



Metropolitan Transportation Commission

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

Meeting Agenda

Programming and Allocations Committee

Committee Members:

David Rabbitt, Chair Gina Papan, Vice Chair

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

Miley, Hillary Ronen, Amy R. Worth

Non-Voting Member: Dina El-Tawansy

Wednesday, November 10, 2021

9:45 AM

REMOTE

The Programming and Allocations Committee is scheduled to meet on Wednesday, November 10, 2021 at 9:45 a.m., in the Bay Area Metro Center (Remotely), or immediately following the 9:40 a.m. Administration Committee meeting. In light of Governor Newsom's State of Emergency declaration regarding COVID-19 and in accordance with the recently signed Assembly Bill 361 allowing remote meetings, this meeting will be accessible via webcast, teleconference, and Zoom for all participants. 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/81380924143>

Or iPhone one-tap: US: +16699006833,,81380924143# or +14086380968,,81380924143#

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

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

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

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

Webinar ID: 813 8092 4143

International numbers available: <https://bayareametro.zoom.us/j/81380924143>

Detailed instructions on participating via Zoom are available at:

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

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

1. Call to Order / Roll Call / Confirm Quorum

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

2. Consent Calendar

- 2a.** [21-1293](#) Minutes of the October 13, 2021 meeting
- Action:** Committee Approval
- Attachments:** [2a - 21-1293 - Oct 13 Prog&Allocations Draft Minutes.pdf](#)
- 2b.** [21-1299](#) Regional Measure 2 (RM2) and Regional Measure 3 (RM3) Capital Programs: Semi-Annual Update
- Action:** Information
- Presenter:** Anne Spevack
- Attachments:** [2b - 21-1299 - RM2 Capital Update.pdf](#)
 [2b - 21-1299 - Attachment A - RM2 Semi-Annual Report.pdf](#)
 [2b - 21-1299 - Attachment B - RM3 LONP.pdf](#)
- 2c.** [21-1294](#) Allocation of \$69 million in FY2021-22 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to SamTrans, Vacaville, and VTA.
- Action:** Commission Approval
- Presenter:** Cheryl Chi
- Attachments:** [2c - 21-1294 - Resos 4465-4464 TDA STA Allocations.pdf](#)
- 2d.** [21-1324](#) MTC Resolution No. 4486, FY2021-22 STA State of Good Repair Allocations
- Action:** Commission Approval
- Presenter:** Terence Lee
- Attachments:** [2d - 21-1324 - Reso 4486 State of Good Repair Allocations.pdf](#)
- 2e.** [21-1354](#) Transportation Development Act (TDA) Triennial Audit report for FY2020-21.
- Action:** Information
- Presenter:** William Bacon
- Attachments:** [2e - 21-1354 - FY2020-21 TDA Triennial Audit Report.pdf](#)
 [2e - 21-1354 - FY2020-21 TDA Triennial Audit Report Presentation.pdf](#)

- 2f. [21-1413](#) MTC Resolution No. 4202, Revised. Revisions to the One Bay Area Grant (OBAG 2) program, including redirecting \$948,000 within the San Mateo County program.

Action: Commission Approval

Presenter: Thomas Arndt

Attachments: [2f - 21-1413 - Reso 4202 OBAG2 Revisions.pdf](#)

3. Information

- 3a. [21-1181](#) One Bay Area Grant (OBAG 3) Proposed Framework

Staff will present the proposed program framework for the One Bay Area Grant (OBAG 3), including proposed focus areas, funding levels, and partnership approaches.

Action: Information

Presenter: Mallory Atkinson

Attachments: [3a - 21-1181 - OBAG3 Considerations.pdf](#)
[3a - 21-1181 - OBAG3 Considerations Presentation.pdf](#)

- 3b. [21-1298](#) Update on Bay Area Zero-Emission Bus Fleet Transition

Information item on regional transit operators' zero-emission fleet transition plans, compliance with Innovative Clean Transit rule, and funding issues and opportunities

Action: Information

Presenter: Craig Bosman

Attachments: [3b - 21-1298 - Zero Emission Bus Update.pdf](#)
[3b - 21-1298 - Zero Emission Bus Update Presentation.pdf](#)

- 3c. [21-1157](#) California Transportation Commission (CTC) Update

An update on the October 13-14, 2021 CTC Meeting and other state funding activities.

Action: Information

Presenter: Kenneth Kao

Attachments: [3c - 21-1157 - CTC Update.pdf](#)

4. Public Comment / Other Business

5. Adjournment / Next Meeting

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

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

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-1293 **Version:** 1 **Name:**
Type: Minutes **Status:** Committee Approval
File created: 9/24/2021 **In control:** Programming and Allocations Committee
On agenda: 11/10/2021 **Final action:**
Title: Minutes of the October 13, 2021 meeting
Sponsors:
Indexes:
Code sections:
Attachments: [2a - 21-1293 - Oct 13 Prog&Allocations Draft Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of the October 13, 2021 meeting

Recommended Action:
Committee Approval



Metropolitan Transportation Commission Meeting Minutes

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

Programming and Allocations Committee

Committee Members:

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

Wednesday, October 13, 2021

9:50 AM

REMOTE

Call Remote Meeting to Order

1. Roll Call / Confirm Quorum

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

Non-Voting Member Absent: Commissioner El-Tawansy

Ex Officio Voting Member Present: Commission Vice Chair Josefowitz

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

2. Consent Calendar

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

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

2a. [21-1142](#) Minutes of the September 8, 2021 meeting

Action: Committee Approval

2b. [21-0114](#) Quarterly report of the Executive Director's Delegated Authority actions

Action: Information

Presenter: Cheryl Chi

- 2c. [21-1145](#) MTC Resolution Nos. 4465, Revised; and 4466, Revised. Allocation of \$34 million in FY2021-22 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to nine operators and Solano Transportation Authority to support transit operations in the region.

Action: Commission Approval

Presenter: Cheryl Chi

- 2d. [21-1146](#) MTC Resolution No. 3664, Revised. Regional Measure 2 (RM2) Project 32: Allocation of \$150,000 in RM2 funds to the Livermore Amador Valley Transit Authority (LAVTA) for the Shared Autonomous Vehicle Project.

Action: Commission Approval

Presenter: Anne Spevack

3. Regional

- 3a. [21-1021](#) MTC Resolution No. 4450, Revised. FY2021-22 Fund Estimate.

Updates the Fund Estimate to reflect actual FY2020-21 revenue for the State Transit Assistance (STA) and State of Good Repair (SGR) programs and revises FY2021-22 revenue estimates.

Action: Commission Approval

Presenter: Terence Lee

Upon the motion by Commissioner Chavez and the second by Commissioner Ronen, the Committee unanimously approved the referral of MTC Resolution No. 4450, Revised to the Commission for approval. The motion carried by the following vote:

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

4. Federal

4a. [21-1287](#) American Rescue Plan Act Phase 2 Programming Next Steps

An update on and timeline for the programming of the Bay Area’s balance of American Rescue Plan Act (ARP) COVID relief funds for public transit.

Action: Information

Presenter: Theresa Romell

The following members of the public were called to speak: Jeffrey Tumlin of SFMTA, Zack Deutsch-Gross, Christopher Pederson, Peter Straus, Cyrus Hall, Bob Allen of Urban Habitat, Roland Lebrun, and Gerald Cauthen.

4b. [21-1181](#) One Bay Area Grant (OBAG 3) Proposed Framework

Staff will present the proposed program framework for the One Bay Area Grant (OBAG 3), including proposed focus areas, funding levels, and partnership approaches.

Action: Information

Presenter: Mallory Atkinson

In the interest of time, agenda item 4b was postponed to a future Programming and Allocations Committee meeting.

5. Public Comment / Other Business

6. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee is scheduled to be held on Wednesday, November 10, 2021 at 9:45 a.m. remotely and by webcast. Any changes to the schedule will be duly noticed to the public.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-1299 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 9/28/2021 **In control:** Programming and Allocations Committee

On agenda: 11/10/2021 **Final action:**

Title: Regional Measure 2 (RM2) and Regional Measure 3 (RM3) Capital Programs: Semi-Annual Update

Sponsors:

Indexes:

Code sections:

Attachments: [2b - 21-1299 - RM2 Capital Update.pdf](#)
[2b - 21-1299 - Attachment A - RM2 Semi-Annual Report.pdf](#)
[2b - 21-1299 - Attachment B - RM3 LONP.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Regional Measure 2 (RM2) and Regional Measure 3 (RM3) Capital Programs: Semi-Annual Update

Presenter:
Anne Spevack

Recommended Action:
Information

**Metropolitan Transportation Commission
Programming and Allocations Committee**

November 10, 2021

Agenda Item 2b - 21-1299

Regional Measure 2 (RM2) and Regional Measure 3 (RM3) Capital Programs: Semi-Annual Update

Subject:

Semi-annual update on the progress of projects that have received Regional Measure 2 (RM2) capital funds and projects issued Regional Measure 3 (RM3) Letters of No Prejudice (LONPs).

Background:

RM2 Capital Program

RM2 was passed by the voters in March 2004 and the Commission began allocating funds in July 2004. Attached is the latest semiannual report for the RM2 capital program.

Allocation/Expenditure Status

The RM2 Capital Program has a total program amount of approximately \$1.6 billion. As of October 2020, MTC has approved \$1.57 billion in capital allocations, of which \$1.52 billion has been expended (96% of the total amount available).

Project Status

The majority of projects are completed or are on track and under construction. Highlights of the attached report include the completion of the I-680 Southbound Express Lane Conversion, construction progress on the I-80/I-680/SR-12 interchange, and allocation of unspent funds to new projects, including funds reprogrammed through the 2020 public hearing. This report also notes the pause in delivery of BART railcars and cost increase and delay on the Caltrain Electrification Project.

Staff continues to work with sponsors to move projects with remaining unallocated funds toward construction.

Last year, MTC staff identified \$19 million in project savings and other unused funds and took steps to identify new investments and redirect the funds. In November 2020, MTC held a public hearing to redirect \$663,000 in RM2 funds and modify project descriptions to allow for a total of \$12 million in new investments for Bay Bridge Forward projects, Dumbarton Forward projects,

and transit recovery initiatives. Re-programmed funds for Bay Bridge Forward and transit recovery have since been allocated to their respective projects.

RM3 Capital Program

On October 14, 2020, the California Supreme Court granted review of the RM3 case, but deferred action until it decides an appeal for a related case, Zolly v City of Oakland. This announcement further delays resolution of the lawsuit and potential availability of the RM3 funds. While MTC has issued some LONPs to allow projects to progress with an alternative fund source while preserving eligibility for RM3 reimbursement if the funds are made available, others do not have alternative funds available and are facing delays.

Sixteen RM3 projects have been issued LONPs totaling \$516 million. Most projects with LONPs are in design, with some entering construction.

Issues:

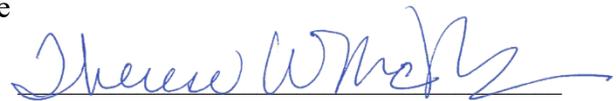
None identified.

Recommendations:

Information

Attachments:

- Attachment A: RM2 Semi-Annual Report
- Attachment B: RM3 Letters of No Prejudice



Therese W. McMillan

Regional Measure 2 Capital Program Update



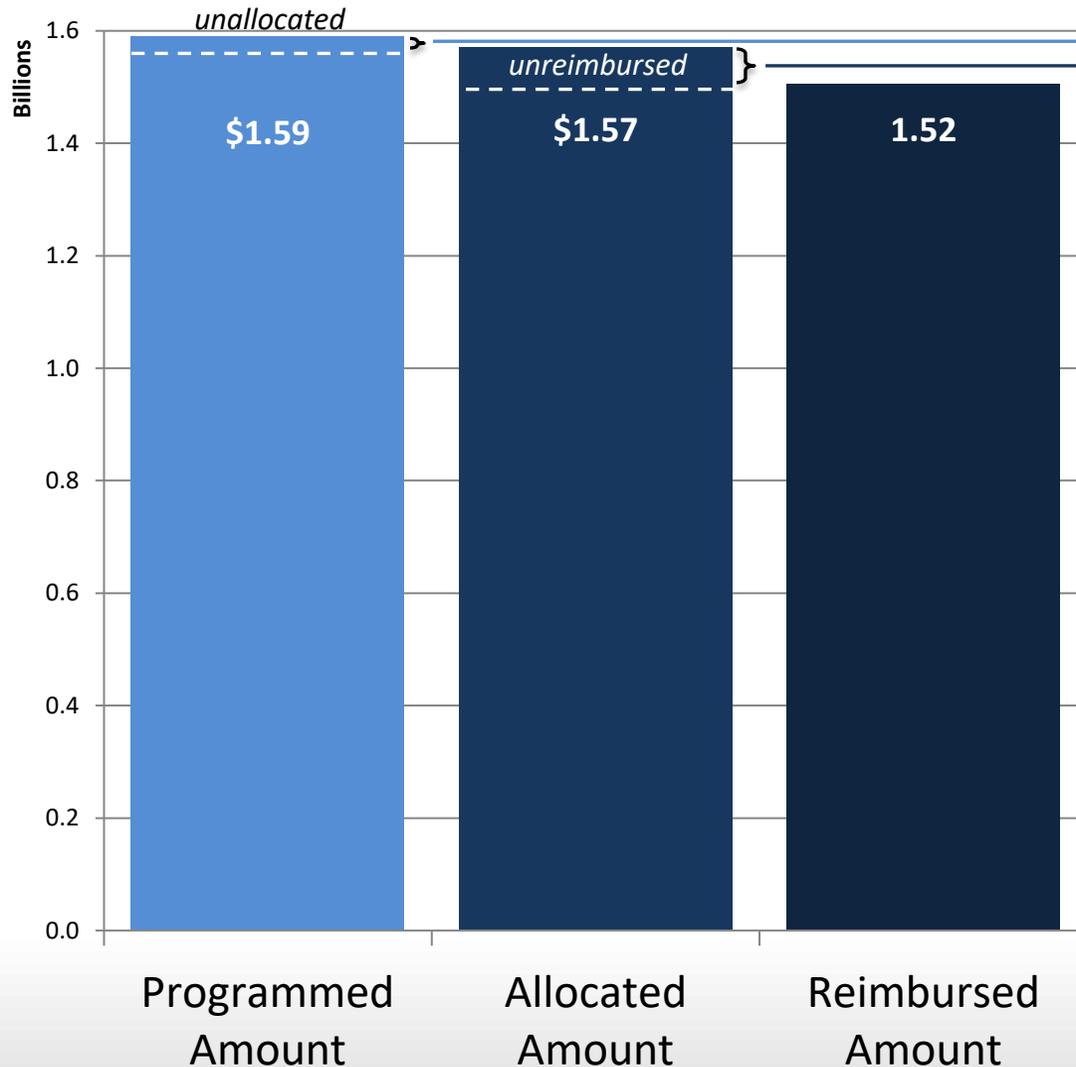
AC Transit Tempo BRT

METROPOLITAN
TRANSPORTATION
COMMISSION

**Programming and Allocations Committee
Item 2b, Attachment A
November 11, 2021**



Capital Program Summary



The remaining \$15 million not yet allocated includes the following projects:

- I-580 Transit Improvements (\$5M)
- Express Bus South (Dumbarton) (\$5M)
- Bay Bridge Forward (\$3M)
- BART/Muni Connection (\$1.5M)

The \$51 million not yet reimbursed includes the following projects:

- Bay Bridge Forward* (\$12M)
- North South Greenway - Marin (\$7M)
- Clipper Next Generation (\$7M)
- Dublin/Pleasanton Parking Garage (\$7M)
- BART Cars (\$6M)
- Richmond Parkway P&R (\$3M)
- AC Transit BRT (\$2M)
- BART Extension to Warm Springs (\$2M)
- Irvington BART Station (\$2M)
- Dumbarton Bus Replacement (\$2M)
- Blue Ribbon Task Force Initiatives (\$2M)

*Includes funds from RM2 Project 29 and RM2 Project 38

Program Assessment

- 99% of program allocated; 96% reimbursed
- Majority of projects are completed or “On Track” and “Under Construction”
- The COVID-19 pandemic has caused delays and cost increases on many projects entering or under construction.
- MTC will continue to monitor projects to assess and minimize risks, including project delays and funding shortfalls, and to provide opportunities for meaningful scope changes.

Express Lanes in Contra Costa and Solano Counties

I-680 Southbound Express Lane Conversion

- Toll system installation complete and activated in August 2021
- Closeout in progress

I-80 Express Lanes in Solano County

- Environmental documents are complete and final design is underway
- Project is ready to list for construction
- Expected to be complete in 2025



I-80/I-680/SR-12 Interchange – Solano County

- Initial Construction Package 1 (WB 80 – WB 12 Connector): Open for use, closeout in progress



- Package 2a: EB12 – EB 80 Connector
 - Continued work on construction and ROW negotiations
 - ROW cost increase expected, seeking additional funds
 - Expected completion in 2022
- Continued work on PS&E and ROW for subsequent construction packages
 - Package 2b: Red Top Road Interchange
 - Package 3: I-80/I-680 Interchange

Bay Bridge Forward

- Design ongoing for the **Integrated Bridge Corridor** project to optimize traffic management systems at bridge approaches; expect to start construction in 2022.
- Design ongoing for Phase 2 of the **West Grand HOV/Bus Only Lane**, which will extend the shoulder HOV/bus lane on the West Grand on-ramp to the frontage road; expect to start construction by end of 2021.
- Pilot implementation of TDM platform for **Flexible On-Demand Transit Pilot** complete and report is in progress; currently identifying operator for pilot transit service.
- **Commuter Parking Initiative** parking lots construction in Oakland and Albany expected to open in December 2021.
- **HOV enforcement** and **Vehicle Occupancy Detection Pilots** completed in 2018.
- **Bay Bridge Forward 2020** suite of projects was programmed (via public hearing) and allocated additional RM2 funds; projects have not yet started.



