\$345,150
Mountain View Caltrain Station/Transit Center	Improve transit access with new options and electric charging facilities. Expand walkability of downtown and Transit Center area	\$200,000
Vallejo Ferry Terminal	Enhance visibility and comprehension of service to grow ridership by improving ease of use	\$200,000

Total: \$2,723,510



### **Recommended Awards**

# **Award 7 Recommended Projects and Technical Assistance for Placemaking**

- o Program \$2.7 million for all recommended projects
- Program \$150,000 for placemaking technical assistance for all recommended projects
- Recommendation requires programming additional
   \$1.7 million from OBAG 2 Climate Initiatives Program
   balance

### **Benefits:**

- Enables staff and Commission to learn from the diversity of proposed hub pilot projects
- Informs a broader regional mobility hubs program and any further technical assistance
- Strengthens potential for placemaking, a key
   component in creating a successful, well-functioning
   mobility hub





### **Next Steps**

- Work with awardees to develop project work scopes based on feedback from project evaluation
- Coordinate with project sponsors not recommended for funding to strengthen applications in preparation for a subsequent round of Mobility Hub funding
- Provide a pilot project update in summer 2022 and recommend next steps for next Mobility Hub funding cycle





## **Requested Action**

Refer MTC Resolution Nos. 4035, Revised and 4202, Revised, to the Commission for approval.

Award funding pending cooperative development of a scope between MTC and the project sponsor.



# Thank You



**Krute Singa (ksinga@bayareametro.gov)** 

mtc.ca.gov/planning/transportation/mobility-hubs

### **Mobility Hubs Pilot Project Award Recommendations**

**Table 1. Proposed Awards** 

County	Project Sponsor	Location	Hub Typology <sup>1</sup>	PDA <sup>2</sup>	EPC <sup>3</sup>	HRA <sup>4</sup>	QB or PC <sup>5</sup>	Short Project Purpose/Description	Award
Alameda	Bay Area Rapid Transit (BART)	MacArthur BART Station	Regional Downtown	Yes	Yes	No	PC	Connect a diversity of travelers to a variety of active options. Wayfinding improvements will enhance visibility and comprehension of the BART system and its connections. Includes wayfinding for people with visual impairments and a micromobility solar charging station.	\$750,000
Contra Costa	San Ramon	Bishop Ranch Business Park	Pulse; Suburban/ Rural	Yes	No	No	PC	Modernization of Transit Center and transformation of the space into a cohesive multi-modal shared hub.	\$387,600
San Francisco	San Francisco Municipal Transportation Agency (SFMTA)	Temporary Transbay Terminal (Vacant Site)	Regional Downtown	Yes	No	No	QB	Develop a temporary hub with East Cut Community Benefit District, and evaluate use of the location using qualitative and quantitative data to understand how the Hub is used to build permanent hub in area when Temporary Transbay Terminal is developed.	\$340,760
San Mateo	Burlingame	Caltrain Burlingame Station - Burlingame Square Transit Hub	Emerging Urban District	Yes	No	No	QB and PC	Enhance existing infrastructure by adding features to create a comfortable, convenient and accessible center for users of all types of transportation modes, including pedestrian-scale lighting improvements, and pedestrian level wayfinding.	\$500,000

County	Project Sponsor	Location	Hub Typology <sup>1</sup>	PDA <sup>2</sup>	EPC <sup>3</sup>	HRA <sup>4</sup>	QB or PC <sup>5</sup>	Short Project Purpose/Description	Award
San Mateo	Millbrae	Millbrae BART and Caltrain Station - Millbrae Transit Center	Emerging Urban District	Yes	No	Yes	QB	Help bridge first- and last-mile gaps between the BART and Caltrain Station and the downtown commercial center with services that include electric scooter/bikes stations, bike fix-it station, bike racks, electric vehicle charging stations, wayfinding signs, site amenities such as shaded seating area	\$345,150
Santa Clara	Mountain View	Mountain View Caltrain Station - Mountain View Transit Center	Urban District	Yes	No	Yes	PC	Improve access to transit with new options and electric charging facilities. Further expand walkability of downtown and area around the Transit Center	\$200,000
Solano	Vallejo	Vallejo Ferry Terminal	Emerging Urban District	Yes	Yes	No	PC	Grow ridership by making the service better understood, easy to use, and more comfortable.	\$200,000

Total: \$2,723,510

### <sup>1</sup> Hub Typologies:

- Regional Downtown: Regional central business districts
- Urban District: centers with moderate to high residential and employment densities with a mix of uses
- Emerging Urban District: Areas of low to moderate residential and employment densities with a mix of uses, future development potential
- Suburban and rural: Areas with small neighborhood or and auto-oriented urban form with the lowest residential and employment densities of all hub types
- Pulse: Large trip generators, including airports, stadiums, universities, and major employers
- Opportunity: An area of high mobility need lacking frequent or high-capacity transit or other mobility services located within an Equity Priority Community

<sup>&</sup>lt;sup>2</sup> Priority Development Area (Plan Bay Area 2050)

<sup>&</sup>lt;sup>3</sup> Equity Priority Community (formally Community of Concern - Plan Bay Area 2050)

<sup>&</sup>lt;sup>4</sup> High Resource Area (Plan Bay Area 2050)

<sup>&</sup>lt;sup>5</sup> QB = Quick Build; PC = Permanent Construction

Table 2. Proposals Not Recommended For Funding During Current Pilot Phase

Staff will work with the project sponsors to assist in the development of an application for the next round of Program funding.

County	Jurisdiction	Location	Hub Typology <sup>1</sup>	PDA <sup>2</sup>	EPC <sup>3</sup>	HRA <sup>4</sup>	QB or PC <sup>5</sup>	Short Project Purpose/Description	Request
Alameda	Alameda	Pacific Avenue/Fourth Street	Opportunity	No	Yes	Yes	PC	Improve safety and attractiveness of bicycling, walking and riding the bus, including bus stop bulbouts/islands, real-time bus signage, protected bikeways. Project is focused on safety and complete streets improvements; panel recommended improving safety conditions first and then apply to next Hub grants phase.	\$500,000
Alameda	Fremont	Centerville Train Depot	Opportunity	Yes	No	No	PC	Better connect the various transportation options, better linking the Depot to the surrounding Centerville District, and activating the space within the Depot, including Bill Ball Plaza.  Recommend for funding in next phase of grant program as location not on list of priority mobility hub locations outlined for the pilot phase of the program.	\$442,650
Sonoma	Petaluma	Lakeville or US101 Park-n- Ride	Suburban/ Rural	Yes	No	No	PC	Remedy lack of information, connectivity, intuition and wayfinding at the park and ride lots.  Panel recommended working with the project sponsor to improve on connectivity elements and sense of place for the next cycle.	\$500,000

See notes from Table 1 above Total: \$1,442,650

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 04/23/14-C 05/28/14-C 07/23/14-C 09/24/14-C

03/26/14-C 06/25/14-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

11/20/20-C

07/28/21-C

09/23/20-C 09/22/21-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 Soscol 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 programing 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.

On September 22, 2021, Attachment B-1 was revised to change the name of MTC's Carsharing Implementation project to the Carsharing/Mobility Hubs Implementation project; and to redirect \$225,411 from MTC's Carsharing/Mobility Hubs Implementation project to BART's MacArthur BART Station Mobility Hubs Pilot Program project within the Climate Initiatives 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 14, 2021; and to the Joint Planning Committee dated September 10, 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 ninecounty 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

<u>RESOLVED</u> 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

<u>RESOLVED</u> 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

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

<u>RESOLVED</u> 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

<u>RESOLVED</u> 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. Vissier, 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 OBAG 1 Regional Programs FY 2012-13 through FY 2016-17

September 2021

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

Implementing	OBAG 1 Regional Programs Project List				
Project Category and TIME		Implementing	Total	Total Other	Total
Common   C	Project Category and Title				
ABAG   Planning   BCDC   \$1,329,000   \$0   \$1,329,000   \$0   \$1,556,000   \$0   \$1,556,000   \$0   \$1,556,000   \$0   \$1,556,000   \$0   \$1,556,000   \$0   \$1,556,000   \$0   \$3,556,000   \$0   \$3,556,000   \$0   \$3,556,000   \$0   \$3,556,000   \$0   \$3,556,000   \$0   \$3,556,000   \$0   \$3,556,000   \$0   \$3,556,000   \$0   \$3,556,000   \$0   \$3,556,000   \$0   \$3,556,000   \$0   \$3,556,000   \$0   \$2,750,000   \$0   \$2,		71901107			
BCDC   Planning   MTC   \$1,326,000   \$0   \$1,326,000   \$0   \$3,366,000   \$0   \$3,3	1. REGIONAL PLANNING ACTIVITIES (STP Planning)				
MTC   \$3,568,000   \$0   \$43,568,000   \$0   \$43,568,000   \$0   \$43,568,000   \$0   \$43,568,000   \$0   \$43,568,000   \$0   \$43,568,000   \$0   \$43,66					
REGIONAL PERATIONS (RO)   \$3,487,000   \$0   \$4,487,000   \$3,575,000   \$1   \$57,520,000   \$1   \$57,520,000   \$1   \$57,520,000   \$21,470,000   \$21,470,000   \$30   \$37,520,000   \$30,520,0					
PAGE   1. Traveler Information   MTC   \$57,520,000   \$0   \$0   \$0   \$0   \$0   \$0   \$0					
S11-Traveler Information	1. REGIONAL PLANNING ACTIVITIES (STP Flamming)	TOTAL	\$0,407,000	<del>- 40</del>	\$0,407,000
Clipper® Fair Media Collection					
SUBTOTAL					
Incident Management Program - 1-880 Integrated Corridor Management MTC   \$11,357,000   \$9   \$11,357,000   \$19,14,620,000   \$9   \$13,450,000   \$19,14,620,000   \$19,14,620,000   \$19,14,620,000   \$19,14,620,000   \$19,14,620,000   \$19,14,620,000   \$19,14,620,000   \$19,14,620,000   \$19,14,620,000   \$19,104,739,000   \$19		MTC			
SEPECATE   SEPECATE   SEPECATION   SEPECAT		MTC			
SUBTOTIAL   \$25,819,000   \$0   \$25,819,000   \$0   \$104,739,000   \$0   \$104,739,000   \$0   \$104,739,000   \$0   \$104,739,000   \$0   \$104,739,000   \$0   \$104,739,000   \$0   \$104,739,000   \$0   \$7,750,000   \$0   \$1,100,000   \$0		-		·	
Regional Performance Initiatives Implementation		MIC/SAIL			
Regional Performance Initiatives Corndor Implementation         SAFE (57,750,000)         \$0         \$7,750,000         \$0         \$7,750,000         \$0         \$7,750,000         \$0         \$7,750,000         \$0         \$7,750,000         \$0         \$7,750,000         \$0         \$7,750,000         \$0         \$7,750,000         \$0         \$5,000,000         \$0         \$5,000,000         \$0         \$5,000,000         \$0         \$5,000,000         \$0         \$5,000,000         \$0         \$5,000,000         \$0         \$5,000,000         \$0         \$1,200,000         \$0         \$1,200,000         \$0         \$1,200,000         \$0         \$1,200,000         \$0         \$1,200,000         \$0         \$1,200,000         \$0         \$1,200,000         \$0         \$1,200,000         \$0         \$1,200,000         \$0         \$1,200,000         \$0         \$1,200,000         \$0         \$1,200,000         \$0         \$1,200,000         \$0         \$1,200,000         \$0         \$1,200,000         \$0         \$1,200,000         \$0         \$1,200,000         \$0         \$1,200,000         \$0         \$1,100,000         \$0         \$1,100,000         \$1,100,000         \$1,100,000         \$1,100,000         \$1,100,000         \$1,100,000         \$1,100,000         \$1,100,000         \$1,100,000         \$1,100,000<		TOTAL:		\$0	
Regional Performance Initiatives Corndor Implementation         SAFE (57,750,000)         \$0         \$7,750,000         \$0         \$7,750,000         \$0         \$7,750,000         \$0         \$7,750,000         \$0         \$7,750,000         \$0         \$7,750,000         \$0         \$7,750,000         \$0         \$7,750,000         \$0         \$5,000,000         \$0         \$5,000,000         \$0         \$5,000,000         \$0         \$5,000,000         \$0         \$5,000,000         \$0         \$5,000,000         \$0         \$5,000,000         \$0         \$1,200,000         \$0         \$1,200,000         \$0         \$1,200,000         \$0         \$1,200,000         \$0         \$1,200,000         \$0         \$1,200,000         \$0         \$1,200,000         \$0         \$1,200,000         \$0         \$1,200,000         \$0         \$1,200,000         \$0         \$1,200,000         \$0         \$1,200,000         \$0         \$1,200,000         \$0         \$1,200,000         \$0         \$1,200,000         \$0         \$1,200,000         \$0         \$1,200,000         \$0         \$1,200,000         \$0         \$1,100,000         \$0         \$1,100,000         \$1,100,000         \$1,100,000         \$1,100,000         \$1,100,000         \$1,100,000         \$1,100,000         \$1,100,000         \$1,100,000         \$1,100,000<					
Regional Performance Initiatives Corridor Implementation		CVEE	¢7 750 000	¢0	¢7 750 000
Program for Arterial System Synchronization (PASS)   MTC   \$8,370,000   \$9,370,000   \$9,370,000   PASS - LAVTA Dublis MBM Transit Performance Initiative   MTC   \$1,130,000   \$0   \$1,130,000   PASS - AC Transit South Alameda County Corridors Travel Time Imps   MTC   \$1,130,000   \$0   \$1,130,000   \$0   \$8,800,000   \$2,000,000   \$2,000,000   \$2,000,000   \$3,000,000	· ·				
PASS - LAYTA Dublin Bivd Transit Performance Initiative				· ·	
1-80 Central Ave Interchange Improvements   Richmord   \$820,000   \$3,875,000   \$3,880,000   \$3					
Bay Bridge Forward - Commuter Parking Initiative (Funding Exchange)   MTC   50   \$3,875,000   \$25,000	PASS - AC Transit South Alameda County Corridors Travel Time Imps	MTC		\$0	
Bay Bridge Forward - Fruitvale Quick Build (Funding Exchange)					
CCT-80 San Pablo Dam Rd I/C (Funding Exchange)		-	· ·		
SUBTOTAL   \$587,506   \$27,150,000   \$3,080,000   \$31,050,000   \$31,050,000   \$7,050,000   \$30,050,000   \$31,050,000   \$30,050,	, , , , , , , , , , , , , , , , , , , ,				
Ramp Metering and TOS Elements - MTC Program   FPI - Ala K972 & 1-890; Clawliet to Netsperian & Decoto Road   Caltrans   \$1,243,506   \$0   \$1,243,506   FPI - CC SR4 & SR242; Loveridge to Alhambra & 1-680 to SR 4 Ph. 1   SAFE   \$750,000   \$0   \$750,000   FPI - CC SR4 & SR242; Loveridge to Alhambra & 1-680 to SR 4 Ph. 2   Caltrans   \$1,109,144   \$0   \$7,169,144   FPI - CC SR 4 (SR242; Loveridge to Alhambra & 1-680 to SR 4 Ph. 2   Caltrans   \$1,109,144   \$0   \$7,169,144   FPI - CC SR 4 (SR242; Loveridge to Alhambra & 1-680 to SR 4 Ph. 2   Caltrans   \$1,100,000   \$0   \$1,100,000   FPI - SCR 4 (Deprational Improvements preliminary Engineering (PE) and Right of Way (ROW)   Caltrans   \$1,100,350   \$0   \$1,105,350   \$0   \$1,105,350   FPI - SOL 1-80 Ramp Meeting and Traffic Operations   FPI - SOL 1-80 Ramp Meeting and Traffic Operations   FPI - SOL 1-80 Ramp Meeting and Traffic Operations   FPI - SOL 1 Feb 0: Us 10 10 - MRD Co Line   MTC   \$350,000   \$0   \$33,000,000   FPI - SOL 1 Feb 0: Us 10 1 to ALA Co. Line   MTC   \$350,000   \$0   \$33,000,000   FPI - SOL 1-800; Us 10 1 to ALA Co. Line   Caltrans   \$270,000   \$0   \$34,000,000   \$34,000,					
FPI - ALA SR92 & I-880: Clawiter to Hesperian & Decoto Road   Caltrans   \$1,243,506   \$0   \$1,243,506   FPI - CC SR4 & SRA22: Loveridge to Alhambra & I-680 to SR 4 Ph. 1   SAFE   \$750,000   \$0   \$7,769,144   FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 2   Caltrans   \$7,169,144   \$0   \$7,169,144   FPI - CC SR 4 Operational Improvements   CCTA   \$1,100,000   \$0   \$1,100,000   \$1,100,500   FPI - Vorticos Corridors Caltrans Penjimearing (PE) and Right of Way (ROW)   Caltrans   \$1,100,350   \$0   \$1,105,350   FPI - SOL I-80 Ramp Meeting and Traffic Operations   Caltrans   \$170,000   \$0   \$1,700,000   FPI - SOL I-80 Ramp Meeting and Traffic Operations   Caltrans   \$170,000   \$0   \$1,200,000   FPI - SOL I-80 Ramp Meeting and Traffic Operations   Caltrans   \$3,200,000   \$0   \$3,200,000   FPI - SOL I-680: US 101 to ALA Co. Line   MTC   \$350,000   \$0   \$350,000   SPI - SOL I-680: US 101 to ALA Co. Line   Caltrans   \$270,000   \$0   \$32,000,000   \$0   \$32,000,000   \$0   \$32,000,000   \$0   \$32,000,000   \$0   \$32,000,000   \$0   \$34,000		\$307,300	\$27,130,000	\$5,000,000	Ψ31,030,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 2		Caltrans	\$1,243,506	\$0	\$1,243,506
FPI - CC SR 4 Operational Improvements		SAFE		· ·	
FPI - Various Corridors Caltrans Preliminary Engineering (PE) and Right of Way (ROW)   Caltrans   \$1,105,350   \$0   \$1,105,350   FPI - SOL 1-80 Ramp Meeting and Traffic Operations   \$170,000   \$0   \$170,000   \$0   \$1,70,000   \$0   \$1,70,000   \$0   \$1,70,000   \$0   \$1,70,000   \$0   \$1,70,000   \$0   \$1,70,000   \$0   \$1,70,000   \$0   \$3,200,000   \$0   \$0,200,000   \$0   \$				'	
FPI - SOL I-80 Ramp Meeting and Traffic Operations					
FPI - SCL US 101: San Benito County Line to SR 85					
FPI - SON 101 - MRN Co Line - Men Co Line   MTC				·	
FPT - SCL 1-680; US 101 to ALA Co. Line   Caltrans   \$270,000   \$0   \$270,000   \$34,000,000   \$34,				· ·	
Unprogrammed Future RTIP				· ·	
Ramp Metering and TOS Elements - Caltrans Program					\$34,000,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from SCL 101)			\$15,358,000	\$34,000,000	\$49,358,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from SCL 101)   Caltrans   \$3,417,000   \$0   \$3,417,000   FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from CC 4/242)   Caltrans   \$4,686,000   \$0   \$4,686,000   FPI Caltrans - ALA I-580 - SI Co. Line to 1-238   Caltrans   \$4,808,000   \$0   \$4,808,000   FPI Caltrans - ALA I-680, ALA I-880, MRN US-101   Caltrans   \$6,819,000   \$0   \$4,808,000   FPI Caltrans - ALA I-680, ALA I-880, MRN US-101   Caltrans   \$6,819,000   \$0   \$20,000,000		Calturana	#270 000	40	±270.000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from CC 4/242)				· ·	
FPI Caltrans - ALA I - 580 - SJ Co. Line to I - 238				· ·	1 - 7 7
FPI Caltrans - ALA I -680, ALA I -880, MRN US-101   Caltrans   \$6,819,000   \$0   \$20,000,000   \$0   \$20,000,000   \$3   \$20,000,000   \$3   \$20,000,000   \$3   \$20,000,000   \$3   \$20,000,000   \$3   \$20,000,000   \$3   \$20,000,000   \$3   \$20,000,000   \$3   \$37,080,000   \$37,080,000   \$37,080,000   \$37,080,000   \$37,080,000   \$37,080,000   \$4   \$4,547,000   \$4,547,000				· ·	
3. FREEWAY PERFORMANCE INITIATIVE (FPI)   TOTAL: \$62,508,000 \$37,080,000 \$100,408,000     4. PAVEMENT MANAGEMENT PROGRAM (PMP)	FPI Caltrans - ALA I-680, ALA I-880, MRN US-101	Caltrans	\$6,819,000	\$0	\$6,819,000
### APAYEMENT MANAGEMENT PROGRAM (PMP)  Pavement Management Program (PMP)  Pavement Technical Advisory Program (PTAP)  Statewide Local Streets and Roads (LSR) Needs Assessment  ### APAYEMENT MANAGEMENT PROGRAM (PMP)  ### TOTAL: \$9,100,000  ### \$53,000  ### \$53,000  ### TOTAL: \$9,100,000  ### \$53,000  ### \$53,000  ### \$53,000  ### TOTAL: \$9,100,000  ### \$53,000  ### \$53,000  ### \$53,000  ### \$53,000  ### \$53,000  ### \$53,000  ### \$53,000  ### \$53,000  ### \$55,000  #			\$20,000,000	\$0	\$20,000,000
Pavement Management Program (PMP)	3. FREEWAY PERFORMANCE INITIATIVE (FPI)	TOTAL:	\$62,508,000	\$37,080,000	\$100,408,000
Pavement Management Program (PMP)	4. PAVEMENT MANAGEMENT PROGRAM (PMP)				
Pavement Technical Advisory Program (PTAP)		MTC	\$1,547,000	\$0	\$1,547,000
Statewide Local Streets and Roads (LSR) Needs Assessment   MTC/Caltrans   \$53,000   \$0   \$53,000	Pavement Technical Advisory Program (PTAP)	MTC	\$7,500,000	\$0	\$7,500,000
5. PRIORTY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION           Regional PDA Implementation         BABG         \$2,068,228         \$0         \$2,068,228           SUBTOTAL         \$2,068,228         \$0         \$2,068,228           Affordable Housing Jumpstart Program         MTC         \$10,000,000         \$10,000,000           SUBTOTAL         \$0         \$10,000,000         \$10,000,000           Local PDA Planning         ACTC         \$3,905,000         \$0         \$3,905,000           Local PDA Planning - Contra Costa         CCTA         \$2,745,000         \$0         \$2,745,000           Local PDA Planning - Marin         TAM         \$750,000         \$0         \$750,000					
Regional PDA Implementation           PDA Planning - ABAG         ABAG         \$2,068,228         \$0         \$2,068,228           SUBTOTAL         \$2,068,228         \$0         \$2,068,228           Affordable Housing Jumpstart Program           Affordable Housing Jumpstart Program (Funding Exchange)         MTC         \$10,000,000         \$10,000,000           SUBTOTAL         \$0         \$10,000,000         \$10,000,000           Local PDA Planning         ACTC         \$3,905,000         \$0         \$3,905,000           Local PDA Planning - Alameda         ACTC         \$2,745,000         \$0         \$2,745,000           Local PDA Planning - Marin         TAM         \$750,000         \$0         \$750,000	4. PAVEMENT MANAGEMENT PROGRAM (PMP)	TOTAL:	\$9,100,000	<b>\$0</b>	\$9,100,000
Regional PDA Implementation           PDA Planning - ABAG         ABAG         \$2,068,228         \$0         \$2,068,228           SUBTOTAL         \$2,068,228         \$0         \$2,068,228           Affordable Housing Jumpstart Program           Affordable Housing Jumpstart Program (Funding Exchange)         MTC         \$10,000,000         \$10,000,000           SUBTOTAL         \$0         \$10,000,000         \$10,000,000           Local PDA Planning         ACTC         \$3,905,000         \$0         \$3,905,000           Local PDA Planning - Alameda         ACTC         \$2,745,000         \$0         \$2,745,000           Local PDA Planning - Marin         TAM         \$750,000         \$0         \$750,000	5 DDTODTY DEVELOPMENT ADEA (DDA) DI ANNING AND IMDI EMENTATION				
PDA Planning - ABAG         \$2,068,228         \$0         \$2,068,228           SUBTOTAL         \$2,068,228         \$0         \$2,068,228           Affordable Housing Jumpstart Program         MTC         \$10,000,000         \$10,000,000           SUBTOTAL         \$0         \$10,000,000         \$10,000,000           Local PDA Planning         ACTC         \$3,905,000         \$0         \$3,905,000           Local PDA Planning - Contra Costa         CCTA         \$2,745,000         \$0         \$2,745,000           Local PDA Planning - Marin         TAM         \$750,000         \$0         \$750,000					
SUBTOTAL         \$2,068,228         \$0         \$2,068,228           Affordable Housing Jumpstart Program         Affordable Housing Jumpstart Program (Funding Exchange)         MTC         \$10,000,000         \$10,000,000           SUBTOTAL         \$0         \$10,000,000         \$10,000,000           Local PDA Planning         ACTC         \$3,905,000         \$0         \$3,905,000           Local PDA Planning - Contra Costa         CCTA         \$2,745,000         \$0         \$2,745,000           Local PDA Planning - Marin         TAM         \$750,000         \$0         \$750,000		ABAG	\$2,068,228	\$0	\$2,068,228
Affordable Housing Jumpstart Program (Funding Exchange) MTC \$10,000,000 \$10,00	SUBTOTAL				
SUBTOTAL         \$0         \$10,000,000         \$10,000,000           Local PDA Planning         ACTC         \$3,905,000         \$0         \$3,905,000           Local PDA Planning - Contra Costa         CCTA         \$2,745,000         \$0         \$2,745,000           Local PDA Planning - Marin         TAM         \$750,000         \$0         \$750,000					
Local PDA Planning         ACTC         \$3,905,000         \$0         \$3,905,000           Local PDA Planning - Contra Costa         CCTA         \$2,745,000         \$0         \$2,745,000           Local PDA Planning - Marin         TAM         \$750,000         \$0         \$750,000		MTC	±0		
Local PDA Planning - Alameda       ACTC       \$3,905,000       \$0       \$3,905,000         Local PDA Planning - Contra Costa       CCTA       \$2,745,000       \$0       \$2,745,000         Local PDA Planning - Marin       TAM       \$750,000       \$0       \$750,000			\$0	\$10,000,000	\$10,000,000
Local PDA Planning - Contra Costa         CCTA         \$2,745,000         \$0         \$2,745,000           Local PDA Planning - Marin         TAM         \$750,000         \$0         \$750,000		ACTC	\$3 905 000	¢Λ	\$3 905 000
Local PDA Planning - Marin TAM \$750,000 \$0 \$750,000				· ·	
				· ·	
	Local PDA Planning - City of Napa	Napa	\$275,000		