Marin North-South Greenway Gap Closure

Northern Segment

- Design and construction documents complete
- In October 2020, Commission redirected Central Marin Ferry Connector savings and remaining Southern segment funds to cover cost increase from high construction bids
- Additional utility conflicts identified, additional cost increase expected
- Construction completion expected Mid-2022

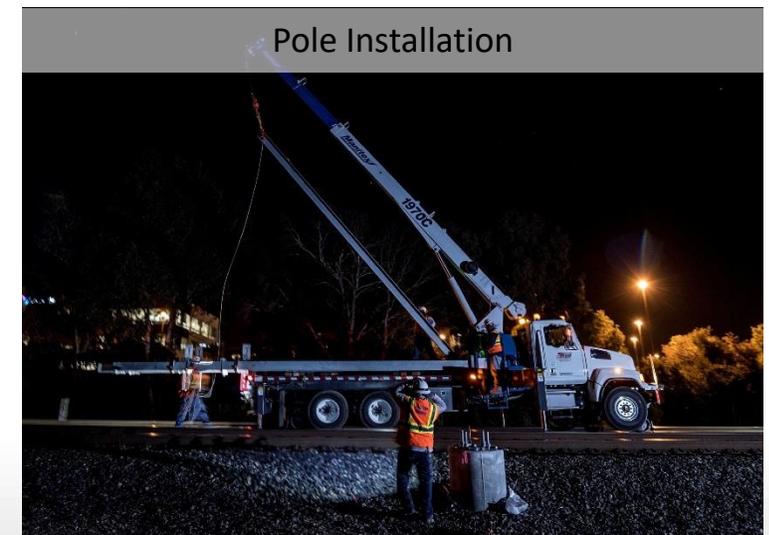
Southern Segment

- Work suspended due to right of way conflict and lack of funding



Caltrain Electrification

- Electrification construction, delivery of new EMUs, and coordination with CA High Speed Rail Authority continue
 - All foundations installed in segments 2 to 4 and poles installed in segments 3 and 4
 - 70 cars have been shipped to Salt Lake City for assembly and testing
- On June 3, 2021 the Caltrain Board received a staff update announcing a \$333 million cost increase and ~2-year delay, based on an FTA Risk Assessment
- On November 4, 2021, Caltrain Board scheduled to receive a project update on top risks, funding opportunities, and project priorities.
- Staff will continue to work closely with Caltrain staff and funding partners to identify additional funding and complete the project.



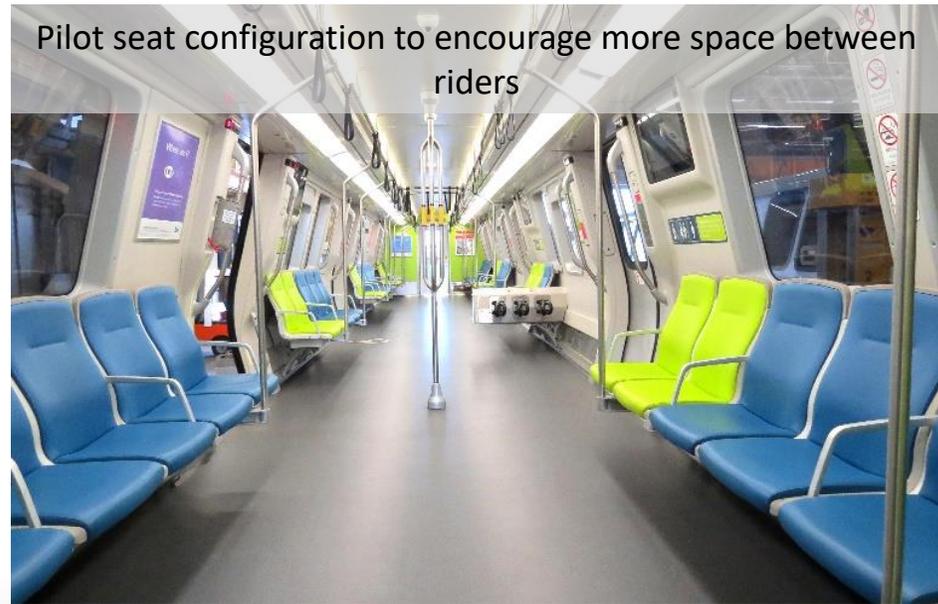
BART Cars

- 296 new cars received and 286 in service as of March 2021
- Acceptance of cars suspended in January 2021 due to issues with reliability, working with Bombardier to resolve and continue production

New train with new LED lights



Pilot seat configuration to encourage more space between riders



Ongoing BART Projects

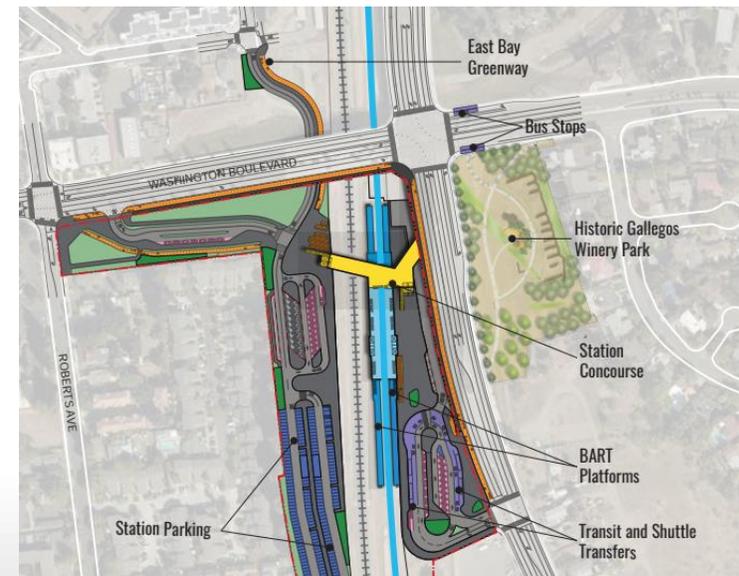
Dublin/Pleasanton Parking Garage

- New 537 space parking garage at Dublin/Pleasanton BART Station
- Design complete and currently procuring construction contractor
- Construction scheduled to start in Spring 2022



Irvington BART Station

- Infill BART station between Fremont and Warm Springs stations
- Design expected to be complete in 2022
- ROW acquisitions expected to start by late 2021



Newly Programmed and Allocated Projects

- **Regional Real-Time Transit Data Management:** Savings from real-time transit information projects within RM2 Project 19 redirected to a new project to upgrade the 511 data infrastructure.
- **I-580 Transit Corridor Improvements:** Unallocated funds in RM2 Project 32 programmed to two new LAVTA projects – Rapid Bus Stop Improvements and Shared Autonomous Vehicle Pilot – and allocations made for design of both projects
- **Business Case for Fare Integration:** Savings from fare policy projects redirected to fare integration business case; recommendations recently presented to the Fare Integration Task Force and Policy Advisory Council.
- **Transit Recovery Initiatives:** Savings from planning and commuter benefits marketing projects programmed (via public hearing) and allocated to implement transit recovery initiatives, including the Network Manager Business Case.

RM2 Program - Look Forward

- Most remaining projects in construction or starting construction within the next one to two years
- Continuing to work with project sponsors to close out projects and allocate remaining funds
- Tracking New Starts/Small Starts projects closely
- Coordinating with other major programs and related projects, particularly SB1
- Monitoring Covid-19 impacts on projects and the region's transit systems

Programming and Allocations Committee

November 10, 2021

Item 2b Attachment B

Regional Measure 3 (RM3) Capital Program Semi-Annual Update – Letters of No Prejudice

Sixteen projects have been issued LONPs **totaling \$516 million** to allow projects to progress with alternative fund sources while preserving eligibility for RM3 reimbursement if the funds are made available. The list of projects that have been issued an LONP is below.

RM3 Project Number	Sponsor	Project Title	LONP Phase	Amount (\$M)	Commission Approval Date
5.1	WETA	Mission Bay Ferry Landing	Construction	25.0	Mar-20
3.1	ACTC	Goods Movement GoPort 7th St Grade Separation	Construction	55.0	May-20
30	ACTC	I-680/SR-84 Interchange Reconstruction and SR-84 Expressway Widening	Construction	85.0	May-20
21	STA	I-80/I-680/SR-12 Interchange	Construction	16.7	Jul-20
25.1	TAM	US-101/I-580 Direct Connector	Planning/Env	5.6	Jul-20
7.1	SMART	SMART System Extension to Windsor and Healdsburg	Construction	5.0	Oct-20
20.1	TAM	US-101 Marin-Sonoma Narrows, Marin Segment	ROW	7.1	Dec-20
19.1	CCTA	I-680/SR-4 Interchange Improvement Phase 1 and 2A	Final Design	8.0	Feb-21
34.1	CCTA	Mokelumne Trail Bicycle/Pedestrian Overcrossing of SR-4	Construction	11.0	Feb-21
29.1	ACTC	SR-262 (Mission Blvd) Cross Connector	Environmental	10.0	Apr-21
22	STA	I-80 Westbound Truck Scales	PS&E	5.3	Apr-21
20.1	TAM	US-101 Marin-Sonoma Narrows	Construction	80.9	Apr-21
2.1	STA	I-80 Express Lanes in Solano County	Construction	70.4	Apr-21
26.1	NVTA	Vine Transit Maintenance Facility	Construction	20.0	Jun-21
2.2	BAIFA	I-80 Express Lanes in Solano County (Toll System)	Construction	31.3	Jul-21
2.3	ACTC	I-680 Southbound Express Lane in Alameda County	Construction	80.0	Sep-21
Total	n/a	n/a	n/a	516.2	n/a



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-1294 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 9/24/2021 **In control:** Programming and Allocations Committee

On agenda: 11/10/2021 **Final action:**

Title: Allocation of \$69 million in FY2021-22 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to SamTrans, Vacaville, and VTA.

Sponsors:

Indexes:

Code sections:

Attachments: [2c - 21-1294 - Resos 4465-4464 TDA STA Allocations.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Allocation of \$69 million in FY2021-22 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to SamTrans, Vacaville, and VTA.

Presenter:
Cheryl Chi

Recommended Action:
Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

November 10, 2021

Agenda Item 2c - 21-1294

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

Subject:

Allocation of \$69 million in FY2021-22 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to SamTrans, Vacaville, and VTA.

Background:

This month's proposed actions continue the annual allocation process of these funds for FY2021-22. SamTrans, and Vacaville, and VTA are requesting TDA or STA 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. Santa Clara Valley Transportation Authority (VTA)'s first allocation was approved in June 2021; this current requesting is for STA fundings that became available as a result of the update of the FY 2021-22 Fund Estimate in October, since their claim was approved in June 2021.

These funds comprise an important source of ongoing funding for transit agencies.

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:

Claim Amounts by Operator (amounts in millions)

Claimant	TDA (Res 4465)	STA (Res. 4466)	Total Amount
SamTrans	\$36.9	\$22.5	\$59.4
Vacaville	\$2.4	-	\$2.4
VTA	\$.4	\$6.5	\$6.9
Total	\$39.7	\$29.0	\$68.7

Information regarding the FY 2021-22 operating budget and transit services for SamTrans and Vacaville is provided in Attachment A. Vacaville is piloting on-demand service and SamTrans is conducting outreach on a refreshed bus network with the goal of implementing changes next fall.

Issues:

None identified.

Recommendations:

Refer MTC Resolution Nos. 4465, Revised; and 4466, Revised to the Commission for approval.

Attachments:

- Attachment A – Transit Operator Budget Summary
- MTC Resolution No. 4464, Revised
- MTC Resolution No. 4465, Revised


Therese W. McMillan

Attachment A – Transit Operator Budget Summary

SamTrans

Proposed Operating Budget	\$196.4 million
Change in Budget compared to FY2019-20 (excluding Caltrain pass through)	2.2%
Current Average Ridership Decrease (Aug 2021 to Feb 2020)	-56.5%
Total Proposed TDA & STA FY2021-22 Allocation ¹	\$51.1 million plus \$10 million pass through to Caltrain
Proportion of Operating Budget Funded with Allocations	15%

Budget Highlights

- Wage and benefit cost increases are partially offset by a reduction in purchased transportation cost due to expected continuing lower ridership on paratransit.
- SamTrans adopted a reserve policy and is funding a three-month operating reserve and sales tax stabilization reserve.
- Due to the passage of Measure RR, a sales tax measure for Caltrain, the three member agencies—SFMTA, SamTrans, and VTA—will not provide support to Caltrain in FY2021-22.

Operations Summary

- Service is currently at 88 percent of pre-COVID levels. Additional service restoration is dependent on hiring additional drivers.
- SamTrans is currently redesigning their entire bus system and starting their third round of outreach. A preferred network has been identified and is expected to be approved early next year and implemented in August 2022.

¹ The allocation request includes funds that will be allocated through Executive Director’s Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Allocations made by Delegated Authority are reported to the Commission quarterly.

Vacaville

Proposed Operating Budget	\$2.7 million
Change in Budget compared to FY2019-20	4.9%
Current Average Ridership Decrease (Sept 2021 to Sept 2019)	-37.6%
Total Proposed TDA & STA FY2021-22 Allocation ¹	\$3.9 million
Proportion of Operating Budget Funded with Allocations	54%

Budget Highlights

- Federal funding comprises the balance of Vacaville’s operating revenue. City Coach continues to operate fare free with the use of federal relief funds.
- One million of the requested \$2.4 million capital request will be used to purchase 10 vehicles to support paratransit and on-demand service. Other capital projects include electrification and bus capital maintenance.

Operations Summary

Vacaville was in the process of assessing its transit service before the pandemic. As a result of this assessment, Vacaville is now piloting on-demand service and has reduced its fixed service routes from six to four, with two routes operating throughout the day and two other routes operating only during the morning and mid-day. Vacaville continues to assess demand and is prepared to increase service. In order to encourage transit use, City Coach continues to operate fare free through the use of federal relief funds.

¹ The allocation request includes funds that will be allocated through Executive Director’s Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Allocations made by Delegated Authority are reported to the Commission quarterly.

Date: June 23, 2021
W.I.: 1514
Referred by: PAC
Revised: 07/28/21-C 09/22/21-C
10/27/21-C 11/17/21-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).

On October 27, 2021, Attachment A was revised to allocate funds to Marin Transit.

On November 17, 2021, Attachment A was revised to allocate funds to SamTrans, Vacaville, and VTA.

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, September 8, 2021, October 13, 2021, and November 10, 2021.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4465

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Alfredo Pedroza, Chair

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

Date: June 23, 2021

Referred by: PAC

Revised: 07/28/21-C

09/22/21-C

10/27/21-C

11/17/21-C

Attachment A

MTC Resolution No. 4465

Page 1 of 3

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

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area	Note
5801 - 99233.7, 99275 Community Transit Service - Operations						
VTA	Paratransit Operations	6,155,184	01	06/23/21	Santa Clara County	
CCCTA	Paratransit Operations	1,211,358	02	06/23/21	Contra Costa County	
AC Transit	Paratransit Operations	4,338,169	03	06/23/21	Alameda County	
VTA	Paratransit Operations	21,522	01	11/17/21	Santa Clara County	
SamTrans	Paratransit Operations	1,845,853	28	11/17/21	San Mateo County	
	Subtotal	13,572,086				
5802 - 99260A Transit - Operations						
AC Transit	Transit Operations	48,597,106	04	06/23/21	AC Transit - D1 Ala	
AC Transit	Transit Operations	12,980,480	05	06/23/21	AC Transit - D2 Ala	
AC Transit	Transit Operations	7,072,554	06	06/23/21	AC Transit - D1 CC	
VTA	Transit Operations	116,948,496	07	06/23/21	VTA	
SolTrans	Transit Operations	3,327,437	08	06/23/21	Vallejo/Benicia	
CCCTA	Transit Operations	20,905,683	09	06/23/21	CCCTA	
ECCTA	Transit Operations	12,074,983	12	07/28/21	ECCTA	
Sonoma County Tra	Transit Operations	6,772,284	13	07/28/21	Sonoma County	
NVTA	Transit Operations	1,451,200	14	07/28/21	NVTA	

5802 - 99260A Transit - Operations (continued)

WCCTA	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	
Marin Transit	Transit Operations	6,565,228	27	10/27/21	Marin Transit	
VTA	Transit Operations	408,908	07	11/17/21	VTA	
SamTrans	Transit Operations	35,071,204	29	11/17/21	Samtrans	
Petaluma	Transit Operations				Petaluma	
AC Transit	Transit Operations				Alameda County	1
Union City	Transit Operations				Union City	

Subtotal 341,565,319

5803 - 99260A Transit - Capital

SolTrans	Transit Capital	4,012,000	10	06/23/21	Vallejo/Benicia	
CCCTA	Transit Capital	2,694,520	11	06/23/21	CCCTA	
ECCTA	Transit Capital	4,103,457	17	07/28/21	ECCTA	
Sonoma County Tra	Transit Capital	2,032,760	18	07/28/21	Sonoma County	
NVTA	Transit Capital	4,223,000	19	07/28/21	NVTA	
LAVTA	Transit Capital	4,686,907	20	07/28/21	LAVTA	

Subtotal 21,752,644

5807 - 99400C General Public - Operating

Sonoma County	Transit Operations	2,307,500	21	07/28/21	Sonoma County	
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Subtotal 2,307,500

5808 - 99400C General Public - Capital

Vacaville	Transit Capital	2,400,000	30	11/17/21	Vacaville	
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Subtotal 2,400,000

5812 - 99400D Planning & Admin - Operating

NVTA	Planning and Administration	1,070,000	22	07/28/21	NVTA
	Subtotal	1,070,000			

TOTAL 382,667,549

Note:

(1) MTC finds that these Article 4.5 funds can be used to better advantage for Article 4 purposes.