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 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C

OBAG 1 Regional Programs FY 2012-13 through FY 2016-17

F1 2012-13 tillough F1 2010-1

September 2021

11/20/13-C 12/18/13-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 11/19/14-C 12/17/14-C 03/25/15-C 05/27/15-C 06/24/15-C 07/22/15-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 06/28/17-C 07/26/17-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 01/23/19-C 04/24/19-C 09/25/19-C 03/25/20-C 09/23/20-C 11/20/20-C

OBAG I Regional Programs Project List				
	Implomonting	Total	Total Other	Total
Project Category and Title	Implementing Agency	STP/CMAQ	RTIP/TAP/TFCA	OBAG 1
OBAG 1 REGIONAL PROGRAMS	Agency	\$438,146,000	\$53,080,000	\$492,046,000
Local PDA Planning - American Canyon	American Canyon	\$475,000	\$0	\$475,000
Local PDA Planning - San Francisco	SF City/County	\$2,380,000	\$0	\$2,380,000
Local PDA Planning - San Mateo	SMCCAG	\$218,000	\$0	\$218,000
Belmont Village Specific/Implementation Plan	Belmont	\$440,000	\$0	\$440,000
Millbrae PDA Specific Plan	Millbrae	\$500,000	\$0 \$0	\$500,000
Redwood City Downtown Sequoia Station and Streetcar Planning Study	Redwood City	\$450,000	\$0 \$0	\$450,000
Mountain View El Camino Real Streetscape Study	Mountain View	\$260,000	\$0	\$260,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	MTC/San Jose	\$640,305	\$0 \$0	\$640,305
Santa Clara El Camino Corridor Precise Plan	MTC/Santa Clara	\$100,000	\$0 \$0	\$100,000
North 1st Street Urban Village Plan	San Jose	\$369,962	\$0 \$0	\$369,962
Berryessa BART Urban Village Plan	San Jose	\$331,630	\$0 \$0	\$331,630
Local PDA Planning - Santa Clara	VTA	\$3,647,103	\$0 \$0	\$3,647,103
	STA		\$0 \$0	\$1,066,000
Local PDA Planning - Solano  Santa Pasa - Reseland (Schaptenel Read RDA Planning	-	\$1,066,000 #647,000	\$0 \$0	
Santa Rosa - Roseland/Sebastopol Road PDA Planning	Santa Rosa	\$647,000		\$647,000
Sonoma County - Sonoma Springs Area Plan	Sonoma County	\$450,000 \$350,000	\$0 \$0	\$450,000
Sonoma County - Airport Employment Center Planning	Sonoma County	\$350,000 \$20,000,000	\$0 \$0	\$350,000 \$20,000,000
SUBTOTAL  Regional PDA Planning		\$20,000,000	<b>\$</b> U	\$20,000,000
Regional PDA Implementation Priorities				
Bay Area Transit Core Capacity Study	MTC	\$250,000	\$0	\$250,000
Public Lands Near Rail Corridors Assessment	MTC	\$500,000	\$0	\$500,000
PDA Implementation Studies/Forums	MTC	\$156,500	\$0	\$156,500
State Route 82 Relinguishment Exploration Study	MTC/VTA	\$206,772	\$0	\$206,772
PDA Planning	THO,VIA	Ψ200,772	Ψ0	Ψ200,772
Oakland Downtown Specific Plan	Oakland	\$750,000	\$0	\$750,000
South Berkeley/ Adeline/Ashby BART Specific Plan	Berkeley	\$750,000	\$0 \$0	\$750,000
Bay Fair BART Transit Village Specific Plan	San Leandro	\$440,000	\$0 \$0	\$440,000
Alameda Naval Air Station Specific Plan	Alameda	\$250,000	\$0 \$0	\$250,000
Del Norte BART Station Precise Plan	El Cerrito	\$302,500	\$0 \$0	\$302,500
Mission Bay Railyard and I-280 Alternatives	San Francisco	\$700,000	\$0 \$0	\$700,000
Santa Clara El Camino Corridor Precise Plan	Santa Clara	\$750,000	\$0 \$0	\$750,000
Sunnyvale El Camino Corridor Precise Plan	Sunnyvale	\$587,000	\$0 \$0	\$587,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	San Jose	\$750,000	\$0 \$0	\$750,000 \$750,000
Staff Assistance	Sail 303C	Ψ7.50,000	Ψ0	Ψ7.50,000
Alameda PDA TDM Plan	Alameda	\$150,000	\$0	\$150,000
Downtown Livermore Parking Implementation Plan	Livermore	\$100,000	\$0 \$0	\$100,000
Oakland Transportation Impact Review Streamlining	Oakland	\$150,000	\$0 \$0	\$150,000
Oakland Complete Streets, Design Guidance, Circulation Element Update	Oakland	\$235,000	\$0 \$0	\$235,000
Downtown Oakland Parking Management Strategy	Oakland	\$200,000	\$0 \$0	\$200,000
Windsor Parking Management and Pricing	MTC	\$85,000	\$0 \$0	\$85,000
Technical Assistance	MIC	\$65,000	φU	\$65,000
Concord Salvio Streetscape	Concord	\$50,000	\$0	\$50,000
South Richmond Affordable Housing and Commercial Linkage	Richmond	\$60,000	\$0 \$0	\$60,000
9		\$25,000	\$0 \$0	\$00,000 \$25,000
San Mateo Planning/Growth Forum Series South San Francisco El Camino/Chestnut Ave Infrastructure Financing Analysis	San Mateo SSF		\$0 \$0	\$25,000 \$60,000
,		\$60,000		
Milpitas Transit Area Parking Analysis  Markan Hill Housing/Employment Market Demand/Circulation Analysis	Milpitas	\$60,000 \$60,000	\$0 #0	\$60,000 \$60,000
Morgan Hill Housing/Employment Market Demand/Circulation Analysis	Morgan Hill		\$0 ¢0	
Sab Jose West San Carlos Master Streetscape Plan	San Jose	\$60,000	\$0 ¢0	\$60,000
Sunnyvale Mathilda Ave Downtown Plan Line	Sunnyvale	\$60,000	\$0 \$0	\$60,000
Downtown Sunnyvale Block 15 Sale/Land Exchange	Sunnyvale	\$59,000	\$0 \$0	\$59,000
Sunnyvale El Camino Street Space Allocation Study	Sunnyvale	\$60,000	\$0 \$0	\$60,000
Central Rohnert Park PDA/Creekside Neighb. Subarea Connector Path	MTC	\$65,000 ¢7,021,772	\$0 \$0	\$65,000 ¢7,021,772
SUBTOTAL  5. PRIORTY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION	TOTAL:	\$7,931,772 <b>\$30,000,000</b>	\$10,000,000	\$7,931,772 <b>\$40,000,000</b>
J. PATOKI I DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION	IUIAL	\$30,000,000	\$T0,000,000	<b>Ψ40,000,000</b>

6. CLIMATE INITIATIVES PROGRAM (CIP)				
Car Sharing				
Hayward RFP for Car Sharing Services	Hayward	\$200,480	\$0	\$200,480
Oakland Car Share and Outreach Program	Oakland	\$320,526	\$0	\$320,526
CCTA Car Share4All	CCTA	\$573,453	\$0	\$573,453
TAM Car Share CANAL	TAM	\$125,000	\$0	\$125,000
City of San Mateo Car Sharing - A Catalyst for Change	San Mateo	\$210,000	\$0	\$210,000
Santa Rosa Car Share	SCTA	\$170,130	\$0	\$170,130
Transportation Demand Management				
goBerkeley Residential Shared Parking Pilot	Berkeley	\$950,000	\$0	\$950,000

Adopted: 05/17/12-C

Revised: 10/24/12-C

**OBAG 1 Regional Programs** FY 2012-13 through FY 2016-17

September 2021

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

	Implementing		Total Other	Total
Project Category and Title	Agency	STP/CMAQ	RTIP/TAP/TFCA	OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$438,146,000	\$53,080,000	\$492,046,000
Oakland Demand-Responsive Parking and Mobility Mgmt Initiative	Oakland	\$1,300,000	\$0	\$1,300,000
Walnut Creek N Main St Rehab (for Parking Guidance System Pilot)	Walnut Creek	\$783,000	\$0	\$783,000
Downtown San Mateo Parking Technology Implementation	San Mateo	\$1,500,000	\$0	\$1,500,000
Peery Park Rides	VTA/Sunnyvale	\$1,129,000	\$0	\$1,129,000
Public Education Outreach	MTC	\$312,000	\$0	\$312,000
EV Charging Infrastructure and Vehicles (Programmed by BAAQMD)*	BAAQMD	\$0	\$6,000,000	\$6,000,000
Spare the Air Youth Program - 2	MTC	\$838,000	\$0	\$838,000
Mobility Hubs Pilot Program				
Carsharing/Mobility Hubs Implementation	MTC	<u>\$175,000</u>	\$0	\$175,000
BART: MacArthur BART Station	BART	\$225,411	\$0	\$225,411
6. CLIMATE INITIATIVES PROGRAM (CIP)	TOTAL:	\$8,812,000	\$6,000,000	\$14,812,000

* Selected and funded by the BAAQMD. Listed here for informational purposes only				
7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)				
Specific projects TBD by CMAs				
Alameda County SRTS Program	ACTC	\$5,366,000	\$0	\$5,366,000
Cavallo Rd, Drake St, and 'G' Street Safe Routes to School Imps	Antioch	\$330,000	\$0	\$330,000
Actuated Ped /Bicycle Traffic Signal on Oak Grove Rd at Sierra Rd	Concord	\$504,900	\$0	\$504,900
Concord: Willow Pass Repaving & SRTS	Concord	\$215,000	\$0	\$215,000
Port Chicago Hwy/Willow Pass Rd Pedestrian & Bicycle Imps	Contra Costa County	\$441,700	\$0	\$441,700
West Contra Costa SRTS Non-Infrastructure Program	Contra Costa County	\$709,800	\$0	\$709,800
Vista Grande Street Pedestrian Safe Routes to School Imps	Danville	\$157,000	\$0	\$157,000
Happy Valley Road Walkway Safe Routes to School Imps	Lafayette	\$100,000	\$0	\$100,000
Moraga Road Safe Routes to School Bicycle/Pedestrian Imps	Moraga	\$100,000	\$0	\$100,000
Moraga: Moraga Way and Canyon Rd/Camino Pablo Imps.	Moraga	\$607,000	\$0	\$607,000
Orinda Sidewalk Imps	Orinda	\$100,000	\$0	\$100,000
Pittsburg School Area Safety Imps	Pittsburg	\$203,000	\$0	\$203,000
Pleasant Hill - Boyd Road and Elinora Drive Sidewalks	Pleasant Hill	\$395,000	\$0	\$395,000
San Ramon School Crossings Enhancements	San Ramon	\$247,600	\$0	\$247,600
North Civic Center Bicycle and Pedestrian Imps	Marin County	\$791,000	\$0	\$791,000
Napa County SRTS Program - 2	NVTA	\$105,000	\$0	\$105,000
Napa County SRTS Non-Infrastructure Program	NVTA	\$420,000	\$0	\$420,000
San Francisco SRTS Non-Infrastructure Program	SFDPH	\$1,799,000	\$0	\$1,799,000
San Mateo County SRTS Program	SMCCAG	\$2,382,000	\$0	\$2,382,000
Campbell - Virginia Avenue Sidewalks	Campbell	\$708,000	\$0	\$708,000
Mountain View - El Camino to Miramonte Complete Streets	Mountain View	\$840,000	\$0	\$840,000
Mountain View SRTS Non-Infrastructure Program	Mountain View	\$500,000	\$0	\$500,000
Palo Alto - Arastradero Road Schoolscape/Multi-use Trail	Palo Alto	\$1,000,000	\$0	\$1,000,000
San Jose - Walk N' Roll Phase 2	San Jose	\$1,000,000	\$0	\$1,000,000
City of Santa Clara SRTS Non-Infrastructure Program Phase 2	Santa Clara	\$500,000	\$0	\$500,000
Santa Clara County SRTS Non-Infrastructure Program	Santa Clara County	\$838,000	\$0	\$838,000
Sunnyvale: East Sunnyvale Area Sense of Place Improvements	Sunnyvale	\$1,346,000	\$0	\$1,346,000
Solano County SRTS Non-Infrastructure Program	STA	\$1,570,000	\$0	\$1,570,000
Sonoma County SRTS Program	SCTA	\$345,000	\$0	\$345,000
Sonoma County SRTS Program	Sonoma County TPW	\$1,379,000	\$0	\$1,379,000
7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)	TOTAL:	\$25,000,000	\$0	\$25,000,000

8. TRANSIT CAPITAL REHABILITATION PROGRAM				
SolTrans - Preventive Maintenance	SolTrans	\$1,000,000	\$0	\$1,000,000
Transit Capital Rehabilitation				
Specific Projects TBD by Commission				
Advanced Communications and Information System (ACIS)	GGBHTD	\$828,539	\$0	\$828,539
MS Sonoma Ferry Refurbishment	GGBHTD	\$1,171,461	\$0	\$1,171,461
BART Car Exchange Preventative Maintenance	BART	\$2,831,849	\$0	\$2,831,849
Clipper Fare Collection Equipment Replacement	MTC	\$9,994,633	\$0	\$9,994,633
Clipper Back Office Fare Collection Equipment Replacement	MTC	\$2,684,772	\$0	\$2,684,772
Clipper Next Generation Fare Collection System	MTC	\$636,763	\$0	\$636,763
SFMTA - New 60' Flyer Trolley Bus Replacement	SFMTA	\$5,502,261	\$0	\$5,502,261
SFMTA - New 40' Neoplan Bus Replacement	SFMTA	\$10,000,000	\$0	\$10,000,000
VTA Preventive Maintenance (for vehicle replacement)	VTA	\$3,349,722	\$0	\$3,349,722
SUBTOTAL		\$37,000,000	\$0	\$37,000,000
Transit Performance Initiative (TPI) Incentive Program				
Specific Projects TBD by Commission				
TPI - AC Transit Spectrum Ridership Growth	AC Transit	\$1,802,676	\$0	\$1,802,676
TPI - AC Transit - East Bay Bus Rapid Transit	AC Transit	\$4,547,305	\$0	\$4,547,305
TPI - LAVTA - Wheels Marketing Initiatives	LAVTA	\$423,798	\$0	\$423,798

Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

OBAG 1 Regional Programs FY 2012-13 through FY 2016-17

September 2021

	Implementing	Total	Total Other	Total
Project Category and Title	Agency	STP/CMAQ	RTIP/TAP/TFCA	OBAG 1
OBAG 1 REGIONAL PROGRAMS	rigency	\$438,146,000	\$53,080,000	\$492,046,000
TPI - ACE Positive Train Control	SJRRC/ACE	\$502,214	\$0	\$502,214
TPI - Union City - South Alameda County Major Corridors Travel Time Imps	Union City	\$160,587	\$0	\$160,587
TPI - CCCTA - 511 Real-Time Interface	CCCTA	\$100,000	\$0	\$100,000
TPI - CCCTA - Implementation of Access Improvement	CCCTA	\$685,196	\$0	\$685,196
TPI - CCCTA - Remix Software Implementation	CCCTA	\$35,451	\$0	\$35,451
TPI - ECCTA - Hydrogen Fueling Maintenance Infrastructure Upgrade	ECCTA	\$817,297	\$0	\$817,297
TPI - WCCTA - Purchase of Automatic Vehicle Locator System	WCCTA	\$344,513	\$0	\$344,513
TPI - GGBHTD - Building Ridership to Meet Capacity Campaign	GGBHTD	\$387,440	\$0	\$387,440
TPI - GGBHTD - Regional Customer Study: On-Board Bus and Ferry Surveys	GGBHTD	\$402,572	\$0	\$402,572
TPI - Marin Transit Preventive Maintenance (for low income youth pass)	Marin Transit	\$99,289	\$0	\$99,289
TPI - MCTD Preventative Maintenance (Youth Pass Program)	Marin Transit	\$239,808	\$0	\$239,808
TPI - Relocate Transit Maintenance Facility (PE only) (Youth Pass Program)	Marin Transit	\$122,249	\$0	\$122,249
TPI - NVTA - Am. Canyon Priority Signal Interconnection on SR 29	NVTA	\$91,757	\$0	\$91,757
TPI - NVTA - Bus Mobility Device Retrofits	NVTA	\$120,988	\$0	\$120,988
TPI - NVTA - Imola Ave and SR 29 Express Bus Improvements	NVTA	\$96,058	\$0	\$96,058
TPI - BART Train Car Accident Repair	BART	\$1,493,189	\$0	\$1,493,189
TPI - BART - Metro Priority Track Elements	BART	\$3,459,057	\$0	\$3,459,057
TPI - BART - Concord Shop Wheel Truing	BART	\$7,165,450	\$0	\$7,165,450
TPI - Caltrain - Off-peak Marketing Campaign	Caltrain	\$44,200	\$0	\$44,200
TPI - WETA - Central Bay Operations and Maintenance	WETA	\$1,325,466	\$0	\$1,325,466
TPI - BART 24th Street Train Control Upgrade	BART	\$2,000,000	\$0	\$2,000,000
TPI - SFMTA Light Rail Vehicle Rehabilitation	SFMTA	\$5,120,704	\$0	\$5,120,704
TPI - SFMTA - Light Rail Vehicle (LRV) Propulsion System	SFMTA	\$9,285,937	\$0	\$9,285,937
TPI - SFMTA Preventive Maintenance (for low income youth pass)	SFMTA	\$1,600,000	\$0	\$1,600,000
TPI - SFMTA Light Rail Vehicle Overhaul	SFMTA	\$5,337,401	\$0	\$5,337,401
TPI - Caltrain - Control Point Installation	Caltrain	\$1,802,415	\$0	\$1,802,415
TPI - Caltrain - Postitive Train Control	Caltrain	\$2,332,747	\$0	\$2,332,747
TPI - SamTrans - Preventative Maintenance (Service Plan Implementation)	SMCTD	\$1,344,917	\$0	\$1,344,917
TPI - VTA Preventive Maintenance (for low income fare pilot)	VTA	\$1,302,018	\$0	\$1,302,018
TPI - VTA - Montague Expressway Pedestrian Bridge at Milpitas BART	VTA	\$2,768,555	\$0	\$2,768,555
TPI - Fairfield - Expand bus service between Fairfield and Vacaville	Fairfield	\$372,216	\$0	\$372,216
TPI - Fairfield - SolanoExpress Service Vehicle Replacement (for SolanoExpress Bus Stop Imps)	Fairfield	\$333,719	\$0	\$333,719
TPI - SolTrans - 40' Electric Bus Purchase & Hybrid-Diesel Bus Replacement	SolTrans	\$399,223	\$0	\$399,223
TPI - Petaluma - Transit Signal Priority, Phase I, II & III	Petaluma	\$378,692	\$0	\$378,692
TPI - Santa Rosa - CityBus COA and Service Plan	Santa Rosa	\$100,000	\$0	\$100,000
TPI - Santa Rosa - Reimagining CityBus Implementation	Santa Rosa	\$682,177	\$0	\$682,177
TPI - Sonoma County Transit - 30-foot CNG Bus Replacements	Sonoma County	\$173,052	\$0	\$173,052
TPI - Sonoma County Transit - 40-foot CNG Bus Replacements	Sonoma County	\$199,667	\$0	\$199,667
SUBTOTAL		\$60,000,000	\$0	\$60,000,000
8. TRANSIT CAPITAL REHABILITATION PROGRAM	TOTAL:	\$98,000,000	\$0	\$98,000,000

9. TRANSIT PERFORMANCE INITIATIVE (TPI)				
TPI - Capital Investment Program				
TPI - Round 1				
AC Transit Line 51 Corridor Speed Protection and Restoration	AC Transit	\$10,515,624	\$0	\$10,515,624
SFMTA Potrero Ave Fast Track Transit and Streetscape Imps	SFMTA	\$4,133,031	\$0	\$4,133,031
SFMTA Colored Lanes on MTA Rapid Network	SFMTA	\$3,000,000	\$0	\$3,000,000
SFMTA Mission Mobility Maximization	SFMTA	\$5,383,109	\$0	\$5,383,109
SFMTA N-Judah Mobility Maximization	SFMTA	\$2,383,860	\$0	\$2,383,860
VTA Light Rail Transit Signal Priority	VTA	\$1,587,176	\$0	\$1,587,176
VTA Stevens Creek - Limited 323 Transit Signal Priority	VTA	\$712,888	\$0	\$712,888
TPI - Round 2				
AC Transit South Alameda County Corridors Travel Time Imps	AC Transit	\$5,000,000	\$0	\$5,000,000
MTC Clipper Phase III Implementation	MTC	\$8,000,000	\$0	\$8,000,000
LAVTA Dublin Blvd Transit Performance Initiative	LAVTA	\$1,009,440	\$0	\$1,009,440
SFMTA Colored Lanes on MTA Rapid Network	SFMTA	\$1,000,000	\$0	\$1,000,000
SFMTA Geary BRT Phase 1: Near-Term Improvements	SFMTA	\$3,990,560	\$0	\$3,990,560
VTA Prev. Maint. (for Mountain View Double Track Phase 1)	VTA	\$8,000,000	\$0	\$8,000,000
TPI - Round 3				
AC Transit San Pablo and Telegraph Ave Rapid Bus Upgrades	AC Transit	\$3,881,319	\$0	\$3,881,319
BART Train Seat Modification	BART	\$1,503,239	\$0	\$1,503,239
SamTrans Traffic Signal Priority on El Camino Real	SamTrans	\$3,459,000	\$0	\$3,459,000
SFMTA Geary BRT Phase 1: Near-Term Improvements	SFMTA	\$5,618,681	\$0	\$5,618,681
VTA Light Rail Crossovers & Switches	VTA	\$500,000	\$0	\$500,000
BBF - AC Transit Double Decker Bus Wash	AC Transit	\$1,600,000	\$0	\$1,600,000

Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

OBAG 1 Regional Programs FY 2012-13 through FY 2016-17

September 2021

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 11/120/13-C 12/18/13-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 11/19/14-C 12/17/14-C 03/25/15-C 05/27/15-C 06/24/15-C 07/22/15-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 06/28/17-C 07/26/17-C 10/25/17-C 11/15/17-C 02/28/18-C 03/28/18-C 05/23/18-C 05/23/18-C 09/25/19-C 09/23/20-C 11/20/20-C

**OBAG 1 Regional Programs Project List** 

	Implementing		Total Other	Total
Project Category and Title	Agency	STP/CMAQ	RTIP/TAP/TFCA	OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$438,146,000	\$53,080,000	\$492,046,000
BBF - AC Transit Higher Capacity Bus Fleets-Increased Service Freq.	AC Transit	\$7,400,000	\$0	\$7,400,000
BBF - West Grand Ave Transit Signal Priority	MTC	\$1,000,000	\$0	\$1,000,000
TPI - Round 4				
Fairfield Solano Express Service Vehicle Repl. (for SolanoExpress Fairgrounds Dr/SR 37 Bus Stop)	Fairfield	\$1,000,000	\$0	\$1,000,000
Novato Pavement Rehabilitation (for Novato Downtown SMART Station)	Novato	\$500,000	\$0	\$500,000
NVTA Imola Ave and SR 29 Express Bus Improvements	NVTA	\$411,073	\$0	\$411,073
Santa Rosa CityBus New Transit System Optimization	Santa Rosa	\$411,000	\$0	\$411,000
9. TRANSIT PERFORMANCE INITIATIVE (TPI)	TOTAL:	\$82,000,000	\$0	\$82,000,000

10. PRIORITY CONSERVATION AREA (PCA)				
North Bay PCA Program				
Specific projects TBD by North Bay CMAs				
Marin PCA - Mill Valley - Sausalito Pathway Preservation	Marin County	\$320,000	\$0	\$320,000
Marin PCA - Bayfront Park Recreational Bay Access	Mill Valley	\$140,000	\$0	\$140,000
Marin PCA - Thatcher Ranch Easement Acq. (Vineyard Rd Improvements)	Novato	\$250,000	\$0	\$250,000
Marin PCA - Pacheco Hill Parkland Acq. (Vinyard Rd. Improvements)	Novato	\$500,000	\$0	\$500,000
Marin PCA - Sunny Hill Ridge and Red Hill Trails	San Anselmo	\$40,000	\$0	\$40,000
Napa PCA: Napa Soscol Headwaters Preserve Acq. (SilveradoTrail Phase G Overlay)	Napa County	\$1,107,000	\$0	\$1,107,000
Napa PCA - Silverado Trail Yountville-Napa Safety Imps	Napa County	\$143,000	\$0	\$143,000
Solano PCA - Suisun Valley Bicycle and Pedestrian Imps	Solano County	\$1,175,000	\$0	\$1,175,000
Solano PCA - Solano PCA Assessment Plan	STA	\$75,000	\$0	\$75,000
Sonoma PCA - Sonoma County Urban Footprint Planning	Sonoma County	\$250,000	\$0	\$250,000
Sonoma PCA - Bodega Hwy Roadway Preservation	Sonoma County	\$1,000,000	\$0	\$1,000,000
SUBTOTAL		\$5,000,000	\$0	\$5,000,000
Peninsula, Southern and Eastern Counties PCA Program				
Bay Trail Shoreline Access Staging Area	Berkeley	\$500,000	\$0	\$500,000
Breuner Marsh Restoration and Public Access	EBRPD	\$1,000,000	\$0	\$1,000,000
SF Bay Trail, Pinole Shores to Bay Front Park	EBRPD	\$119,711	\$0	\$119,711
Coyote Creek Trail: Brokaw Road to Union Pacific Railroad	San Jose	\$712,700	\$0	\$712,700
Pier 70 - Crane Cove Park	Port of SF	\$1,000,000	\$0	\$1,000,000
Twin Peaks Connectivity Conceptual Plan	SF Rec. and Parks	\$167,589	\$0	\$167,589
Southern Skyline Blvd. Ridge Trail Extension	SF PUC	\$1,000,000	\$0	\$1,000,000
SUBTOTAL		\$4,500,000	\$0	\$4,500,000
10. PRIORITY CONSERVATION AREA (PCA)	TOTAL:	\$9,500,000	\$0	\$9,500,000
OBAG 1 REGIONAL PROGRAMS TOTAL	TOTAL:	\$438,146,000	\$53,080,000	\$492,046,000

Date: November 18, 2015

W.I.: 1512 Referred by: PAC

Revised: 07/27/16-C 10/26/16-C 12/21/16-C

03/22/17-C 04/26/17-C 05/24/17-C 06/28/17-C 07/26/17-C 09/27/17-C 10/25/17-C 11/15/17-C 12/20-17-C

01/24/18-C 02/28/18-C 03/28/18-C 04/25/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C

12/19/18-C 01/23/19-C 02/27/19-C 03/27/19-C 06/26/19-C 07/24/19-C

09/25/19-C 10/23/19-C 11/20/19-C 02/26/20-C 05/27/20-C 07/22/20-C

09/23/20-C 11/20/20-C 01/27/21-C

02/24/21-C 04/28/21-C 05/26/21-C 06/23/21-C 07/28/21-C 09/22/21-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.