Date: June 23, 2021
Referred by: PAC

Attachment B
Resolution No. 4465
Page 1 of 3

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

FINDINGS

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

Transportation Development Act Article 4 Funds

Public Utilities Code § 99268 et seq.

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

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

Transportation Development Act Article 4.5 Funds

Public Utilities Code § 99275

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

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

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

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

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

Transportation Development Act Article 8 Transit Funds

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

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

Date: June 23, 2021
W.I.: 1514
Referred by: PAC
Revised: 07/28/21-C 09/22/21-C
10/27/21-C 11/17/21-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).

On October 27, 2021, Attachment A was revised to allocate funds to eight operators, and Solano Transportation Authority.

On November 17, 2021, Attachment A was revised to allocate funds to SamTrans and VTA.

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, September 8, 2021, October 13, 2021, and November 11, 2021.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4466

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Alfredo Pedroza, Chair

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

Date: June 23, 2021
 Referred by: PAC
 Revised: 07/28/21 C 09/22/21-C
 10/27/21-C 11/17/21-C

Attachment A
 MTC Resolution No. 4466
 Page 1 of 2

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	Amount	Code	Approval Date	Apportionment Area
5820 - 6730A Operating Costs - Revenue-based					
AC Transit	Transit Operations	18,707,978	01	06/23/21	AC Transit
VTA	Transit Operations	21,232,325	02	06/23/21	VTA
ECCTA	Transit Operations	2,899,892	06	07/28/21	BART
WestCat	Transit Operations	2,737,806	07	07/28/21	BART
SFMTA	Transit Operations	62,690,293	08	09/22/21	SFMTA
GGBHTD	Transit Operations	8,396,836	09	09/22/21	GGBHTD
Marin Transit	Transit Operations	1,500,000	11	10/27/21	Marin Transit
VTA	Transit Operations	5,204,451	02	11/17/21	VTA
SamTrans	Transit Operations	10,630,852	22	11/17/21	SamTrans
SamTrans	Transit Operations	10,041,955	23	11/17/21	Caltrain
Subtotal		144,042,388			

5820 - 6730A Operating Costs - County Block Grant

SolTrans	Transit Operations	1,134,745	03	06/23/21	Solano County
AC Transit	Transit Operations	1,492,197	12	10/27/21	Contra Costa County
AC Transit	Transit Operations	5,243,953	13	10/27/21	Alameda County
LAVTA	Transit Operations (small operator)	1,552,923	14	10/27/21	Alameda County
CCCTA	Transit Operations	4,888,140	15	10/27/21	Contra Costa County
ECCTA	Transit Operations	3,115,767	16	10/27/21	Contra Costa County
NVTA	Transit Operations	1,908,843	17	10/27/21	Napa County
Sonoma County Tra	Transit Operations	1,897,396	18	10/27/21	Sonoma County
GGBHTD	Transit Operations	1,447,324	19	10/27/21	Marin County
Marin Transit	Transit Operating	1,040,376	20	10/27/21	Marin County
Subtotal		23,721,665			

Attachment A
 MTC Resolution No. 4466
 Page 2 of 2

5820 - 6730A Operating Costs - Population-based MTC Regional Coordination

MTC	Clipper Operations	6,300,000	04	06/23/21	MTC
Subtotal		6,300,000			

5822 - 6731C Paratransit - Operating - County Block Grant

VTA	Paratransit Operations	5,285,640	05	06/23/21	Santa Clara County
SFMTA	Paratransit Operations	3,012,914	10	09/22/21	San Francisco County
SFMTA	Paratransit Operations	722,099	10	10/27/21	San Francisco County
VTA	Paratransit Operations	1,287,359	05	11/17/21	Santa Clara County
SamTrans	Transit Operations	1,796,440	24	11/17/21	San Mateo County

Subtotal 12,104,452

5828 - 6731B Planning and Admin - County Block Grant

Solano TA	Planning and Administration	2,763,812	21	10/27/21	Solano County
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Subtotal 2,763,812

TOTAL 188,932,317

Date: June 23, 2021
Referred by: PAC

Attachment B
Resolution No. 4466
Page 1 of 2

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

FINDINGS

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-1324 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 9/29/2021 **In control:** Programming and Allocations Committee

On agenda: 11/10/2021 **Final action:**

Title: MTC Resolution No. 4486, FY2021-22 STA State of Good Repair Allocations

Sponsors:

Indexes:

Code sections:

Attachments: [2d - 21-1324 - Reso 4486 State of Good Repair Allocations.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution No. 4486, FY2021-22 STA State of Good Repair Allocations

Presenter:
Terence Lee

Recommended Action:
Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

November 10, 2021

Agenda Item 2d - 21-1324

MTC Resolution No. 4486, FY2021-22 STA-State of Good Repair Allocations

Subject:

Allocation of \$43 million of State Transit Assistance-State of Good Repair (STA-SGR) funds to MTC and transit operators for projects approved by the State Department of Transportation (Caltrans).

Background:

The Road Repair and Accountability Act of 2017, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), created the State of Good Repair Account within the State Transit Assistance Program. The State Controller provides the estimate of funding available by operator in accordance with PUC Section 99314 (Revenue-based share) and to the MTC region in accordance with PUC Section 99313 (Population-based share). Approximately \$31.5 million is expected in revenue-based funds, along with \$11.5 million in population-based funds and these amounts are included in the MTC Fund Estimate (MTC Resolution 4450, Revised).

MTC compiled and submitted the FY 2021-22 STA-SGR proposed project list for Caltrans' review through Resolution 4472 in July 2021 and the CalSMART grant system. MTC proposes to allocate funds to these projects as required by statute.

Funding recipients are responsible for working directly with Caltrans to deliver their projects and meet the program guidelines. Funds will be allocated to a variety of projects to improve the state of good repair of the Bay Area's transit systems – see Attachment A to this resolution for the complete list of projects and allocations.

Most operators will use their revenue-based funds for state of good repair projects of equipment or facilities, to provide local match for projects funded with other state or federal funds, or for the rehabilitation or purchase of public transit vehicles. In accordance with the policy set forth in MTC Resolution 4321, the population-based STA-SGR funds are allocated to MTC to assist in the delivery of the Next Generation Clipper® system.

Issues:

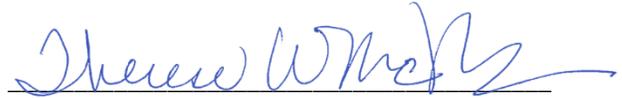
None identified.

Recommendations:

Refer MTC Resolution No. 4486 to the Commission for Approval

Attachments:

Attachment A: MTC Resolution No. 4486



Therese W. McMillan

Date: November 17, 2021
W.I.: 1514
Referred by: PAC

ABSTRACT
Resolution No. 4486

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

This resolution allocates STA-SGR funds to MTC and to transit operators in the MTC region with approved projects in accordance with the program guidelines developed by the State Department of Transportation as the program administrator.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheet dated November 10, 2021.

Date: November 10, 2021
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2021-22 State Transit Assistance State of Good Repair funds to recipients in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4486

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

WHEREAS, the Road Repair and Accountability Act of 2017, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017) created a Transportation Improvement Fee, Revenue and Taxation Code Section 11053(a), for allocation under the State Transit Assistance Program; and

WHEREAS, the Road Repair and Accountability Act of 2017, SB 1 (Chapter 5, Statutes of 2017) created the State of Good Repair Program within the State Transit Assistance Program, Public Utilities Code Section, 99312.1(c)

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(a), 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 99312.2(b)(2), 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 projects to the State Department of Transportation for approval as required by Public Utilities Code Section 99312.1(d) and the State Department of Transportation has approved those projects for 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 may be 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; now, therefore, be it

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

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

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

RESOLVED, this resolution incorporates any revisions to the TDA, either by statute or regulation, made hereafter; and, be it further

RESOLVED, that the Executive Director is authorized to make scope or allocation changes to Attachment A, up to \$1 million for each project, in consultation with the affected sponsor if approved by the State Department of Transportation or California State Controller.

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 other remote locations on November 10, 2021.

**ALLOCATION OF STATE TRANSIT ASSISTANCE - STATE OF GOOD REPAIR FUNDS
FISCAL YEAR 2021-22**

Recipients are responsible for meeting program guidelines and requirements adopted by Caltrans such as annual reporting and fiscal audit. Allocation amounts below are estimated. Final allocation amounts and disbursements will be based on actual funds received from the State of California. If funds received from the State are less than the allocated amount, the allocation will be reduced accordingly.

Recipient	FY 2021-22 Project	Allocation	Alloc. No.	Approval Date
<i>Population-based Share</i>				
MTC	Clipper/Clipper 2.0	\$ 11,465,566	01	11/17/21

Population-based Total: \$ 11,465,566

Revenue-based Share

AC Transit	Purchase fifty 40-ft Replacement Diesel Buses	\$ 4,001,204	02	11/17/21
ACE (ACTC Share)	Purchase of Capital Spare parts	\$ 45,946	03	11/17/21
BART	Prev. Maint. and Renovation of Various BART District-Wide Systems	\$ 6,269,892	04	11/17/21
PCJPB (Caltrain)	FY 2021-22 STA-SGR Projects <i>State of Good Repair Track Rehabilitation</i> <i>State of Good Repair Communications Rehab/Upgrades</i> <i>Guadalupe Bridge-Final Design</i>	\$ 1,492,021	05	11/17/21
CCCTA (County Connection)	Intelligent Transportation System Security Maintenance	\$ 130,808	06	11/17/21

Recipient	FY 2021/22 Project	Allocation	Alloc. No.	Approval Date
City of Fairfield	Corporation Yard Transit Fleet Electrification Project	\$ 28,642	07	11/17/21
	<i>Fairfield Share</i>	\$ 23,211		
	<i>Vacaville Share</i>	\$ 4,154		
	<i>Dixon Share</i>	\$ 1,277		
GGBHTD	New Vessel Acquisition	\$ 1,431,657	08	11/17/21
LAVTA	Livermore Transit Center Rehabilitation and Improvement	\$ 62,746	09	11/17/21
Marin Transit	Replacement of Seven 35-ft Hybrid Vehicles	\$ 244,675	10	11/17/21
NVTA	Vine Bus Maintenance Facility	\$ 17,763	11	11/17/21
City of Petaluma	Preventative Maintenance	\$ 7,622	12	11/17/21
SamTrans	LED Lighting Upgrade, Phase-2 at North Base & South Base Facilities	\$ 1,496,400	13	11/17/21
City of Santa Rosa	Preventive Maintenance of Fixed-Route Fleet	\$ 25,611	14	11/17/21
SFMTA	SFMTA SGR Projects FY21-22	\$ 10,688,678	15	11/17/21
	<i>SFMTA Facilities SGR Project FY21-22</i>			
	<i>SFMTA Fixed Guideway SGR Project FY21-22</i>			
SMART	SMART Capital Spare Parts Project	\$ 309,308	16	11/17/21
Solano County Transit (SolTrans)	Battery refresh for two hybrid diesel buses	\$ 54,960	17	11/17/21
	<i>Soltrans Share</i>	\$ 54,554		
	<i>Rio Vista Share</i>	\$ 406		
Sonoma County Transit	Fixed-Route Vehicle Replacements	\$ 35,676	18	11/17/21
ECCTA (TriDelta Transit)	ECCTA Parking Lot Repairs	\$ 63,244	19	11/17/21
City of Union City	Bus Stop Improvements	\$ 19,382	20	11/17/21

Recipient	FY 2021/22 Project	Allocation	Alloc. No.	Approval Date
VTA	Operating assistance	\$ 4,535,433	21	11/17/21
VTA-ACE	Operating assistance	\$ 26,508	22	11/17/21
WCCTA (WestCAT)	Purchase of Replacement Revenue Vehicles	\$ 82,963	23	11/17/21
WETA	Terminal Dredging - Vallejo	\$ 406,849	24	11/17/21

Revenue-based Total: \$ 31,477,988



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-1354 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 10/4/2021 **In control:** Programming and Allocations Committee

On agenda: 11/10/2021 **Final action:**

Title: Transportation Development Act (TDA) Triennial Audit report for FY2020-21.

Sponsors:

Indexes:

Code sections:

Attachments: [2e - 21-1354 - FY2020-21 TDA Triennial Audit Report.pdf](#)
[2e - 21-1354 - FY2020-21 TDA Triennial Audit Report Presentation.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
 Transportation Development Act (TDA) Triennial Audit report for FY2020-21.

Presenter:
 William Bacon

Recommended Action:
 Information

**Metropolitan Transportation Commission
Programming and Allocations Committee**

November 10, 2021

Agenda Item 2e - 21-1354

Transportation Development Act (TDA) Triennial Audit Report for Fiscal Year 2020-21

Subject:

A presentation of the findings from TDA Triennial Performance Audits of SamTrans, Golden Gate Transit, Tri Delta Transit, SolTrans, WestCAT, NVTA, Vacaville, Dixon, and Rio Vista.

Background:

The Transportation Development Act (TDA) requires that MTC administer triennial performance audits of the region's transit operators. Operators are divided into three groups, with one group audited each year on a three-year cycle. The audits are conducted under contract by an independent auditing firm, currently Pierlott and Associates, LLC.

The attached presentation summarizes findings and recommendations for the recently completed audits, focusing on each operator's three-year trends between FY 2017-18 and FY 2019-20.

Audited performance indicators include cost per hour, cost per passenger, and passengers per hour. Only three of the nine operators were successful in reducing or keeping their cost per hour growth to within inflationary adjustments. Service effectiveness (ridership) and cost efficiency trends (productivity) were generally declining, during the audit period, which includes the first few months of the COVID-19 pandemic.

Issues:

The audit recommendations should be considered by operators in the context of recovery planning from the COVID-19 pandemic and its impacts on transit operating performance. Audit recommendations may be addressed as Productivity Improvement Program (PIP) projects. MTC staff will work with operators to ensure that PIP projects are relevant to current circumstances.

Recommendation:

Information. No action required.

Attachment:

Transportation Development Act (TDA) Triennial Audit Presentation



Therese W. McMillan



**METROPOLITAN
TRANSPORTATION
COMMISSION**

**FY 2020-21 TDA
Operator Performance Audits
Programming & Allocations Committee
November 10, 2021**

Presentation Overview

MTC Blue Ribbon Task Force

- COVID-19 has changed the transportation landscape

TDA Performance Audits

- Triennial compliance audits are focused on multi-year trends and performance measures
- Current audit round: SamTrans, Golden Gate, Tri Delta Transit, SolTrans, WestCAT, NVTA, Vacaville, Dixon, and Rio Vista.

TDA Performance Metrics

- Cost Per Vehicle Service Hour
- Cost Per Passenger
- Passengers Per Vehicle Service Hour
- Passengers Per Vehicle Service Mile
- Vehicle Service Hours Per Employee

FY2020 TDA Performance Audits – Audit Plan

Audit Period

- FYs 2017-18, 2018-19 and 2019-20

Audit Activities

- Review data collection, management and reporting methods.
- TDA performance indicator trend analysis.
- Compliance with statutory and regulatory requirements.
- Review actions to implement prior audit recommendations.
- Functional area performance review.
- Conclusions, commentary and recommendations.



Statistics (FY2020):

Annual Operating Expense: \$162.3 M
Annual Passenger Trips: 9,227,255
Vehicle Service Hours : 800,063
Cost/Hour : \$203

Highlights:

- Bus replacement program, including electric buses
- Fare change in January 2020
- Modifications and protocols implemented to respond to the pandemic

Planned Activities

- Comprehensive Operations Analysis (COA)
- Review overall service levels;
- Redesign service based on public needs



Statistics (FY2020):

Annual Operating Expense: \$114.2 M
Annual Passenger Trips: 4,018,487
Vehicle Service Hours : 262,464
Cost/Hour : \$435

Highlights

- Route changes to match demand in Sonoma County
- Commute shuttle service between SMART and Larkspur ferries
- Service reductions in response to pandemic

Planned Activities

- COA in anticipation of switch to alternative fuel buses
- Environmental review of Larkspur ferry service

**Statistics (FY2020):**

Annual Operating Expense: \$23.5 M
Annual Passenger Trips: 1,535,179
Vehicle Service Hours: 206,259
Cost Per Hour: \$114

Highlights:

- Updated SRTP with 10-year capital plan
- Initiated mobile ticketing option in June 2018
- Launched “Tri MyRide” on-demand micro transit service in June 2019
- Mobility on Demand service initiated to provide flexible options using TNCs
- Upgrades to ensure health and safety of riders and staff in response to pandemic

**Statistics (FY2020):**

Annual Operating Expense: \$13.7 M
Annual Passenger Trips: 1,096,601
Vehicle Service Hours: 106,784
Cost Per Hour: \$128

Highlights:

- Completed construction of CCNG fueling facility in February 2018
- Replaced remaining diesel over-the-road coaches in 2019
- Purchased two additional electric buses in 2020 to be used in local service
- Responded to pandemic by modifying buses to ensure the safety of operators and passengers, suspended fare collection from March until June 2020

**Statistics (FY2020):**

Annual Operating Expense: \$12.0 M

Annual Passenger Trips: 954,072

Vehicle Service Hours: 100,735

Cost Per Hour: \$119

Highlights:

- Expanded Route C3 service between Hercules and the Contra Costa College Campus in Richmond
- Plans to expand storage yard capacity, and extend service to Hercules waterfront and Intermodal Facility
- Reduced service in response to pandemic, and suspended fare collection in April 2020
- Enhanced cleaning and sanitizing of vehicles and facilities to ensure customer and staff safety

**Statistics (FY2020):**

Annual Operating Expense: \$11.5 M

Annual Passenger Trips: 824,827

Vehicle Service Hours: 107,414

Cost Per Hour: \$107

Highlights:

- Implemented “Vine Vision” service restructuring plans, including two additional routes
- Implemented social distancing and enhanced safety measures to reduce coronavirus exposure to customers and staff
- SRTP 10-year capital plan includes bus replacements, downtown transit center enhancements, a new park-and-ride facility, and new maintenance facility



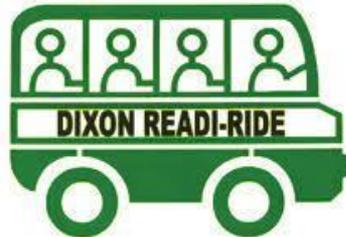
CITY COACH

Statistics (FY2020):

Annual Operating Expense: \$2.8 M
Annual Passenger Trips: 278,249
Vehicle Service Hours: 30,215
Cost Per Hour: \$91

Highlights:

- Initiated City Coach Direct demand response service in response to pandemic
- Implemented social distancing and enhanced cleaning procedures to protect public and staff
- Anticipates purchase of electric buses to replace paratransit vehicles and all but three fixed-route buses
- Plans to evaluate current CNG fueling system, and transition to zero emission technology



Statistics (FY2020):

Annual Operating Expense: \$1.1 M
Annual Passenger Trips: 42,479
Vehicle Service Hours: 8,027
Cost Per Hour: \$139

Highlights:

- Launched new RouteMatch software and IT hardware to improve dispatching and reporting
- Implemented protocols to protect the public and staff in response to the pandemic
- Plans with local stakeholders to install shelters and benches in development areas
- Investigating potential for some fixed-route services



Statistics (FY2020):

Annual Operating Expense: \$500,699

Annual Passenger Trips: 8,342

Vehicle Service Hours: 3,421

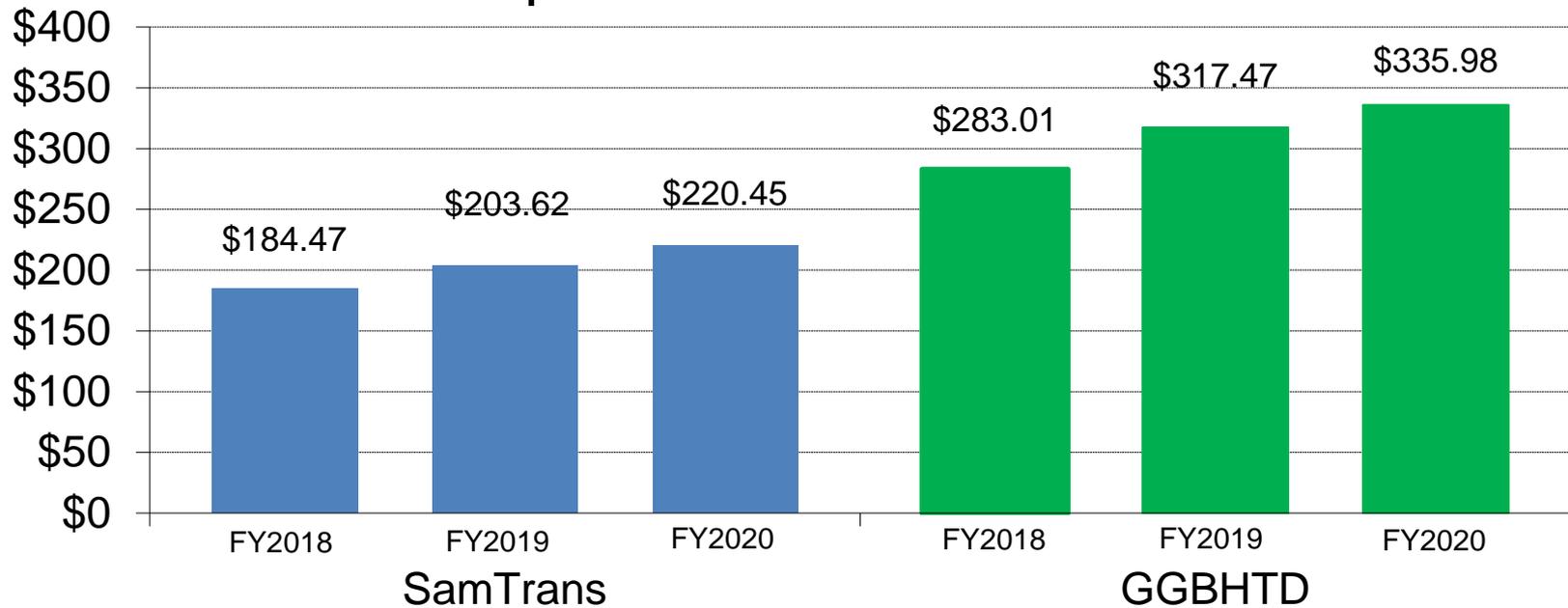
Cost Per Hour: \$146

Highlights:

- Ten-year capital improvement plan includes vehicle replacement and expansion, communication systems upgrades, and maintenance equipment upgrades
- Implemented social distancing and sanitizing procedures to protect customers and staff in response to the pandemic
- Plans to partner with TNCs in order to pilot a micro transit option for customers

Fixed-Route Bus – Larger Operators

Cost per Vehicle Service Hour

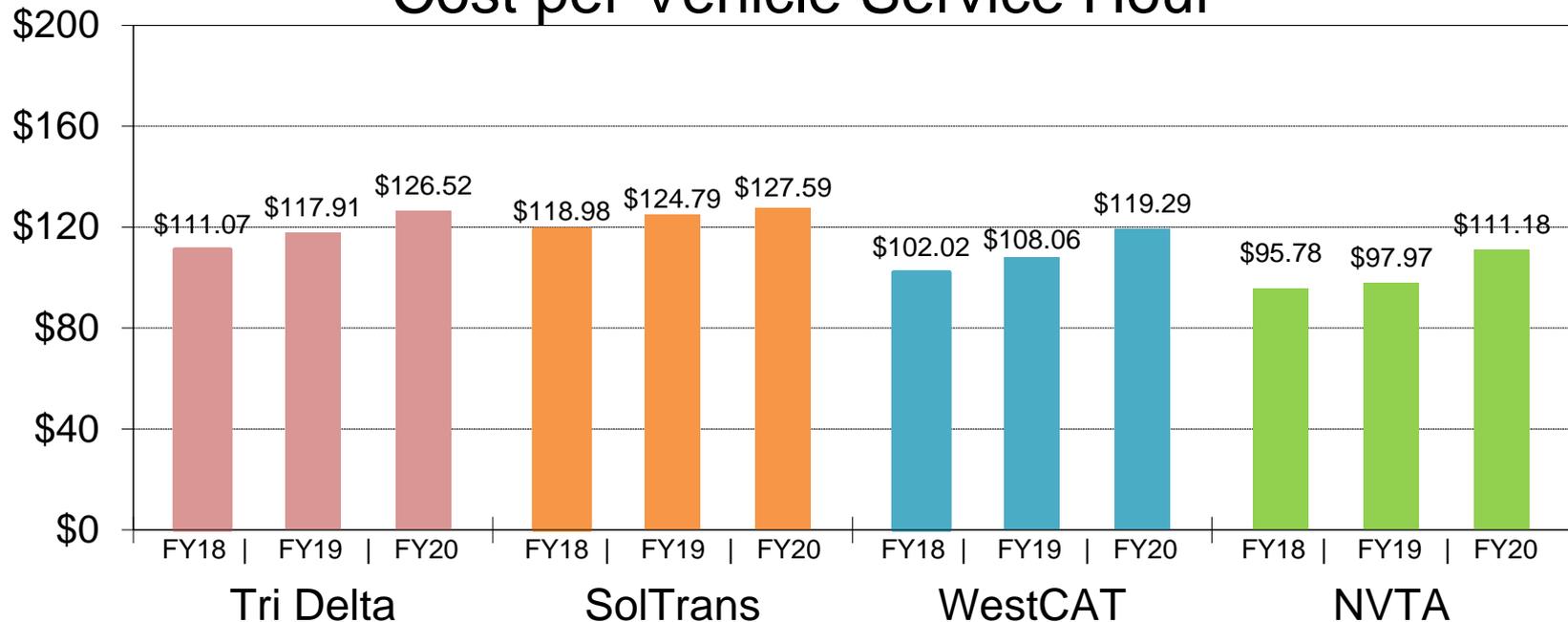


FY2018-FY2020 Average Annual Change (CPI = 2.2%)	
SamTrans 9.3%	GGBHTD 9.0%

- SamTrans operating costs increased in every year of the audit period. Performance was further impacted by service reductions resulting from the pandemic response in FY2020.
- GGBHTD cost per hour increased as a result of increases in operating costs, and reductions in service levels in FY2019 and FY2020.

Fixed-Route Bus – Smaller Operators

Cost per Vehicle Service Hour



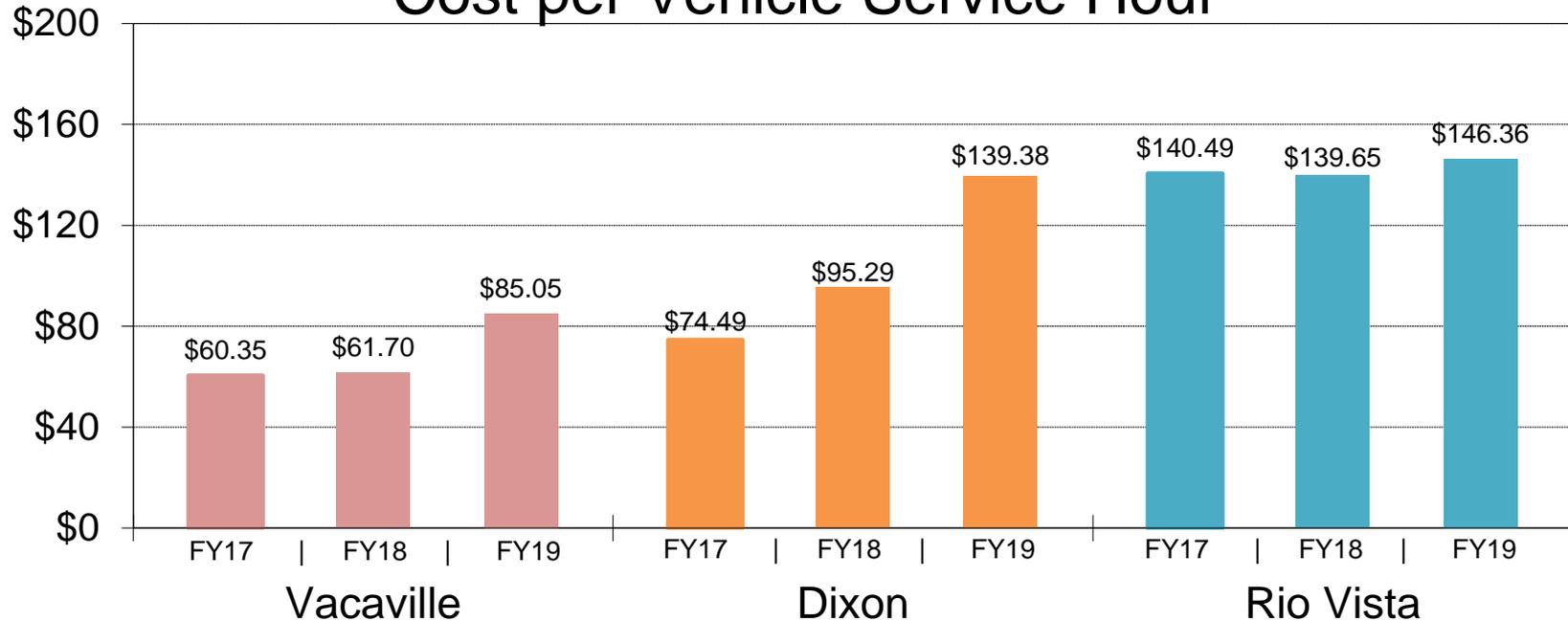
FY2018-FY2020 Average Annual Change (CPI = 2.2%)

Tri Delta 6.7%	SolTrans 3.6%	WestCAT 8.1%	NVTA 7.7%
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- Both Tri Delta's and Soltrans' operating costs increased modestly, while service hours decreased over the audit period, most substantially in FY2020 due to the pandemic.
- Both WestCAT's and NVTA's cost per hour were significantly impacted by service reductions in FY2020 that were implemented in response to the pandemic, although both agencies saw increases in operating costs in FY2018 and FY2019.

Fixed-Route Bus – Smaller Operators

Cost per Vehicle Service Hour



FY2018-FY2020 Average Annual Change (CPI = 2.2%)

■ Vacaville 18.7%	■ Dixon 36.8%	■ Rio Vista 2.1%
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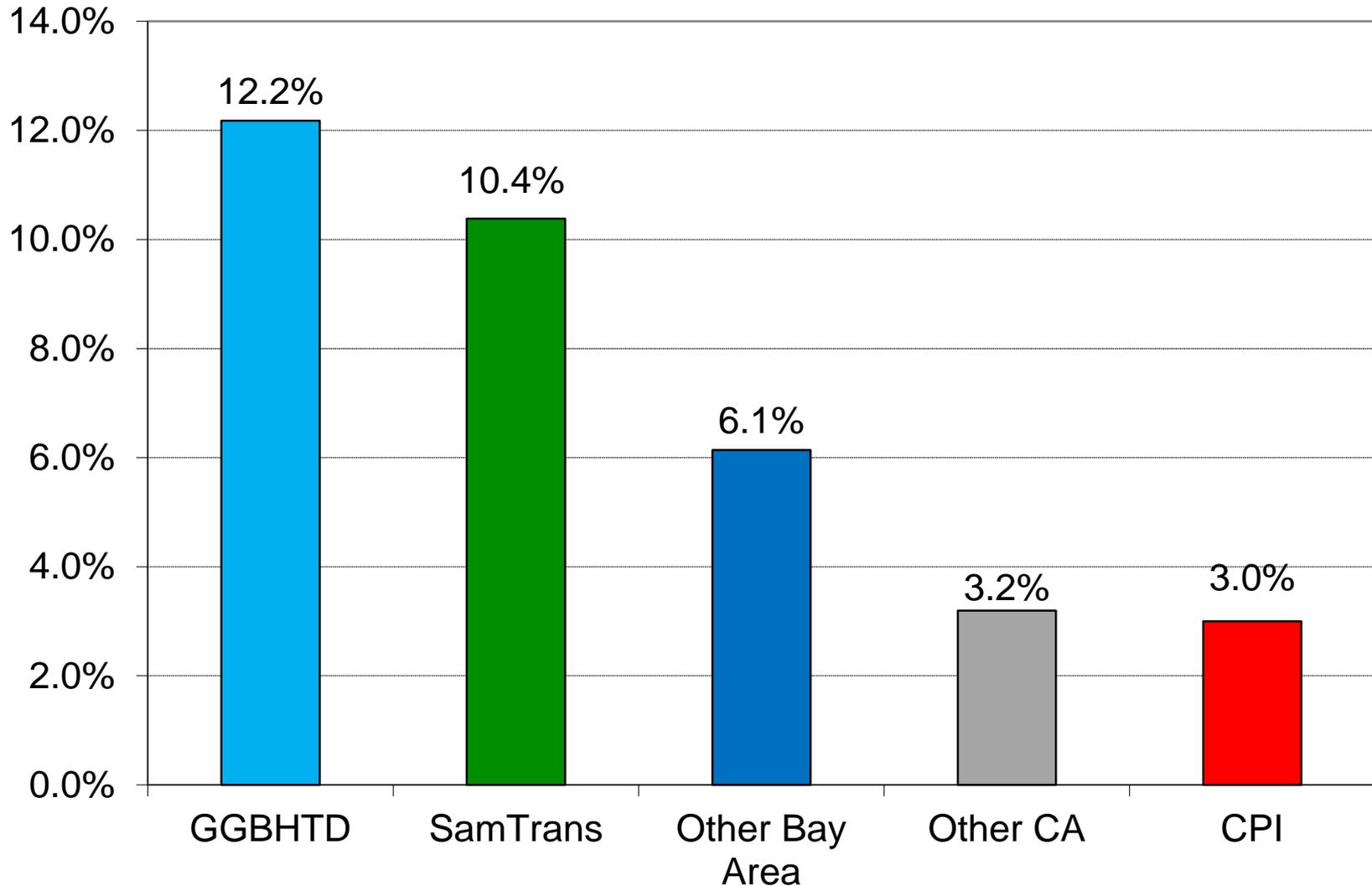
- Vacaville’s operating costs remained steady, but declining service levels resulted in higher than usual cost per hour in FY2020.
- Dixon’s operating costs rose sharply throughout the audit period, while service levels steadily declined.
- Rio Vista’s operating costs kept pace with inflation, while service levels remained steady during the audit period.