On December 21, 2016, Attachments B-1 and B-2 were revised to redirect \$417,000 in unprogrammed 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 reorganization 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

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

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

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

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

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

(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 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

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

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

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

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

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

(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; 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 program \$1,750,000 within the Regional Safe and Seamless Mobility Quick-Strike program; to transit integration planning efforts in Solano, Sonoma, and East Bay Counties; 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 \$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.

On September 22, 2021, Attachment B-1 was revised to program \$4,191,538 to various projects within the Regional Safe & Seamless Mobility Quick-Strike program; \$184,000 in prior cycle project savings to San Mateo County's Broadmoor SRTS Pedestrian Safety and Mobility Improvements project within the Regional Strategic Investments program; and to redirect \$800,000 from MTC's Carsharing Implementation project and \$1,848,099 from the Climate Initiatives unprogrammed balance to various projects within the Mobility Hubs Pilot 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, July 14, 2021; September 8, 2021; and the Planning Committee dated September 10, 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 ninecounty 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

<u>RESOLVED</u> 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

<u>RESOLVED</u> 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

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

<u>RESOLVED</u> 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

<u>RESOLVED</u> 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

<u>RESOLVED</u> that the Executive Director or designee shall make available a copy of this resolution, and attachements 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

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 09/22/21-C

PROJECT CATEGORY AND TITLE	S	PONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS			\$651,765,885	\$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/Ca	ltrans	\$250,000	
2. PAVEMENT MANAGEMENT PROGRAM	-,	TOTAL:	· · · · · · · · · · · · · · · · · · ·	
3. PDA PLANNING & IMPLEMENTATION				
PDA Planning and Implementation				
PDA Implementation	MTC		\$2,000,000	
PDA Supportive Studies	MTC		\$587,000	
PDA Planning			700.700	
Berkeley: San Pablo Avenue PDA Plan	MTC		\$750,000	
Oakland: MacArthur Transit Village PDA; North Oakland/Golden Gate PDA Pla			\$800,000	
Oakland: Eastmont Town Center/International Blvd; Fruitvale & Dimond; MacArthur Blvd Corric			\$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: HOB Alea Elk San Francisco: Transit Corridors Study	MTC		\$500,000	
•	MTC			
Burlingame: Broadway Planning Area PDA Plan			\$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	NATO		¢4.00.000	
Emeryville: Mitigate Regulation-Induced Displacement, Streamlined Asset Mn			\$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				
•	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	

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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 09/22/21-C

ROJECT CATEGORY AND TITLE	SPONSOI	R	Total STP/CMAQ	Other
BAG 2 REGIONAL PROGRAMS			\$651,765,885	\$131,684,26
Oakland: General Plan Framework - PDA Community Engagement Program	MTC		\$65,000	
San Leandro: BayFair TOD Infrastructure Design/Finance	MTC		\$150,000	
San Francisco: Mission-San Jose PDA Housing Feasibility Analysis	MTC		\$65,000	
San Francisco: PDA Density Bonus Program	MTC		\$65,000	
Belmont: Transportation Demand Management Program	MTC		\$65,000	
San Mateo: TDM Ordinance	MTC		\$150,000	
Santa Rosa/Sonoma County: Renewal Enterprise District	MTC		\$150,000	
San Jose: Urban Villages District Parking & Rezoning	MTC		\$120,000	
BART AB2923 Implementation	BART		\$1,000,000	
Community-Based Transportation Plan (CBTP) Updates	MTC			
ACTC: CMA Planning (for Community-Based Transportation Plans)	MTC		\$300,000	
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	
PDA PLANNING & IMPLEMENTATION		TOTAL:	\$20,000,000	
CLIMATE INITIATIVES				
Climate Initiatives			<u>\$9,026,901</u>	
Spare the Air & EV Program Outreach (for Electric Vehicle Programs)	BAAQMD		\$10,000,000	
Carsharing Implementation	MTC		<del>\$800,000</del>	
Mobility Hubs Pilot Program				
Mobility Hubs Technical Assistance	MTC		<u>\$150,000</u>	
BART: MacArthur BART Station	<u>BART</u>		<u>\$524,589</u>	
San Ramon: Bishop Ranch Business Park	San Ramon		<u>\$387,600</u>	
SFMTA: Temporary Transbay Terminal (Vacant Site)	<u>SFMTA</u>		<u>\$340,760</u>	
Burlingame: Caltrain Station - Burlingame Square Transit Hub	<u>Burlingame</u>		<u>\$500,000</u>	
Millbrae: BART and Caltrain Station - Millbrae Transit Center	<u>Millbrae</u>		<u>\$345,150</u>	
Mountain View: Caltrain Station - Moutain View Transit Center	Moutain View		<u>\$200,000</u>	
<u>Vallejo: Vallejo Ferry Terminal</u>	<u>Vallejo</u>		\$200,000	
Targeted Transportation Alternatives	MTC		\$325,000	
Spare the Air Youth Program - 2	MTC		\$1,417,000	
CLIMATE INITIATIVES		TOTAL:	\$23,417,000	
REGIONAL ACTIVE OPERATIONAL MANAGEMENT				
Active Operational Management				
AOM Implementation	MTC		\$23,737,000	
Bay Area 511 Traveler Information	NATC.		¢26.440.000	
511 Next Gen	MTC		\$26,148,000	
511 Implementation	MTC		\$7,450,000	
Rideshare	NATO		ć720 000	
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			\$1,100,0
Bay Bridge Forward				
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies Pilot Transbay Express Bus Routes	AC Transit AC Transit		\$1,200,000 \$800,000	

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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 09/22/21-C

### **OBAG 2 Regional Programs Project List**

JECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
G 2 REGIONAL PROGRAMS	NATO	\$651,765,885	\$131,684,26
Eastbay Commuter Parking	MTC	\$2,500,000	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	WestCat	\$2,000,000	
Oumbarton Forward	NATC	Ć4 27E 000	
SR 84 (US 101 to I-880) Dumbarton Forward Richmond-San Rafael Bridge Forward	MTC	\$4,375,000	
5	Diahmand		¢500.00
Richmond-San Rafael Bridge Bikeway Access (Fund Exchange)	Richmond		\$500,0
Richmond-San Rafael Bridge Forward (Fund Exchange)	MTC		\$1,160,0
reeway Performance Program			
reeway Performance Program	MTC	\$14,240,000	
FPP: I-880 (I-80 to I-280)	MTC	\$3,000,000	
FPP: I-580 WB HOV Lane Extension (SR 24 to I-80/SFOBB approach) PL &	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	
rogram for Arterial System Synchronization (PASS)	MTC	\$5,000,000	
nnovative Deployments for Enhanced Arterials (IDEA)			
DEA Technical Assistance	MTC	\$1,532,000	
DEA 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 Oakland: Bancroft Ave	MTC MTC	\$302,000	
Pleasanton: Various Locations	MTC	\$310,000 \$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	
DEA 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		\$589,0
MTC Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	MTC		\$30,0
Walnut Creek: Various locations (Fund Exchange)	MTC		\$621,0
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	
hared Use Mobility	MTC	\$2,500,000	
Connected Bay Area		<del>+2,500,000</del>	
TMS Implementation	MTC	\$2,910,000	
TMC Asset Upgrade and Replacement	MTC	\$2,910,000 \$1,150,000	
•	MTC	\$1,130,000	
I-880 Communication Upgrade and Infrastructure Gap Closures			
InterConnect Bay Area Program ncident Management	MTC	\$3,000,000	
-	MTC	\$4.160.000	
Incident Management Implementation I-880 ICM Northern	MTC	\$4,160,000	
ITOOLU IVI IVI IVI IVI IVI IVI IVI IVI IVI IV	MTC	\$6,200,000	
	NATC		
I-880 ICM Central Inprogrammed Balance	MTC TBD	\$2,640,000 \$380,000	

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PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS	DADT	\$651,765,885	\$131,684,260
BART Car Replacement/Expansion	BART	\$99,800,000	¢20 220 222
GGB Suicide Deterrent (for BART Car Replacement/Expansion)	GGBH&TD	\$9,760,668	\$30,239,332
Clipper	MTC	\$34,200,000	
Unprogrammed Balance	70741	\$15,283,000	
6. TRANSIT PRIORITIES	TOTAL:	\$159,043,668	\$30,239,332
7. PRIORITY CONSERVATION AREA (PCA)			
Regional Peninsula, Southern and Eastern Counties PCA Grant Program			
Bay Area GreenPrint: PCA Functionality Imps (Fund Exchange)	MTC/GreenInfo Network		\$30,000
PCA Grant Implementation	MTC/Coastal Conservancy		\$500,000
Alameda County: Niles Canyon Trail, Phase 1	Alameda County		\$321,000
Albany: Albany Hill Access Improvements	Albany		\$251,000
Livermore: Arroyo Road Trail	Livermore		\$400,000
WOEIP/Urban Biofilter: Adapt Oakland Urban Greening in West Oakland	WOEIP/Urban Biofilter		\$300,000
EBRPD: Bay Trail at Point Molate (RSR Bridge to Point Molate Beach Park)	EBRPD		\$1,000,000
JMLT: Pacheco Marsh/Lower Walnut Creek Restoration and Public Access	John Muir Land Trust		\$950,000
SFCTA: Yerba Buena Island Multi-Use Pathway (PE/ENV)	SFCTA	\$1,000,000	
San Francisco: McLaren Park and Neighborhood Connections Plan	SF Recreation and Parks		\$194,000
San Francisco/Coastal Conservancy: Twin Peaks Trail Improvement	SF Rec and Park/Conservanc	у	\$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 Resilie	nt 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	ı.	\$1,000,000
North Bay PCA Grant Program			
Marin Co: Hicks Valley/Wilson Hill/Marshall-Petaluma Rehab. (for Corte Madera: Pa	ara 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 F	Par Fairfield	\$2,100,000	
Vacaville: Pavement Preservation/Rehabilitation (for Allison PDA Affordable	e 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			