Passengers per Vehicle Service Hour Trends

FY2018 through FY2020

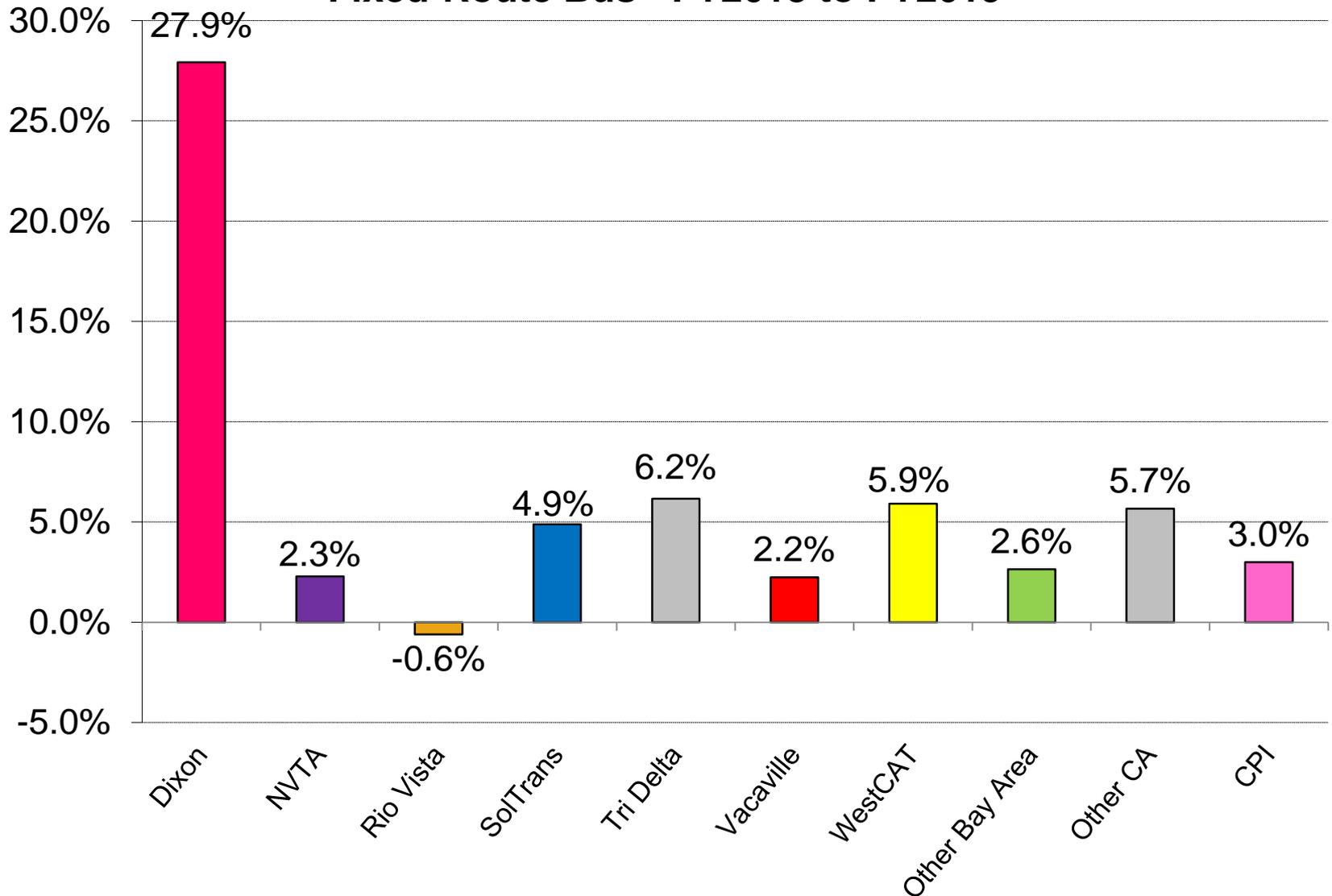
Agency	Productivity	Ridership	Notes
SamTrans	↓	↓	Steady service levels and decrease in ridership
GGBHTD	↓	↓	Both ridership and service levels decreased
Tri Delta	↓	↓	Both ridership and service levels decreased
SolTrans	↓	↓	Both ridership and service levels decreased
WestCAT	↓	↓	Both ridership and service levels decreased
NVTA	↓	↓	Both ridership and service levels decreased
Vacaville	↓	↓	Both ridership and service levels decreased
Dixon	↓	↓	Both ridership and service levels decreased
Rio Vista	↓	↓	Steady service levels and decrease in ridership

Comparison of Average Annual Change in Cost per Vehicle Service Hour for Larger Operators Fixed-Route Bus - FY2018 to FY2019



“Other Bay Area”: AC Transit, SFMTA, CCCTA, VTA, and Marin Transit

Comparison of Average Annual Change in Cost per Vehicle Service Hour for Smaller Operators Fixed-Route Bus - FY2018 to FY2019



“Other Bay Area”: FAST, LAVTA, SCT, Santa Rosa, Union City, and Petaluma.

Audit Recommendations

Basis for recommendations may include one or more of the following:

- Results of the TDA performance indicator trend analysis.
- Results of the review of compliance with statutory and regulatory requirements.
- Progress towards implementing prior audit recommendations.
- Results of the functional performance review.

The following summarizes the recommendations by operator.

Audit Recommendations, *continued*

- SamTrans
 - None
- GGBHTD
 - None
- Tri Delta Transit
 - None
- SolTrans
 - Examine the causes of the decline in miles between mechanical failures on the paratransit services.
- WestCAT
 - Take steps to examine and reduce the significant increase in ADA trip cancellation rates and ADA no-show rates on the paratransit service.

Audit Recommendations, *continued*

- NVTA
 - Continue to monitor schedule adherence on the bus service and develop strategies for improvement.
 - Take steps to reduce the high rates of trip cancellations, late cancellations, and no-shows on the paratransit service.
- City of Vacaville
 - None
- City of Dixon
 - None
- City of Rio Vista
 - Continue to evaluate service delivery strategies to address the falling performance in passenger productivity and service efficiency.

Audit Recommendations, *continued*

- City of Rio Vista, *continued*
 - Continue to examine strategies to address the declining performance in the farebox recovery ratio (i.e., passenger fares/operating costs).
 - Examine strategies to ensure that data is collected and reported consistently for Delta Breeze service.
- TDA performance audit recommendations are generally addressed through the Productivity Improvement Program; MTC staff will work with operators to ensure that projects are relevant to current circumstances.

The Commission appointed the Blue Ribbon Transit Recovery Task Force to immediately assist MTC in understanding the scale of the crisis facing all Bay Area transit systems as a result of the COVID-19 pandemic, and to guide its regional support through expedited distribution of CARES Act Phase 2 funds.

MTC's Blue Ribbon Transit Recovery Task Force in July 2021 wrapped up its work by approving a set of 27 actions to be taken by MTC and other agencies to guide the future of the Bay Area's public transportation network as the region adjusts to new conditions created by the COVID-19 pandemic.

BLUE RIBBON



**TRANSIT RECOVERY
TASK FORCE**



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-1413 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 10/15/2021 **In control:** Programming and Allocations Committee
On agenda: 11/10/2021 **Final action:**
Title: MTC Resolution No. 4202, Revised. Revisions to the One Bay Area Grant (OBAG 2) program, including redirecting \$948,000 within the San Mateo County program.

Sponsors:

Indexes:

Code sections:

Attachments: [2f - 21-1413 - Reso 4202 OBAG2 Revisions.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4202, Revised. Revisions to the One Bay Area Grant (OBAG 2) program, including redirecting \$948,000 within the San Mateo County program.

Presenter:

Thomas Arndt

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

November 10, 2021

Agenda Item 2f - 21-1413

MTC Resolution No. 4202, Revised

Subject:

Revisions to the One Bay Area Grant program (OBAG 2) to redirect \$948,000 between projects in the San Mateo County 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 approving the following revisions to San Mateo County program as requested by City/County Association of Governments of San Mateo County:

- Deprogram \$948,000 from the City of Redwood City's US-101/Woodside Rd. Class I Bikeway project due to the City indicating that this project was not possible to complete within the timely use of funds deadline, and of that amount,
- Redirect \$450,000 to Daly City's Southgate Avenue and School Street Safety Improvements; and
- Redirect \$347,000 to Millbrae's Park Boulevard and Santa Teresa Way Improvements.

A balance of \$151,000 in OBAG 2 funds will be programmed through a future Commission action, following a programming recommendation from the C/CAG Board.

Issues:

None.

Recommendation:

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

Attachments:

MTC Resolution No. 4202, Revised, Attachment B-2



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
11/17/21-C

ABSTRACT

Resolution No. 4202, Revised

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

The resolution includes the following attachments:

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

Page 2

On December 21, 2016, Attachments B-1 and B-2 were revised to redirect \$417,000 in un-programmed balances from the Regional Active Operational Management program to MTC's Spare the Air Youth within the Climate Initiatives Program; divide MTC's Rideshare Program into three subcomponents totaling \$10,000,000: \$720,000 for Rideshare Implementation, \$7,280,000 for the Carpool Program, and \$2,000,000 for the Vanpool Program; direct \$1,785,000 from 511 Next Gen to the Commuter Benefits program; direct \$1,000,000 in un-programmed balances to SMART's Multi-Use Pathway; transfer \$1,000,000 from MTC's Casual Carpool project to MTC's Eastbay Commuter Parking project within the Bay Bridge Forward program, as the former will be funded with non-federal funds; transfer \$500,000 from the Freeway Performance Initiative program and \$500,000 in un-programmed balances to US 101/Marin Sonoma Narrow's B2 Phase 2 project in the Regional Active Operational Management Program; shift \$40,000,000 from the BART Car Replacement/Expansion project to the Golden Gate Bridge Suicide Deterrent project and \$13 million from MTC's Clipper project to un-programmed balances within the Transit Priorities program as part of a RM2 funding action to address a cost increase on the Golden Gate Bridge Suicide Deterrent project; and program \$5,990,000 to Alameda County's Safe Routes to School Program in the County Program.

On March 22, 2017, Attachment B-1 was revised to program \$17,000,000 in un-programmed balances within the Regional Transit Priorities Program to MTC's Clipper Program, as part of the FY17 Transit Capital Priorities program.

On April 26, 2017, Attachment B-2 was revised to program \$1,655,000 to the Sonoma Safe Routes to School program; and redirect \$1,000 from Contra Costa Transportation Authority's Planning Activities Base to its discretionary balance and \$1,000 from San Francisco County Transportation Authority's Planning Activities Base to its discretionary balance to address an inconsistency between amounts programmed to planning activities in Appendix A-3 and reflect actual amounts obligated for planning.

On May 24, 2017, Attachment B-1 was revised to redirect \$1,237,000 from 511 Next Gen to AOM Implementation within the Regional Active Operational Management program to reflect re-organization of staff between program elements; direct \$18,000,000 in Arterial/Transit Performance to the Program for Arterial System Synchronization (\$5,000,000) and the Next Gen Arterial Operations Program (\$13,000,000) within the Regional Active Operational Management program; direct \$19,000,000 from the Transportation Management System (TMS) Field Equipment Devices Operations and Maintenance to TMS Implementation (\$2,910,000), Performance-Based Intelligent

ABSTRACT

MTC Resolution No. 4202, Revised

Page 3

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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(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

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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.

On November 17, 2021, Attachment B-2 was revised to redirect \$948,000 from the City of Redwood City's US-101/Woodside Rd. Class I Bikeway project to the following projects: Daly City's Southgate Avenue and School Street Safety Improvements (\$450,000) and Millbrae's Park Boulevard and Santa Teresa Way Improvements (\$347,000), leaving an unprogrammed balance of \$151,000 in the San Mateo County Program.

Further discussion of the project selection criteria and programming policy is contained in the memorandum to the Programming and Allocations Committee dated November 4, 2015, July 13, 2016, October 12, 2016, December 14, 2016, February 8, 2017 (action deferred to March 2017), March 8, 2017, April 12, 2017, May 10, 2017, June 14, 2017, July 12, 2017, September 13, 2017, October 11, 2017, November 8, 2017, December 13, 2017, January 10, 2018, February 14, 2018, March 7, 2018, and April 11, 2018; the Planning Committee dated April 6, 2018; and the Programming and Allocations Committee dated May 9, 2018, June 13, 2018, July 11, 2018, September 12, 2018, November 14, 2018, December 12, 2018, January 9, 2019, February 13, 2019, March 6, 2019, June 12, 2019, July 10, 2019, September 4, 2019, October 9, 2019, November 13, 2019, February 12, 2020, May 13, 2020, July 8, 2020, September 9 2020, November 4, 2020, January 13, 2021, February 10, 2021, April 14, 2021, and May 12, 2021; and the Planning Committee dated May 14, 2021; and the Programming and Allocations Committee dated June 9, 2021, July 14, 2021; September 8, 2021; and the Planning Committee dated September 10, 2021; and the Programming and Allocations Committee dated November 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 nine-county San Francisco Bay Area region and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

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

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
November 2021

MTC Res. No. 4202 Attachment B-2

Adopted: 11/18/15-C

Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C 11/15/17-C
12/20/17-C 02/28/18-C 05/23/18-C 06/27/18-C 09/26/18-C
12/19/18-C 01/23/19-C 06/26/19-C 09/25/19-C 11/20/19-C
02/26/20-C 09/23/20-C 07/28/21-C 11/17/21-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$385,512,000
ALAMEDA COUNTY		
CMA Planning Activities		
Planning Activities Base	ACTC	\$5,489,000
Planning Activities - Supplemental	ACTC	\$2,800,000
Federal Aid Secondary (FAS)		
Alameda County: Various Streets & Roads Preservation	Alameda County	\$1,779,000
Safe Routes To School (SRTS)		
ACTC: Alameda County SRTS Non-Infrastructure Program	ACTC	\$5,340,000
County Program		
ACTC: Alameda County SRTS Non-Infrastructure Program - Supplemental	ACTC	\$1,959,000
Alameda: Central Ave Complete Street	Alameda	\$3,487,000
Alameda: Citywide Various Streets and Roads Preservation	Alameda	\$827,000
Alameda: Clement Ave Complete Street	Alameda	\$5,018,000
Alameda County: Meekland Ave Corridor Improvement, Phase II	Alameda County	\$9,300,000
Alameda County: Various Streets and Roads Preservation	Alameda County	\$2,171,000
Albany: San Pablo Ave and Buchanan St Pedestrian Improvements	Albany	\$340,000
Berkeley: Southside Complete Streets & Transit Improvements	Berkeley	\$8,335,000
Dublin: Dublin Blvd Rehabilitation	Dublin	\$661,000
Emeryville: Slurry Seal of Frontage Rd, 65th St, and Powell St	Emeryville	\$225,000
Fremont: Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	Fremont	\$7,695,000
Fremont: Various Streets and Roads Rehabilitation	Fremont	\$2,760,000
Hayward: Main St Complete Street	Hayward	\$1,675,000
Hayward: Winton Ave Complete Street	Hayward	\$1,750,000
Livermore: Annual Pavement Preservation	Livermore	\$1,382,000
MTC: I-580 Corridor Study	MTC	\$200,000
Newark: Thornton Ave Pavement Rehabilitation	Newark	\$592,000
Oakland: Lakeside Family Streets	Oakland	\$4,792,000
Oakland: Citywide Various Streets and Roads Rehabilitation	Oakland	\$4,895,000
Piedmont: Oakland Ave Improvements	Piedmont	\$168,000
Pleasanton: Hacienda Business Park Pavement Rehabilitation	Pleasanton	\$1,095,000
San Leandro: Washington Ave Rehabilitation	San Leandro	\$1,048,000
Union City: Dyer Rd Pavement Rehabilitation	Union City	\$872,000
ALAMEDA COUNTY	TOTAL:	\$76,655,000
CONTRA COSTA COUNTY		
CMA Planning Activities		
Planning Activities Base	CCTA	\$4,342,000
Federal Aid Secondary (FAS)		
Contra Costa County: Kirker Pass Rd Overlay	Contra Costa County	\$1,343,000
Safe Routes To School (SRTS)		
Antioch: L Street Pathway to Transit	Antioch	\$1,469,000
Concord: Willow Pass Road Rehab and SRTS	Concord	\$1,012,000
Contra Costa County: West County Walk & Bike Non-Infrastructure Prog.	Contra Costa County	\$561,000
Moraga: Moraga Way and Canyon Rd/Camino Pablo Improvements	Moraga	\$91,000
Pleasant Hill: Pleasant Hill Rd Improvements	Pleasant Hill	\$67,000
Richmond: Lincoln Elementary Pedestrian Enhancements	Richmond	\$497,000
San Ramon: San Ramon Valley Street Smarts Non-Infrastructure Program	San Ramon	\$391,000
County Program		
Antioch: Pavement Rehabilitation	Antioch	\$2,474,000
Brentwood: Various Streets and Roads Preservation	Brentwood	\$628,000
Clayton: Neighborhood Streets Rehabilitation	Clayton	\$308,000
Concord: Monument Blvd Class I Path	Concord	\$4,368,000

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
November 2021

MTC Res. No. 4202 Attachment B-2

Adopted: 11/18/15-C

Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C 11/15/17-C
 12/20/17-C 02/28/18-C 05/23/18-C 06/27/18-C 09/26/18-C
 12/19/18-C 01/23/19-C 06/26/19-C 09/25/19-C 11/20/19-C
 02/26/20-C 09/23/20-C 07/28/21-C 11/17/21-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$385,512,000
Concord: Willow Pass Road Rehab and SRTS	Concord	\$4,183,000
Contra Costa County: Local Streets and Roads Preservation	Contra Costa County	\$3,847,000
Danville: Camino Ramon Improvements	Danville	\$1,357,000
Danville: San Ramon Valley Blvd. Imps. (for: Diablo Road Trail)	San Ramon	\$130,000
El Cerrito: Carlson Blvd and Central Ave Pavement Rehabilitation	El Cerrito	\$544,000
El Cerrito: El Cerrito del Norte TOD Complete Streets Imps	El Cerrito	\$4,840,000
Hercules: Sycamore/Willow Pavement Rehabilitation	Hercules	\$492,000
Lafayette: Pleasant Hill Rd Pavement Rehabilitation	Lafayette	\$579,000
Martinez: Downtown Streets Rehabilitation	Martinez	\$846,000
Moraga: Moraga Way and Canyon Rd/Camino Pablo Improvements	Moraga	\$596,000
Oakley: Street Repair and Resurfacing	Oakley	\$969,000
Orinda: Orinda Way Pavement Rehabilitation	Orinda	\$620,000
Pinole: San Pablo Ave Rehabilitation	Pinole	\$586,000
Pinole: Safety Improvements at Appian Way and Marlesta Rd	Pinole	\$350,000
Pittsburg: BART Pedestrian and Bicycle Connectivity Improvements	Pittsburg	\$3,870,000
Pittsburg: Pavement Improvements	Pittsburg	\$2,410,000
Pleasant Hill: Pleasant Hill Rd Improvements	Pleasant Hill	\$920,000
Richmond: ADA Improvements on 7th, Central, Cutting, Giant Hwy	Richmond	\$2,205,000
San Pablo: Giant Rd Pavement Rehabilitation	San Pablo	\$618,000
San Ramon: Alcosta Blvd Pavement Rehabilitation	San Ramon	\$1,175,000
San Ramon: Iron Horse Bike and Pedestrian Overcrossings	San Ramon	\$4,840,000
Walnut Creek: Ygnacio Valley Rd Rehabilitation	Walnut Creek	\$2,608,000
CONTRA COSTA COUNTY	TOTAL:	\$56,136,000
MARIN COUNTY		
CMA Planning Activities		
Planning Activities Base	TAM	\$3,822,000
Federal Aid Secondary (FAS)		
County of Marin receives FAS funding directly from Caltrans		
Safe Routes To School (SRTS)		
Corte Madera: Paradise Dr Multi-Use Path (San Clement Dr to Seawolf Passage)	Corte Madera	\$595,000
San Anselmo: San Anselmo Bike Spine	San Anselmo	\$269,000
County Program		
GGBHTD: San Rafael Bettini Transit Center	GGBHTD	\$1,250,000
Novato: Nave Dr and Bel Marin Keys Blvd Preservation (for Novato Downtown SM	Novato	\$1,450,000
San Anselmo: Sir Francis Drake Blvd Pavement Rehab and Crossing Imps	San Anselmo	\$1,134,000
San Rafael: Francisco Blvd East Sidewalk Improvements	San Rafael	\$2,100,000
Sausalito: US 101/Bridgeway/Gate 6 Bicycle Improvements	Sausalito	\$250,000
MARIN COUNTY	TOTAL:	\$10,870,000
NAPA COUNTY		
CMA Planning Activities		
Planning Activities Base	NVTA	\$3,822,000
Federal Aid Secondary (FAS)		
County of Napa receives FAS funding directly from Caltrans		
Safe Routes To School (SRTS)		
NVTA: Napa County SRTS Non-Infrastructure Program	NVTA	\$122,000
St. Helena: Main St Pedestrian Improvements	St. Helena	\$393,000
County Program		
American Canyon: Green Island Rd Improvements	American Canyon	\$1,000,000
NVTA: Vine Transit Bus Maintenance Facility	NVTA	\$2,000,000
St. Helena: Main St Pedestrian Improvements	St. Helena	\$813,000

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 02/26/20-C 09/23/20-C 07/28/21-C 11/17/21-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$385,512,000
NAPA COUNTY	TOTAL:	\$8,150,000
SAN FRANCISCO COUNTY		
CMA Planning Activities		
Planning Activities Base	SFCTA	\$3,997,000
Planning Activities - Supplemental	SFCTA	\$1,900,000
Federal Aid Secondary (FAS)		
County of San Francisco is entirely urban and therefore does not receive FAS funding		
Safe Routes To School (SRTS)		
SFMTA: San Francisco SRTS Non-Infrastructure Program	SFMTA	\$1,797,000
County Program		
BART: Embarcadero Station New Northside Platform Elevator and Faregates	BART	\$2,000,000
Caltrain: Peninsula Corridor Electrification	Caltrain	\$11,188,000
SFMTA: Geary Bus Rapid Transit Phase 1	SFMTA	\$6,939,000
SFMTA: San Francisco SRTS Non-Infrastructure Program - Supplemental	SFMTA	\$1,016,000
SFMTA: Central Subway	SFMTA	\$15,980,000
SFDPW: Better Market Street	SFDPW	\$3,366,000
SAN FRANCISCO COUNTY	TOTAL:	\$48,183,000
SAN MATEO COUNTY		
CMA Planning Activities		
Planning Activities Base	C/CAG	\$3,822,000
Planning Activities - Supplemental	C/CAG	\$1,512,000
Federal Aid Secondary (FAS)		
County of San Mateo receives FAS funding directly from Caltrans		
Safe Routes To School (SRTS)		
C/CAG: San Mateo SRTS Non-Infrastructure Program	CCAG/COE	\$2,394,000
County Program		
Atherton: James Ave Rehabilitation	Atherton	\$251,000
Belmont: Various Streets Pavement Rehabilitation	Belmont	\$467,000
Belmont: Ralston Ave Corridor Bike/Ped Improvements	Belmont	\$1,000,000
Brisbane: Crocker Trail Commuter Connectivity Upgrades	Brisbane	\$885,000
Brisbane: Tunnel Ave Rehabilitation	Brisbane	\$137,000
Burlingame: Various Streets Resurfacing	Burlingame	\$571,000
Burlingame: Broadway PDA Lighting Improvements	Burlingame	\$720,000
Burlingame: Hoover School Area Sidewalk Improvements	Burlingame	\$700,000
C/CAG: San Mateo SRTS Non-Infrastructure Program - Supplemental	CCAG/COE	\$223,000
Colma: Mission Rd Bike/Ped Improvements	Colma	\$625,000
Daly City: Various Streets Pavement Resurfacing and Slurry Seal	Daly City	\$1,310,000
Daly City: Southgate Ave and School Street Safety Imps.	Daly City	\$450,000
East Palo Alto: Various Streets Resurfacing	East Palo Alto	\$416,000
Foster City: Various Streets Pavement Rehabilitation	Foster City	\$441,000
Half Moon Bay: Poplar Street Complete Streets	Half Moon Bay	\$1,202,000
Hillsborough: Various Streets Resurfacing	Hillsborough	\$408,000
Menlo Park: Santa Cruz and Middle Avenues Rehabilitation	Menlo Park	\$647,000
Millbrae: Various Streets Pavement Rehabilitation	Millbrae	\$387,000
Millbrae: Park Blvd & Santa Teresa Way Imps.	Millbrae	\$347,000
Pacifica: Citywide Curb Ramp Replacements	Pacifica	\$400,000
Pacifica: Various Streets Pavement Rehabilitation	Pacifica	\$671,000
Pacifica: Palmetto Sidewalk Improvements	Pacifica	\$330,000
Portola Valley: Various Streets Resurfacing	Portola Valley	\$201,000
Redwood City: Twin Dolphin Parkway Overlay	Redwood City	\$1,266,000

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 02/26/20-C 09/23/20-C 07/28/21-C 11/17/21-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$385,512,000
Redwood City: US 101/Woodside Rd Class I Bikeway	Redwood City	\$948,000
San Bruno: Huntington Transit Corridor Bicycle/Pedestrian and Related Imps	San Bruno	\$914,000
San Bruno: Various Streets Pavement Rehabilitation	San Bruno	\$673,000
San Carlos: Cedar and Brittan Ave Pavement Rehabilitation	San Carlos	\$575,000
San Carlos: Ped Enhancements Arroyo/Cedar and Hemlock/Orange	San Carlos	\$500,000
San Carlos: US 101/Holly Street Bike/Ped Overcrossing	San Carlos	\$1,000,000
San Mateo: Various Streets Pavement Rehabilitation	San Mateo	\$1,593,000
San Mateo: Laurie Meadows Ped/Bike Safety Improvements	San Mateo	\$987,000
San Mateo County: Canada Rd and Edgewood Rd Resurfacing	San Mateo County	\$892,000
San Mateo County: Countywide Pavement Maintenance	San Mateo County	\$1,072,000
South San Francisco: Various Streets Pavement Rehabilitation	South San Francisco	\$1,027,000
South San Francisco: Grand Boulevard Initiative Complete Street Imps	South San Francisco	\$1,000,000
Woodside: Various Streets Pavement Rehabilitation	Woodside	\$242,000
Woodside: Woodside Pathway Phase 3	Woodside	\$136,000
Unprogrammed balance	TBD	\$151,000
SAN MATEO COUNTY	TOTAL:	\$32,545,000
SANTA CLARA COUNTY		
CMA Planning Activities		
Planning Activities Base	VTA	\$6,078,000
Planning Activities - Supplemental	VTA	\$4,822,000
Federal Aid Secondary (FAS)		
Santa Clara County: Uvas Rd Rehabilitation	Santa Clara County	\$1,701,000
Safe Routes To School (SRTS)		
Campbell: Eden Ave Sidewalk Improvements	Campbell	\$555,000
Cupertino: McClellan Rd Separated Bike Lane	Cupertino	\$1,000,000
Palo Alto: Waverley Multi-Use Path, E. Meadow Dr. & Fabian Wy. Enhanced Bike	Palo Alto	\$919,000
San Jose: Mount Pleasant Schools Area Pedestrian & Bicycle Safety Imps.	San Jose	\$1,000,000
Santa Clara: Santa Clara Schools Access Improvements	Santa Clara	\$1,146,000
Santa Clara: Saratoga Creek Trail Phase 1	Santa Clara	\$339,000
Sunnyvale: Homestead Rd at Homestead High School Ped & Bike Imps.	Sunnyvale	\$1,000,000
Sunnyvale: Pedestrian and Bicyclist Infrastructure Improvements	Sunnyvale	\$919,000
County Program		
Campbell: Winchester Boulevard Overlay	Campbell	\$554,000
Campbell: Harriet Ave Sidewalk Project	Campbell	\$447,328
Cupertino: Pavement Management Program	Cupertino	\$769,000
Gilroy: Downtown Monterey St Rehabilitation	Gilroy	\$1,028,000
Los Altos: Fremont Ave Asphalt Concrete Overlay	Los Altos	\$336,000
Los Gatos: Los Gatos Creek Trail to Highway 9 Trailhead Connection	Los Gatos	\$343,000
Los Gatos: Shannon Rd Complete Streets	Los Gatos	\$940,100
Milpitas: Various Streets Resurfacing	Milpitas	\$1,609,000
Morgan Hill: East Dunne Ave Pavement Rehabilitation	Morgan Hill	\$857,000
Mountain View: West Middlefield Road Improvements	Mountain View	\$1,136,000
Palo Alto: Adobe Creek/Highway 101 Bicycle Pedestrian Bridge	Palo Alto	\$4,350,000
Palo Alto: North Ventura Coordinated Area Plan	Palo Alto	\$638,000
Palo Alto: Various Streets Resurfacing	Palo Alto	\$1,009,000
San Jose: Downtown San Jose Mobility, Streetscape, and Public Life Plan	San Jose	\$813,000
San Jose: East Side Alum Rock (east of 680) Urban Village Plan	San Jose	\$400,000
San Jose: McKee Road Vision Zero Priority Safety Corridor Improvements	San Jose	\$8,623,000
San Jose: Various Streets Pavement Rehabilitation	San Jose	\$14,597,000
San Jose: Tully Road Vision Zero Priority Safety Corridor Improvements	San Jose	\$8,599,000
San Jose: West San Carlos Urban Village Streetscape Improvements	San Jose	\$3,582,000

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 02/26/20-C 09/23/20-C 07/28/21-C 11/17/21-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$385,512,000
Santa Clara: Hetch-Hetchy Trail Phase 1	Santa Clara	\$790,000
Santa Clara: San Tomas Aquino Creek Trail Underpass	Santa Clara	\$2,449,000
Santa Clara: Saratoga Creek Trail Phase 1	Santa Clara	\$3,396,000
Santa Clara: Streets & Roads Preservation	Santa Clara	\$2,356,000
Santa Clara County: Capitol Expressway Rehabilitation	Santa Clara County	\$5,000,000
Santa Clara County: McKean Rd Pavement Rehabilitation	Santa Clara County	\$1,151,000
Saratoga: Prospect Rd Complete Streets	Saratoga	\$1,075,000
Saratoga: Saratoga Village Crosswalks & Sidewalks Rehabilitation	Saratoga	\$338,000
Sunnyvale: Bernardo Avenue Bicycle Underpass - EIR	Sunnyvale	\$500,000
Sunnyvale: East Sunnyvale Area Sense of Place Improvements	Sunnyvale	\$1,701,000
Sunnyvale: Fair Oaks Avenue Bikeway - Phase 2	Sunnyvale	\$782,000
Sunnyvale: Java Drive Road Diet & Bike Lanes	Sunnyvale	\$500,000
Sunnyvale: Lawrence Station Area Sidewalks & Bike Facilities	Sunnyvale	\$500,000
Sunnyvale: Peery Park Sense of Place Improvements	Sunnyvale	\$2,686,000
Sunnyvale: Traffic Signal Upgrades	Sunnyvale	\$2,566,000
VTA/Milpitas: Montague Exwy Pedestrian Overcrossing at Milpitas BART	VTA/Milpitas	\$3,560,000
Unprogrammed balance	TBD	\$4,613,572
SANTA CLARA COUNTY		TOTAL: \$104,073,000
SOLANO COUNTY		
CMA Planning Activities		
Planning Activities Base	STA	\$3,822,000
Planning Activities - Supplemental	STA	\$3,039,000
Federal Aid Secondary (FAS)		
Solano County: County Roads Paving	Solano County	\$506,000
Solano County: Farm to Market Phase 2 Imps	Solano County	\$1,000,000
Safe Routes To School (SRTS)		
Fairfield: Grange Middle School SRTS Imps	Fairfield	\$260,000
STA: Countywide SRTS Non-Infrastructure Program	STA	\$1,209,000
County Program		
Benicia: Park Rd Improvements	Benicia	\$2,731,000
Fairfield: Cadenasso Dr Repaving	Fairfield	\$1,394,000
Suisun City: Railroad Ave Repaving	Suisun City	\$491,000
STA: Vacaville Jepson Parkway Phase 3 Bike Path	STA	\$1,407,000
STA: Solano Mobility Call Center	STA	\$1,537,000
Vacaville: VacaValley/I-505 Roundabouts	Vacaville	\$1,907,000
Vacaville: Local Streets Overlay	Vacaville	\$1,193,000
Vallejo: Sacramento St Rehabilitation	Vallejo	\$681,000
SOLANO COUNTY		TOTAL: \$21,177,000
SONOMA COUNTY		
CMA Planning Activities		
Planning Activities Base	SCTA	\$3,822,000
Planning Activities - Supplemental	SCTA	\$1,178,000
Federal Aid Secondary (FAS)		
Sonoma County: River Road Pavement Rehabilitation	Sonoma County	\$3,264,000
Safe Routes To School (SRTS)		
SCTA: Sonoma County Safe Routes To School (SRTS)	SCTA	\$1,655,000
County Program		
Cotati: E. Cotati Avenue Street Rehabilitation	Cotati	\$675,000
Healdsburg: Healdsburg Avenue Road Diet	Healdsburg	\$600,000
Petaluma: Petaluma Boulevard South Road Diet	Petaluma	\$2,916,000

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OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$385,512,000
SMART: Petaluma SMART Pathway	SMART	\$400,000
Rohnert Park: Various Streets Rehabilitation	Rohnert Park	\$1,035,000
Santa Rosa: US 101 Bicycle and Pedestrian Bridge Overcrossing	Santa Rosa	\$1,418,000
Santa Rosa: Various Streets Rehabilitation	Santa Rosa	\$1,655,000
Sebastopol: Bodega Avenue Bike Lanes and Pavement Rehabilitation	Sebastopol	\$1,195,000
Sonoma (City) : New Fryer Creek Bicycle and Pedestrian Bridge	Sonoma (City)	\$501,000
Sonoma County: Various County Roads Rehabilitation	Sonoma County	\$2,600,000
Sonoma County: New Crocker Bridge Bike and Pedestrian Passage	Sonoma County	\$1,809,000
Windsor: Windsor River Road at Windsor Road Intersection Imps	Windsor	\$3,000,000
SONOMA COUNTY	TOTAL:	\$27,723,000
OBAG 2 COUNTY PROGRAMS	TOTAL:	\$385,512,000



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-1181 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 9/3/2021 **In control:** Programming and Allocations Committee

On agenda: 10/13/2021 **Final action:**

Title: One Bay Area Grant (OBAG 3) Proposed Framework

Staff will present the proposed program framework for the One Bay Area Grant (OBAG 3), including proposed focus areas, funding levels, and partnership approaches.