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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 09/22/21-C

Alameda CTA planning & programming (for Youth and Adult Bleycle Promotion & Educati ACTC Alameda County Safe Routes to Schools ACTC Alameda County Safe Routes to Schools ACTC CTA planning & programming ACT Transit Tempo Quick Build Transit Lanes ACTC ACT Transit Tempo Quick Build Transit Lanes ACT Transit Tempo Quick Build Transit Lanes ACT Transit Quick Builds Transit Lanes ACT Alameda County Special Advances Active Protected Intersection Fremont Boulevard/Grimmer Boulevard Fremont Boulevard Protected Intersection Fremont Boulevard/Boulevard Fremont Boulevard Fremont Boulevard Fremont Boulevard Fremont Boulevard Fremont Boulevard Fremont Boulevard Fremont Boulevar	PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
CTA planning & programming (for Youth and Adult Bicycle Promotion & Educati ACTC \$15,00,000   ACTG   \$354,000   ACTG   \$400,000   ACTG   \$	OBAG 2 REGIONAL PROGRAMS		\$651,765,885	\$131,684,260
Alameda Country Safe Routes to Schools	Alameda			
CTA planning & programming ACT can State Empo Quick Build Transit Lane Delineation AC Transit Stamp Quick Build Transit Lane Delineation AC Transit Stamp Quick Build Stransit Lane Delineation AC Transit Quick Builds Transit Lane AC Transit Stamp Quick Build Transit Lane AC Transit Quick Builds Transit Lane AC Transit Quick Build Transit State Quick Build Research AC Transit Quick Build Transit State Quick Build Research AC Quick Build Transit Can Deline Transit State Quick Build Research AC Transit Provided Transit State Quick Build Research AC Transit Quick Build Transit State Quick Build Research AC Cancord AC Transit Quick Build Transit State Quick Build Research AC Cancord AC Transit Quick Build Transit State Quick Build Research AC Cancord AC Transit Quick Build Transit State Quick Build Research AC Cancord AC Transit Quick Build Transit State Quick Build Research AC Transit State Quick Build Transit State Quick Build Research AC Transit State Public Build Research AC Transit State Public Build Transit State Quick Build Research AC Transit State Public Build Research AC Transit St	CTA planning & programming (for Youth and Adult Bicycle Promotion & Educa	ti ACTC	\$160,000	
AC Transit Tempo Quick Build Transit Lane Delineation AC Transit \$300,000 AC Transit Quick Builds Transit Lane Canaly \$2,000,000 AC Transit Quick Builds Transit Lane AC Transit \$3954,000 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 Fremont Bulevard/Grimmer Boulevard Protected Intersection Fremont \$1,217,000 Fremont Boulevard/Grimmer Boulevard Protected Intersection Fremont \$1,415,000 LAVTA Passenger Facilities Enhancements Qakland Ath Street Complete Streets Qakland Ath Street Complete Streets Qakland Ath Street Complete Streets Qakland Corta Costa Carta Costa Carta Casta Carta Galand Ath Street Complete Streets Qakland Corta Costa Part Fare Collection Equipment (for Lafayette Town Center Pathway and BART BART / Lafayette BART Fare Collection Equipment (for Bicycle, Pedestrian, and ADA Imps. at PINS BART Fare Collection Equipment (for Bicycle, Pedestrian, and ADA Imps. at PINS BART Fare Collection Equipment (for Bicycle, Pedestrian, and ADA Imps. at PINS BART Fare Collection Equipment (for Bicycle, Pedestrian, and ADA Imps. at PINS BART Fare Collection Equipment (for Bicycle, Pedestrian, and ADA Imps. at PINS BART Fare Collection Equipment (for Bicycle, Pedestrian, and ADA Imps. at PINS BART Fare Collection Equipment (for Bicycle, Pedestrian, and ADA Imps. at PINS BART Fare Collection Equipment (for Bicycle, Pedestrian, and ADA Imps. at PINS BART Fare Collection Equipment (for Bicycle, Pedestrian, and ADA Imps. at PINS BART Fare Collection Equipment (for Bicycle, Pedestrian, and ADA Imps. at PINS BART Fare Collection Equipment (for Bicycle, Pedestrian Route Station Pins Barta Fare Collection Equipment (for Bicycle, Pedestrian Station Pins Bart Fare Collection Equipment (for Bicycle, Pedestrian Station Pins Bart Fare Collection Equipment (for Bicycle, Pedestrian Station Pins Bart Pans Ba	Alameda County Safe Routes to Schools	ACTC	\$1,500,000	
AC Transit Quick Builds Transit Lanes Antia Avenue Safe and Accessible Route to School and Transit Alameda County BART Fare Collection Equipment (for Oakland East Bay Greenway Segment III) Fremont Boulevard/Valnut Avenue Protected Intersection Fremont Boulevard/Valnut Avenue Protected Intersection Fremont Boulevard/Valnut Avenue Protected Intersection Fremont Boulevard/Schimer Boulevard Protected Intersection Fremont Boulevard/Schimer Boulevard Protected Intersection LAVTA Sassenger Facilities Enhancements LAVTA Savenger Facilities Enhancements LAVTA Saking Schimer Sc	CTA planning & programming	ACTC	\$354,000	
Anita Avenue Safe and Accessible Route to School and Transit	AC Transit Tempo Quick Build Transit Lane Delineation	AC Transit	\$300,000	
BART Fare Collection Equipment (for Oakland East Bay Greenway Segment II) Fremont Boulevard/Mainut Avenue Protected Intersection Fremont Boulevard/Grimmer Boulevard Protected Intersection Fremont Boulevard/Grimmer Boulevard Protected Intersection Fremont Boulevard/Grimmer Boulevard Protected Intersection LAVTA Passenger Facilities Enhancements LAVTA Oakland 14th Street Complete Streets CTA planning & programming CTA planning & programming BART Fare Collection Equipment (for Lafayette Town Center Pathway and BART BART / Lafayette BART Fare Collection Equipment (for Bicycle, Pedestrian, and ADA Imps. at Pitts BART East Downtown Concord PDA Access & Safe Routes to Transit Concord Richmond 13th Street Complete Streets Richmond 13th Street Complete Street Stan Jose Richmond 13th Street Rich	AC Transit Quick Builds Transit Lanes	AC Transit	\$954,000	
BART Fare Collection Equipment (for Oakland East Bay Greenway Segment II) Fremont Boulevard/Mainut Avenue Protected Intersection Fremont Boulevard/Grimmer Boulevard Protected Intersection Fremont Boulevard/Grimmer Boulevard Protected Intersection Fremont Boulevard/Grimmer Boulevard Protected Intersection LAVTA Passenger Facilities Enhancements LAVTA Oakland 14th Street Complete Streets CTA planning & programming CTA planning & programming BART Fare Collection Equipment (for Lafayette Town Center Pathway and BART BART / Lafayette BART Fare Collection Equipment (for Bicycle, Pedestrian, and ADA Imps. at Pitts BART East Downtown Concord PDA Access & Safe Routes to Transit Concord Richmond 13th Street Complete Streets Richmond 13th Street Complete Street Stan Jose Richmond 13th Street Rich	Anita Avenue Safe and Accessible Route to School and Transit	Alameda County	\$2,000,000	
Fremont Boulevard/Grimmer Boulevard Protected Intersection LAVTA Passenger Facilities Enhancements Oakland 14th Street Complete Streets Oakland 14th Street Complete Streets Oakland 14th Street Complete Streets CTA planning & programming CCTA planning & programming BART Fare Collection Equipment (for Lafayette Town Center Pathway and BART BART / Lafayette BART Fare Collection Equipment (for Lafayette Town Center Pathway and BART BART / Lafayette BART Fare Collection Equipment (for Lafayette Town Center Pathway and BART BART / Lafayette BART Fare Collection Equipment (for Lafayette Town Center Pathway and BART BART / Lafayette BART Fare Collection Equipment (for Lafayette Town Center Pathway and BART BART / Lafayette BART Fare Collection Equipment (for Lafayette Town Center Pathway and BART BART / Lafayette BART Fare Collection Equipment (for Lafayette Town Center Pathway and BART BART / Lafayette BART Fare Collection Equipment (for Lafayette Town Center Pathway and BART BART / Lafayette BART Fare Collection Equipment (for Lafayette Town Center Pathway and BART BART / Lafayette BART Fare Collection Equipment (for Lafayette Town Center Town Ce	BART Fare Collection Equipment (for Oakland East Bay Greenway Segment II)			\$1,000,000
Fremont Boulevard/Grimmer Boulevard Protected Intersection LAVTA Passenger Facilities Enhancements Oakland 14th Street Complete Streets Oakland 14th Street Complete Streets Oakland 14th Street Complete Streets CTA planning & programming CCTA planning & programming BART Fare Collection Equipment (for Lafayette Town Center Pathway and BART BART / Lafayette BART Fare Collection Equipment (for Lafayette Town Center Pathway and BART BART / Lafayette BART Fare Collection Equipment (for Lafayette Town Center Pathway and BART BART / Lafayette BART Fare Collection Equipment (for Lafayette Town Center Pathway and BART BART / Lafayette BART Fare Collection Equipment (for Lafayette Town Center Pathway and BART BART / Lafayette BART Fare Collection Equipment (for Lafayette Town Center Pathway and BART BART / Lafayette BART Fare Collection Equipment (for Lafayette Town Center Pathway and BART BART / Lafayette BART Fare Collection Equipment (for Lafayette Town Center Pathway and BART BART / Lafayette BART Fare Collection Equipment (for Lafayette Town Center Pathway and BART BART / Lafayette BART Fare Collection Equipment (for Lafayette Town Center Pathway and BART BART / Lafayette BART Fare Collection Equipment (for Lafayette Town Center Pathway and BART BART / Lafayette BART Fare Collection Equipment (for Lafayette Town Center Pathway and BART BART / Lafayette BART Fare Collection Equipment (for Lafayette Town Center Pathway - San Rafael McInnis Pkwy to Smith Ranch Road Mart	Fremont Boulevard/Walnut Avenue Protected Intersection	Fremont	\$1,271,000	
Contra Costa CTA planning & programming CTA planning & programming CTA planning & programming CTA planning & programming East Downtown Concord PDA Access & Safe Routes to Transit Concord Richmond 13th Street Complete Streets Richmond STAM CTA planning & programming NoVTA S10,000 SMART Pathway - San Rafael McInnis Pkwy to Smith Ranch Road SMART S1,858,000 Napa Valley Forward: S 1,200,000 SMART Pathway - San Rafael McInnis Pkwy to Smith Ranch Road Napa Valley Forward: S 1,200,000 STAMP - S 1,000,000 STAMP	Fremont Boulevard/Grimmer Boulevard Protected Intersection	Fremont	\$1,415,000	
Contra Costa  CTA planning & programming  CTA \$242,000  BART Fare Collection Equipment (for Bicycle, Pedestrian, and ADA Imps. at Pitts BART   S.1,50,000  East Downtown Concord PDA Access & Safe Routes to Transit   Concord   \$2,164,000   Richmond 13th Street Complete Streets   Richmond   \$2,821,000   Richmond 13th Street Complete Streets   Richmond   \$2,821,000   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 Valley Safe Routes to School   NVTA   \$162,000   Napa Valley Forward: SR 29/Rutherford & Oakville Roundabouts   MTC   \$1,000,000   Napa Valley Forward: SR 29/Rutherford & Oakville Roundabouts   MTC   \$1,000,000   San Francisco O Downtown San Francisco Congestion Pricing Study   SFCTA   \$180,000   Downtown San Francisco Congestion Pricing Study   SFCTA   \$3,244,000   San Francisco Folsom Streetscape   SFMTA   \$3,244,000   San Francisco Folsom Streetscape   SFMTA   \$3,244,000   San Bruno Transit Corridor Predestrian Connection Phase 4   \$2,000,000   San Bruno Transit Corridor Predestrian Connection Phase 4   \$3 Bruno   \$385,000   Bruning and Programming   \$C/CAG   \$183,000   Bruning and Programming   \$2,000,000   \$2,000,000   San Bruno Transit Corridor Pedestrian Connection Phase 4   \$3 Bruno   \$385,000   Bruning and Programming   \$3,000,000   \$4,000,000   San Bruno Transit Corridor Pedestrian Connection Phase 4   \$3 Bruno   \$385,000   Bruning and Programming   \$3,000,000   \$4,000,000   El Camino Real Grand Boluciard Initiative Phase III   \$3,000,000   \$4,000,000   El Camino Real Grand Boluciard Initiative Phase III   \$5,000,000   \$4,000,000   El Camino Real Grand Boluciard Initiative Phase III   \$5,000,000   \$4,000,000   El Camino Real Grand Bolucia and Pedestrian Improvements   \$4,000   \$4,000,000   El Camino Real Grand Bolucia and Pedestrian Improvements   \$4,000   \$4,000,000   El Mov	LAVTA Passenger Facilities Enhancements	LAVTA		\$2,000,000
CCTA planning & programming BART Fare Collection Equipment (for Lafayette Town Center Pathway and BART BART / Lafayette BART Fare Collection Equipment (for Bicycle, Pedestrian, and ADA Imps. at Pitts BART S1,510,000 BART Fare Collection Equipment (for Bicycle, Pedestrian, and ADA Imps. at Pitts BART S1,510,000 BART Fare Collection Equipment (for Bicycle, Pedestrian, and ADA Imps. at Pitts BART Concord S2,164,000 Richmond 13th Street Complete Streets Richmond 13th Street Complete Streets Richmond S141,000 Marin CTA planning & programming TAM S141,000 SMART Pathway - San Rafael McInnis Pkwy to Smith Ranch Road SMART S1,858,000 SMART Pathway - San Rafael McInnis Pkwy to Smith Ranch Road SMART CTA planning & programming NVTA S162,000 Napa Valley Safe Routes to School NyTA S100,000 San Francisco CTA planning & programming SFCTA S180,000 San Francisco CTA planning & programming SFCTA S180,000 Embarcadero Station Platform Elevator Capacity & Redundancy San Francisco Folosm Streetscape Safe Routes to School Non-Infrastructure Program San Bruno Transit Corridor Pedestrian Safe Routes and Mobility Imps San Bruno Transit Corridor Pedestrian Connection Phase 4 San Bruno Transit Corridor Pedestrian Connection Phase 4 San Bruno Transit Corridor Pedestrian Safety & Mobility Imps San Mateo County Santa Glara CTA planning & programming VTA S419,000 Santa Glara CTA planning & programming S420,000 Santa Glara CTA planning & programming S420,000 Santa Glara CTA planning & programming S420,000 Santa Glara CTA planning & programming S440,076 S	Oakland 14th Street Complete Streets	Oakland		\$1,000,000
BART Fare Collection Equipment (for Iarjayette Town Center Pathway and BART BART / Lafayette \$1,25,000 East Downtown Concord PDA Access & Safe Routes to Transit Concord \$2,164,000 Richmond 13th Street Complete Streets Richmond Richmond \$2,2821,000 Marin Country Bus Stop Improvements Raman Rama	Contra Costa			
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BABT Fare Collection Equipment (for Bicycle, Pedestrian, and ADA Imps. at Pitts BART East Downtown Concord PDA Access & Safe Routes to Transit Richmond 13th Street Complete Streets Richmond Tomain  Samina TAM S141,000 Marin County Bus Stop Improvements Mountain View Steric Improvements Mountain View Steric Improvements Mountain View Steric Improvements Mountain View Steric Im Road Bicycle and Pedestrian Improvements Mountain View Steric Improvem		T BART / Lafavette	. ,	\$1,825,000
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Planning and Programming of safe and seamless mobility  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  El Camino Real Grand Boulevard Initiative Phase III  South San Francisco  East of 101 Transit Expansion Project  South San Francisco  \$49,924  \$430,076  Santa Clara  CTA planning & programming  Evaluating on-demand shuttle strategies for improved transit access  VTA  \$1,987,000  VTA \$1,987,000  VTA \$1,987,000  Mountain View Stierlin Road Bicycle and Pedestrian Improvements  San Jose Julian Street & McKee Road Vision Zero Complete Streets  San Jose Bascom Avenue Protected Bike Lanes & Complete Street  San Jose  En Movimiento Quick Build Network for East San Jose  San Jos		C/CAG	¢192.000	
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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 San Jose Julian Street & McKee Road Vision Zero Complete Streets San Jose San		\	Ć440.000	
VTA Electronic Locker Upgrade and Replacement  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  San Jose  San Jose  En Movimiento Quick Build Network for East San Jose  San Jose  San Jose  San Jose  San Jose  \$1,325,000  San Jose - Downtown Bikeways  Saratoga Blue Hills Elementary Pedestrian Crossing at UPRR  Sunnyvale Bicycle, Pedestrian and SRTS Safety Improvements  Solano				
Mountain View Stierlin Road Bicycle and Pedestrian Improvements  San Jose Julian Street & McKee Road Vision Zero Complete Streets  San Jose  San Jose Bascom Avenue Protected Bike Lanes & Complete Street  En Movimiento Quick Build Network for East San Jose  \$4,025,000  Saratoga Blue Hills Elementary Pedestrian Crossing at UPRR  Sunnyvale Bicycle, Pedestrian and SRTS Safety Improvements  Solano				
San Jose Julian Street & McKee Road Vision Zero Complete Streets San Jose San Jose Bascom Avenue Protected Bike Lanes & Complete Street San Jose En Movimiento Quick Build Network for East San Jose San Jose - Downtown Bikeways San Jose - Downtown Bikeways Saratoga Blue Hills Elementary Pedestrian Crossing at UPRR Sunnyvale Bicycle, Pedestrian and SRTS Safety Improvements Solano Solano \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000				4
San Jose Bascom Avenue Protected Bike Lanes & Complete Street  En Movimiento Quick Build Network for East San Jose San Jose - Downtown Bikeways San Jose - Downtown Bikeways Saratoga Blue Hills Elementary Pedestrian Crossing at UPRR Sunnyvale Bicycle, Pedestrian and SRTS Safety Improvements Solano  \$4,025,000 \$1,800,000 \$1,900,000 \$1,900,000	,		\$2,521,000	
En Movimiento Quick Build Network for East 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	·			
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	•			
Saratoga Blue Hills Elementary Pedestrian Crossing at UPRR Saratoga \$1,800,000 Sunnyvale Bicycle, Pedestrian and SRTS Safety Improvements Sunnyvale \$1,900,000 Solano				
Sunnyvale Bicycle, Pedestrian and SRTS Safety Improvements Sunnyvale \$1,900,000	•		4	\$4,025,000
Solano	,	-	\$1,800,000	
	, , , , ,	Sunnyvale		\$1,900,000
CTA planning & programming STA \$110,000	Solano			
	CTA planning & programming	STA	\$110,000	