Sponsors:

Indexes:

Code sections:

Attachments: [3a - 21-1181 - OBAG3 Considerations.pdf](#)
[3a - 21-1181 - OBAG3 Considerations Presentation.pdf](#)

Date	Ver.	Action By	Action	Result
10/13/2021	1	Programming and Allocations Committee		

Subject:

One Bay Area Grant (OBAG 3) Proposed Framework

Staff will present the proposed program framework for the One Bay Area Grant (OBAG 3), including proposed focus areas, funding levels, and partnership approaches.

Presenter:

Mallory Atkinson

Recommended Action:

Information

**Metropolitan Transportation Commission
Programming and Allocations Committee**

November 10, 2021

Agenda Item 3a - 21-1181

One Bay Area Grant (OBAG 3) Considerations

Subject:

Staff will present the proposed framework for the One Bay Area Grant (OBAG 3) program, including proposed focus areas, funding levels, policy provisions, and partnership approaches.

Background:

The One Bay Area Grant (OBAG) program is the policy and programming framework for investing certain funding such as Surface Transportation Block Grant Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ), and other funds throughout the San Francisco Bay Area. The current OBAG program, OBAG 2, establishes the commitments for STP/CMAQ funding through September 30, 2022. Staff is proposing to adopt an initial program framework for OBAG 3 by January 2022, to allow sufficient time to fully develop individual program components and carryout a robust call for county and local projects process in 2022.

This month, staff will present the proposed framework for the OBAG 3 program for Commission consideration and discussion.

Comprehensive Funding Approach

The primary objective of prior OBAG cycles has been to support many of the interconnected strategies of Plan Bay Area and Plan Bay Area 2040. However, STP/CMAQ revenues delivered through the OBAG program account for only 1.3% of the transportation revenues forecast in Plan Bay Area 2050. As such, the OBAG 3 program framework should be considered within the context of a larger, comprehensive funding approach to deliver on important regional initiatives.

Funding Assumptions

Staff proposes a four-year program horizon for OBAG 3, which will guide STP/CMAQ investments from FY 2022-23 through FY 2025-26. A departure from the five-year programs in OBAG 1 and OBAG 2, the four-year program proposal for OBAG 3 aims to better align with the development cycle of Plan Bay Area.

Approximately \$750 million in federal STP/CMAQ revenues is anticipated over the four-year OBAG 3 program, or roughly \$188 million per year. These revenue estimates are based on 2% annual escalation over current year STP/CMAQ revenues. Actual revenue levels will depend upon the federal surface transportation authorization (either extensions of the current FAST Act, or the passage of a new authorization as currently under consideration in D.C.) as well as annual Congressional appropriations. Should actual revenues deviate from these estimates significantly following the adoption of the OBAG 3 program, staff will return to the Commission to revise the framework.

Proposed OBAG 3 Framework

MTC established the OBAG program in 2013 to strengthen the connection between transportation investments and regional goals for focused growth in Priority Development Areas (PDAs), affordable housing, and emissions reductions to implement the regional transportation plan. Staff recommends maintaining that focus while making strategic adjustments and changes to address the overarching considerations presented at the July Programming and Allocations Committee meeting: to better align with Plan Bay Area 2050 strategies, advance regional goals for equity and safety, and address federal programming requirements.

Program Categories and Focus Areas

The following program categories carry forward elements from previous OBAG cycles, reorganized for clarity and expanded to accommodate additional focus areas detailed above. More information on the proposed program categories for OBAG 3 is provided in **Attachment 1**.

- **Planning & Program Implementation:** Carry out coordinated regional and countywide planning and programming activities within MTC's performance-based planning and programming processes, consistent with federal requirements and regional policies. Additionally, commit staffing resources necessary to deliver OBAG 3 projects and programs.
- **Growth Framework Implementation:** Support and assistance for local efforts to create a range of housing options in Priority Development Areas (PDAs), select Transit-Rich

Areas (TRAs), and select High-Resource Areas (HRAs), and carryout other regional studies and pilots to advance the Plan Bay Area 2050 growth framework.

- **Climate, Conservation, and Resilience:** Reduce emissions and solo vehicle trips through accelerated electrification and clean vehicle programs and expanded transportation demand management programs. Additionally, protect high-priority natural and agricultural lands; modernize and expand access to parks, trails and recreation facilities; and increase transportation system resiliency to the impacts of climate change.
- **Complete Streets and Community Choice:** Improve and maintain local streets and roads to meet the needs of all users while improving safety, promoting walking, biking and other micro-mobility, and sustainable infrastructure. In addition, support community-led planning efforts and assist with the development and advancement of community-led transportation enhancements in Equity Priority Communities (EPCs).
- **Multimodal Systems Operations and Performance:** Support and coordinate efforts to achieve an integrated, efficient, reliable, and easy to navigate public transit network to increase ridership and improve mobility options consistent with the Transit Transformative Action Plan recommendations. Additionally, continue to optimize existing freeways, highways, and key arterials and communications infrastructure to maximize person throughput and multimodal system performance.

Partnership Approach

MTC proposes directing 50% of the program funds (\$375 million, or roughly \$188 million annual) to leverage existing partnerships with County Transportation Agencies (CTAs), local jurisdictions, and transit operators to deliver the OBAG 3 program. This increase in the share of funds directed to local projects, up from 45% in OBAG 2, is in recognition of the critical role our local partners will be expected to play in successfully implementing the growth framework through local planning, reaching the aggressive safety and mode shift targets in Plan Bay Area 2050, building the local priority projects that have been identified by community-led processes in Equity Priority Communities (EPCs), and accelerating affordable and transit-supportive growth and access improvements at key transit hubs. Additional information on the partnerships

embedded in the OBAG 3 framework at the county and local level are provided in **Attachment 1**.

Staff proposes to focus the remaining 50% of OBAG 3 funds for regional investments in select program areas. Regional programs are targeted to critical climate and focused growth goals of Plan Bay Area 2050, and to coordinate and deploy strategies that are best suited to regional implementation. Additional details and proposed funding levels to support regional programs are included in Table 1.

Table 1. OBAG 3 Regional Program Investments

Program Category	Regional Program Details	Funding (millions)
Planning & Program Implementation	<ul style="list-style-type: none"> • Regional planning & fund programming activities • OBAG 3 project implementation 	\$40
Growth Framework Implementation	<ul style="list-style-type: none"> • Planning and Technical Assistance Grant program and Regional Housing Technical Assistance program • Transit Oriented Development (TOD) Policy update implementation • Regional studies and pilots (ex. Priority Production Areas) 	\$25
Climate, Conservation, and Resilience	<ul style="list-style-type: none"> • Significant investment in clean vehicles, charging infrastructure, and transportation demand management programs (ex. Mobility Hubs, Commuter Benefits Program) • Priority Conservation Area (PCA) Grant program, reflecting updated PCA planning framework • Resilience/sea level rise studies and/or pilots 	\$98
Complete Streets and Community Choice	<ul style="list-style-type: none"> • Regional Active Transportation Plan, updated Complete Streets Policy Regional Safety/Vision Zero Policy implementation; Quick-Build 	\$54

Program Category	Regional Program Details	Funding (millions)
	Technical Assistance; Bay Trail planning and construction <ul style="list-style-type: none"> Local streets and roads asset management, including system expansion to support complete streets, safety, and green infrastructure efforts Regional guidelines and technical assistance for CBTPs and PB processes; develop and advance locally-identified projects in EPCs 	
Multimodal Systems Operations and Performance	<ul style="list-style-type: none"> Transit Action Plan near-term investments Near-term operational improvements, incident management, and regional fiber communications Includes Bay Area Forwards, other freeway and arterial operations improvements and vehicle occupancy detection pilots 	\$158
Total		\$375 (50%)

Note: Totals may not add due to rounding.

The proposed OBAG 3 regional program investments are part of a comprehensive funding approach, which is contingent on additional anticipated/potential future funding sources to deliver regional priorities. While the proposed 50% regional share of projected STP/CMAQ funds alone is insufficient to support key regional projects and initiatives, staff are considering the following sources to supplement regional OBAG programs:

- Blue Ribbon Funding: approximately \$85 million of one-time state and federal funding identified for implementation of near-term projects identified in the Bay Area Transit Transformation Action Plan. These funds would help address regional transit needs included in the Multimodal Systems Operations and Performance program category.
- Regional Early Action Planning Round 2 (REAP 2.0): approximately \$100 million in one-time funding from the State budget surplus, administered by the California

Department of Housing and Community Development (HDC). This flexible funding source is intended to advance regional Sustainable Communities Strategies, and staff expect that most OBAG 3 regional program categories will be eligible.

- Carbon Reduction: this potential new FHWA formula allocation may provide approximately \$60 million to the Bay Area for greenhouse gas reduction efforts as part of the anticipated federal infrastructure bill. If realized, these funds could be used to supplement regional Climate, Conservation, and Resilience projects and programs.

Policy Provisions

The proposed OBAG 3 policy maintains core elements from prior cycles, with updates to align with Plan Bay Area 2050 strategies, ensure compliance with current state and regional requirements, and address federal corrective actions.

- The **PDA investment targets** have been retained, with consideration for new growth geographies and a uniform definition for proximate access to PDAs.
- **Local compliance** with state and local housing policy remains a requirement, with updates to reflect recent changes to state housing law and MTC's Complete Streets Policy.
- In response to **federal corrective action**, staff are proposing clarifications to the county program project selection process, including clearer MTC oversight over the CTA-assisted call for projects and initial screening, nomination targets for each county that maintain incentives for housing production and planned growth, and a second tier of regional project evaluation by MTC.
- For potential **CMAQ-funded projects**, MTC will also complete an emissions benefit and cost effectiveness assessment prior to selection. Additional information on the key policy provisions proposed for OBAG 3 are provided in Attachment 2.

Issues:

Funding Regional Initiatives

Sufficient funding for regional initiatives is contingent upon the comprehensive funding approach detailed above, which relies on uncertain and one-time fund sources. However, staff

expect more details to be available on each of these sources in advance of the January 2022 Commission meeting, which will help inform the final framework proposal.

Federal Programming Requirements

The proposed framework includes clarifications and revisions to address federal corrective actions regarding the administration of FHWA funds, both from MTC's 2020 certification review and statewide Caltrans findings from the 2021 FSTIP. While staff believe that proposed policy changes fully address each corrective action, further effort is needed to define implementation strategies consistent with federal requirements.

Recommendations:

Information. No action required.

Attachments:

- Presentation – OBAG 3 Proposed Framework
- Attachment 1 – Proposed Program Areas and Partnership Approaches
- Attachment 2 – Proposed Program Provisions



Therese W. McMillan

OBAG 3 Proposed Program Areas & Partnership Approaches

*Regional programs which include grant opportunities and/or pilot efforts for local implementation.

Program Area Regional Funding	Purpose	Proposed Regional Roles Regional program highlights	Proposed County & Local Roles County & local program highlights
<p>1. Planning & Program Implementation \$40 million</p>	<ul style="list-style-type: none"> • Planning and programming activities to carry out federal performance-based planning and programming and deliver OBAG 3 projects and programs. 	<ul style="list-style-type: none"> • Regional planning and programming to implement <i>Plan Bay Area (PBA) 2050</i> and federal performance-based planning and programming requirements. • OBAG 3 program and project implementation. 	<ul style="list-style-type: none"> • Dedicated funding for CTA planning (in addition to the \$40 million for regional planning) • CTA planning and programming to cooperatively implement <i>PBA 2050</i> and associated regional policies; develop countywide transportation plans; and develop other plans and projects as identified in CTA Planning Agreements. • CTAs may augment base planning fund levels through the local project nomination process.
<p>2. Growth Framework \$25million*</p>	<ul style="list-style-type: none"> • Support and assist local efforts to create a range of housing options in Priority Development Areas (PDAs), select Transit-Rich Areas (TRAs), and select High-Resource Areas (HRAs). • Carry out other regional studies and pilots to advance growth framework. 	<ul style="list-style-type: none"> • Provide capacity-enhancing support for local jurisdictions through the Planning and Technical Assistance Grant program and Regional Housing Technical Assistance program. • Implement the Transit Oriented Development (TOD) Policy update to ensure land use supports transit investments. • Carryout regional studies and pilots (ex. redevelopment of malls and office parks; reuse of public and community-owned land; and Priority Production Area pilot program). 	<ul style="list-style-type: none"> • <i>PDA investment targets</i> (50% for the North Bay counties and 70% for the remaining counties) to support PDAs implementation while also reflecting investment needs of new growth geographies. • CTAs maintain active role in engaging with jurisdictions and transit operators on local growth, specific plans, PDA plans, to coordinate local and countywide transportation investments. • Local jurisdictions maintain eligibility for funding by having a certified Housing Element, annual progress reporting, and demonstrating compliance with current state laws governing surplus lands, density bonus, and accessory dwelling units.

*Regional programs which include grant opportunities and/or pilot efforts for local implementation.

Program Area Regional Funding	Purpose	Proposed Regional Roles Regional program highlights	Proposed County & Local Roles County & local program highlights
<p>3. Climate, Conservation, & Resilience Initiatives \$98 million*</p>	<ul style="list-style-type: none"> • Reduce emissions and solo vehicle trips through accelerated electrification and clean vehicle programs and expanded transportation demand management programs. • Protect high-priority natural and agricultural lands; modernize and expand access to parks, trails and recreation facilities • Increase transportation system resiliency to the impacts of climate change. 	<ul style="list-style-type: none"> • Expand investments in clean vehicle incentives and charging infrastructure, marketing and outreach efforts, and technical assistance to accelerate electrification. • Expand various regional transportation demand management programs such as Mobility Hubs, Targeted Transportation Alternatives, car sharing, bikeshare and e-bike incentives, carpool, Commuter Benefits Program, MTC SHIFT, and local parking and curb management policies. • Align existing Priority Conservation Area (PCA) grant program with the planned update to the PCA planning framework to fund critical conservation and open space projects. • Resilience/sea level rise program with focus on protecting transportation assets. 	<ul style="list-style-type: none"> • CTAs maintain active role in coordinating and/or funding countywide air quality and vehicle miles traveled (VMT) reduction programs and projects, implementing and funding trail projects, and managing local sea level and resilience programs. • Conservation, urban greening, park access improvements and resilience projects may require non-federal funds due to eligibility limitations.
<p>4. Complete Streets & Community Choice \$54 million*</p>	<ul style="list-style-type: none"> • Improve and maintain local streets and roads to meet the needs of all users while improving safety, promoting walking, biking and other micro-mobility, and advancing sustainable infrastructure. • Support the development and advancement of community-led transportation enhancements in Equity Priority Communities. 	<ul style="list-style-type: none"> • Implement recommendations of the Regional Active Transportation Plan, including the updated complete streets policy, development of the Regional Active Transportation Network, continuation of the Quick-Build Technical Assistance program, and completion of key Bay Trail gaps. • Advance the Regional Safety/Vision Zero Policy, including the Regional Integrated Safety Data System and other regional safety initiatives and coordination efforts. • Broaden current regional programs that support local streets and roads asset management (StreetSaver, StreetSaver Plus and Pavement Technical Assistance Program), including upgrades to the local roadway asset inventory to support complete streets and safety strategies and through encouraging green infrastructure, where possible. • Develop regional guidelines and technical assistance for Community Based Transportation Plans (CBTPs), Participatory Budgeting (PB) processes, and implementation; develop and advance locally identified transportation projects from CBTPs and PBs. 	<ul style="list-style-type: none"> • Investment target (\$200 million regionwide) for active transportation projects, including Safe Routes to School (SRTS), in recognition of <i>PBA 2050</i> strategies for active transportation and safety. • CTAs maintain an active role in implementing regional complete streets, safety, asset management, and sustainability policies, including coordination and education efforts, development of High Injury Networks and/or Systemic Safety Reports, implementing SRTS programs, and sustainable streets and/or green infrastructure master planning. • CTAs maintain an active role in developing and coordinating CBTPs and/or PB processes, implementing projects identified, and monitoring program delivery. • Local jurisdictions maintain eligibility for funding by complying with MTC’s Complete Streets policy and Pavement Management Program requirements.