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 09/22/21-C

#### **OBAG 2 Regional Programs Project List**

PROJECT CATEGORY AND TITLE	SPONSOR	₹ 1	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS			\$651,765,885	\$131,684,260
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
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	•			
East Bay Integration and Coordination Implementation Planning	CCTA		\$500,000	
Solano Integration and Coordination Implementation Planning	STA		\$500,000	
Sonoma Integration and Coordination Implementation Planning	SCTA/MTC		\$750,000	
TBD	TBD		<del>\$4,191,538</del>	
Accessibility: Centralized Program Eligibility Verification	MTC		\$1,400,000	
Customer Information: Mapping & Wayfinding	MTC		\$2,791,538	
9. SAFE & SEAMLESS MOBILITY QUICK-STRIKE		TOTAL:	\$54,466,462	\$34,593,076
10. REGIONAL STRATEGIC INVESTMENTS (RSI)				
AC Transit Bus Purchase (for Solano I-80 Express Lanes)	AC Transit		\$4,667,000	
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	
			\$1,120,000	
Old Redwood Highway Multi-Use Pathway	Larkspur San Rafael			
Grand Ave Bridge Grand Ave Bike/Ped Imps (for SMART 2nd to Andersen Pathway)	San Rafael		\$763,000 \$1,000,000	
US 101 Marin-Sonoma Narrows	TAM			
			\$2,000,000	Ć42 042 0E2
US 101 Marin-Sonoma Narrows (MSN) B7 (Loan for RM3)	TAM		\$61,708,245	\$13,942,852
Diridon Station Planning & Studies	MTC		\$1,000,000	
Broadmoor SRTS Pedestrian Safety & Mobility Imps	San Mateo Coun	ity	<u>\$184,000</u>	
I-80 Express Lanes in Solano County (Loan for RM3)	STA		\$63,464,510	\$3,255,000
I-80 Express Lanes in Solano County (Toll System)	BAIFA			\$28,454,000
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (Fund Exchange)	SCTA		\$15,400,000	
10. REGIONAL STRATEGIC INVESTMENTS (RSI)		TOTAL:	\$163,833,755	\$45,651,852
OBAG 2 REGIONAL PROGRAMS		TOTAL:	\$651,765,885	\$131,684,260

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