*Regional programs which include grant opportunities and/or pilot efforts for local implementation.

Program Area Regional Funding	Purpose	Proposed Regional Roles Regional program highlights	Proposed County & Local Roles County & local program highlights
5. Multimodal Systems Operations & Performance \$158 million*	<ul style="list-style-type: none"> Support efforts to achieve an integrated, efficient, reliable, and easy to navigate public transit network to increase ridership and improve mobility options. Optimize existing freeways, highways, and key arterials and communications infrastructure to maximize person throughput and system performance. 	<ul style="list-style-type: none"> Implement near-term priorities identified through the Transit Transformation Action Plan, including the areas of mapping and wayfinding, transit priority, and technology and mobile standards. Planning, design, and implementation of near-term operational improvements, incident management, and deployment of regional fiber communications infrastructure. Includes Bay Area Forwards, other freeway and arterial operations improvements, and vehicle occupancy pilots. 	<ul style="list-style-type: none"> CTAs maintain active role in coordinating with local transit operators and jurisdictions; identify local and countywide transit priority projects; and may plan and implement first/last mile improvements and programs. CTAs maintain active role in partnering with MTC in design alternatives assessments and express lane implementation. CTAs may also lead and/or partner on other freeway/corridor performance and operations projects, and congestion pricing efforts.
\$375 million 50%	Regional Programs Total		

Note: Regional funding levels are proposed for discussion purposes. Final funding levels will be adopted as part of the OBAG 3 Program Framework, anticipated in January 2022.

OBAG 3 – Proposed Program Provisions

Program Element	Program Provision	OBAG 2 Comparison
<p>PDA investment targets <i>County and Local Program</i></p>	<ul style="list-style-type: none"> • 70% of investments in Alameda, Contra Costa, San Francisco, San Mateo, Santa Clara Counties must be within or connected to Priority Development Areas (PDAs) or provide improved PDA access. • 50% of investments in Marin, Napa, Solano, Sonoma Counties must be within or connected to PDAs, or provide improved PDA access. 	No change
	<ul style="list-style-type: none"> • Consideration for new growth areas in achieving PDA investment targets – select Transit-Rich Areas (TRAs) and High-Resource Areas (HRAs). 	New
	<ul style="list-style-type: none"> • Development of a uniform definition for investments that can be given credit towards providing improved access to PDAs. 	New
<p>Local Policy Adoption* <i>County and Local Program</i></p>	<p>To maintain funding eligibility, local jurisdictions must:</p> <ul style="list-style-type: none"> • Have their Housing Element certified* by California Housing and Community Development (HCD), submit annual Housing Element Annual Progress Reports to HCD throughout the funding cycle, adopt a resolution affirming compliance with the Surplus Land Act, and submit to HCD a local inventory of surplus land. • Demonstrate compliance with state laws governing density bonuses, accessory dwelling units, and the Housing Accountability Act. • Comply with MTC’s Pavement Management Program (PMP) policies (including having a certified PMP updated at least once every three years), participate in statewide local streets and roads needs assessment survey, and participate in providing annual updated information to the Highway Performance Monitoring System (HPMS). • Comply with MTC’s Complete Streets Policy and Complete Streets Checklist requirements, both of which are currently being updated as part of the Regional Active Transportation Plan update. 	Provision updated; compliance will require increased level of effort

Program Element	Program Provision	OBAG 2 Comparison
<p>Project nomination and selection process** <i>County and Local Program</i></p>	<ul style="list-style-type: none"> • MTC will initiate a regionwide call for projects process. • County Transportation Agencies (CTAs) will develop initial project screening and prioritization processes, and MTC will review/accept each proposed approach. • CTAs will provide local outreach and an initial screening of projects within their counties to ensure projects are consistent with local and county plans and priorities. 	<p>Clarification of roles</p>
	<ul style="list-style-type: none"> • CTAs will be given nomination targets to guide the maximum amount of funding requests from local jurisdictions and transit operators that they can advance to MTC for project selection. • Nomination targets are based, in part, on recent housing outcomes and planned growth of local jurisdictions, as these factors are recognized as necessary to promote consistency between transportation investments and the planned growth and development patterns in <i>Plan Bay Area (PBA) 2050</i>. • Nomination targets do not imply pre-determined amounts or shares for any individual jurisdiction. However, the targets carryforward the incentive provided through OBAG 1 and 2 for local jurisdictions to make progress in producing housing and committing to plan for future growth by allowing CTAs of those local jurisdictions to nominate additional funding requests to MTC for further consideration in the project selection process. 	<p>Clarification of the role of county targets</p>
	<ul style="list-style-type: none"> • MTC will select a program of projects based on initial screening and prioritization provided by the CTAs, regional considerations to promote consistency between transportation improvements and the growth and development patterns reflected in <i>PBA 2050</i>, and to advance federal performance-based programming. 	<p>Clarification of process</p>
<p>CMAQ funding** <i>All programs</i></p>	<ul style="list-style-type: none"> • MTC will complete an emissions benefits and cost effectiveness assessment on all projects prior to project selection for CMAQ funding. 	<p>New</p>

Program Element	Program Provision	OBAG 2 Comparison
<p>Equity Opportunities <i>All programs</i></p>	<ul style="list-style-type: none"> • Equity lens will be woven throughout the OBAG 3 program. • Increased investment levels for Community Based Transportation Plans (CBTPs) and Participatory Budgeting (PB) processes and dedicated funding to develop and implement projects identified by residents in Equity Priority Communities (EPCs). • Call for county and local projects process will prioritize projects within EPCs or that otherwise directly benefit historically marginalized or disadvantaged populations. 	<p>New/Expanded</p>
<p>Active Transportation & Safety <i>All programs</i></p>	<ul style="list-style-type: none"> • \$200 million regionwide investment target for bicycle/pedestrian improvements and programs, including Safe Routes to School (SRTS) programs. <p>Align program focus areas and investments with:</p> <ul style="list-style-type: none"> • Regional Active Transportation Plan update, including implementation of the Regional Active Transportation Network. • Regional Safety/Vision Zero Policy, including emphasis on safety projects identified in local safety plans or on designated High Injury Networks. 	<p>New</p> <p>New/Expanded</p>
<p>Performance-Based Programming** <i>All programs</i></p>	<p>Align investments and focus areas with:</p> <ul style="list-style-type: none"> • Federal performance goal areas and measures, including roadway safety, asset management, and mode shift. • Performance outcomes of PBA 2050 strategies, including GHG reduction and affordability. 	<p>New/Expanded</p>
<p>Planning and programming activities <i>All programs</i></p>	<ul style="list-style-type: none"> • ~ 5% of proposed program revenues for regional planning, programming and OBAG 3 project implementation. • ~ 5% of proposed program revenues for countywide planning and programming as outlined in CTA Planning Agreements. • Continue provision that each county's base planning funding will not exceed the amount of funding programmed to projects within that county (affects Napa County). • CTAs can augment base planning amounts through the local project nomination process. 	<p>No change</p> <p>15% increase</p>

- * Housing Element law has changed significantly in recent years, and as such, the OBAG requirements for a city or county to have a certified housing element and submit annual progress reports will be much more meaningful leading up to the OBAG 3 cycle. Compliance with Housing Element law includes the adoption of an HCD-certified Housing Element in compliance with new site inventory and Affirmatively Furthering Fair Housing (AFFH) requirements. Annual progress reports (APRs) must also meet enhanced reporting requirements for rezoning, no net loss, and projects at various stages of the entitlement process.
- ** Addresses a federal requirement in response to the corrective actions provided to MTC as part of its 2020 recertification report, or to advance performance-driven and outcome-based approach to planning and fund programming.



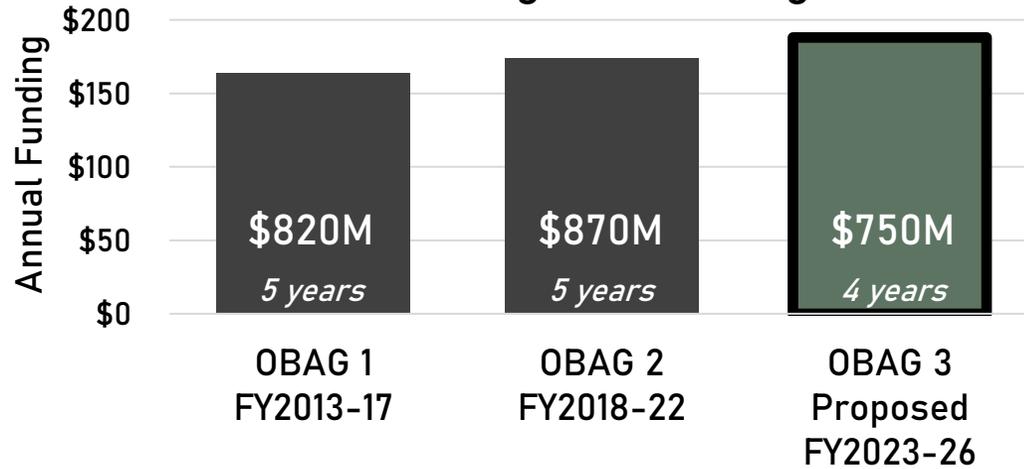
One Bay Area Grant OBAG 3 Framework Proposal

MTC Programming & Allocations Committee

November 10, 2021

Program Revenues

OBAG Program Funding

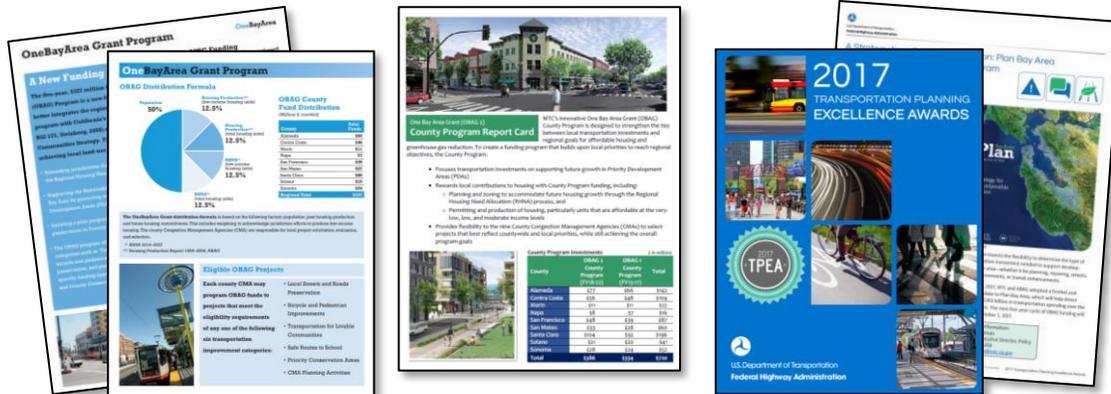


Federal Fund Source

- ❖ Regional shares of federal STP/CMAQ
- ❖ STP/CMAQ account for only 1.3% of *Plan Bay Area 2050* transportation revenues

OBAG 3 Funding Assumptions

- ❖ (New) 4-year program, FY2023-FY2026
- ❖ \$750 million total, or \$188 million/year
 - Assumes 2% annual increase over current funding levels
 - Actual program funding dependent upon passage of new surface transportation authorization and annual appropriations

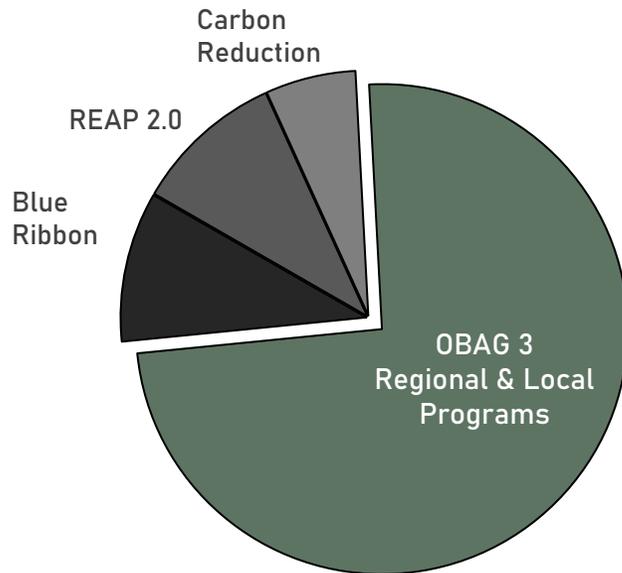




O BAG 3 Considerations

- Preserve effective program features to support regional objectives
- Advance *Plan Bay Area 2050* implementation
- Incorporate recent policy initiatives and adapt to current landscape
- Advance equity through policies and investments
- Address federal requirements, including performance & recertification
- Coordinate with complementary fund sources
- Reflect a shared/partnership approach to program implementation

Comprehensive Funding Approach



Amount	Fund Source	Purpose
\$750 million	OBAG 3 - STP/CMAQ <i>FHWA formula funds</i>	STP: Flexible federal fund source CMAQ: Emissions reductions focus
\$85 million	Blue Ribbon <i>One-time funding</i>	State and federal fund sources identified for near-term Blue Ribbon projects.
\$100 million	REAP 2.0 <i>One-time funding from State budget surplus</i>	Flexible source for projects that advance the Sustainable Communities Strategy
\$60 million	Carbon Reduction <i>Potential new FHWA formula program</i>	Flexible source for projects that reduce greenhouse gas emissions
~\$1 billion	Total	

Proposed Focus Areas

Planning & Program Implementation	Growth Framework	Climate Initiatives, Conservation & Resilience	Complete Streets & Community Choice	Multimodal Systems Operations & Performance
<p>Coordinated and collaborative performance-based planning and programming activities</p>	<p>Assist local planning efforts to create range of housing options in <i>PBA 2050</i> growth areas</p> <p>Regional studies and pilots to advance growth framework</p>	<p>Reduce emissions and solo vehicle trips</p> <p>Protect priority natural and agricultural lands and improve access to parks and open space</p> <p>Protect transportation assets from impacts of climate change</p>	<p>Improve and maintain local streets and roads to meet the needs of all users, while improving safety</p> <p>Support development and advancement of community-led transportation enhancements in Equity Priority Communities (EPCs)</p>	<p>Support efforts to increase transit system integration, efficiency and reliability to increase ridership and improve mobility options</p> <p>Optimize existing highways and key arterials to maximize person throughput and multimodal system performance</p>

Partnership Approach – County/Local

- ❖ Achieve desired outcomes through a shared approach with CTAs, jurisdictions, and transit operators
- ❖ Partnerships needed in key areas that are implemented at the local level:
 - Growth framework implementation – implementing local plans
 - Active transportation & safety – aggressive mode shift and safety targets
 - Community choice – delivering priority projects identified by Equity Priority Communities
 - Transit oriented development implementation – accelerating transit-supportive housing and access improvements

County & Local Program Proposed Focus Areas

- Maintain program flexibility to identify range of project types to address *PBA 2050* goals
- Focus investments in PDAs and other select growth geographies
- Emphasize bicycle/pedestrian projects and programs, including SRTS and other safety efforts
- Prioritize projects within EPCs or that otherwise directly benefit disadvantaged populations
- Prioritize transit access improvements and other supportive infrastructure to accelerate TOD

Partnership Approach - Regional

OBAG 2 Regional Programs

Regional Programs	Funding (Annual)
Regional Planning Activities	\$2
PDA Planning & Implementation	\$4
Climate Initiatives	\$5
Pavement Management	\$2
Active Operational Management	\$35
Transit Capital Priorities	\$38
Priority Conservation Area Grants	\$3
Housing Initiatives	\$8
N/A	-
OBAG 2 Regional Program Total	\$95 (55%)

OBAG 3 Regional Programs

Regional Programs - <i>Proposed</i>	Funding (Annual)
Planning & Program Implementation	\$10
Growth Framework	\$6
Climate, Conservation, & Resilience	\$25
<i>Pavement Mgmt. incl. in Complete Streets</i>	-
Multimodal Systems Operations & Performance	\$40
<i>PCA Grants incl. in Climate & Conservation</i>	-
<i>Future housing initiative req. add'l revenue</i>	-
Complete Streets & Community Choice	\$14
OBAG 3 Regional Program Total	\$94 (50%)

OBAG 3 Regional Program Highlights

Consolidates:

- OBAG staff costs into single category (Planning & Prg. Imp.)
- Transit and highway investments into single multimodal program category

Significantly increases:

- Resources dedicated to Climate Initiatives

Creates new program:

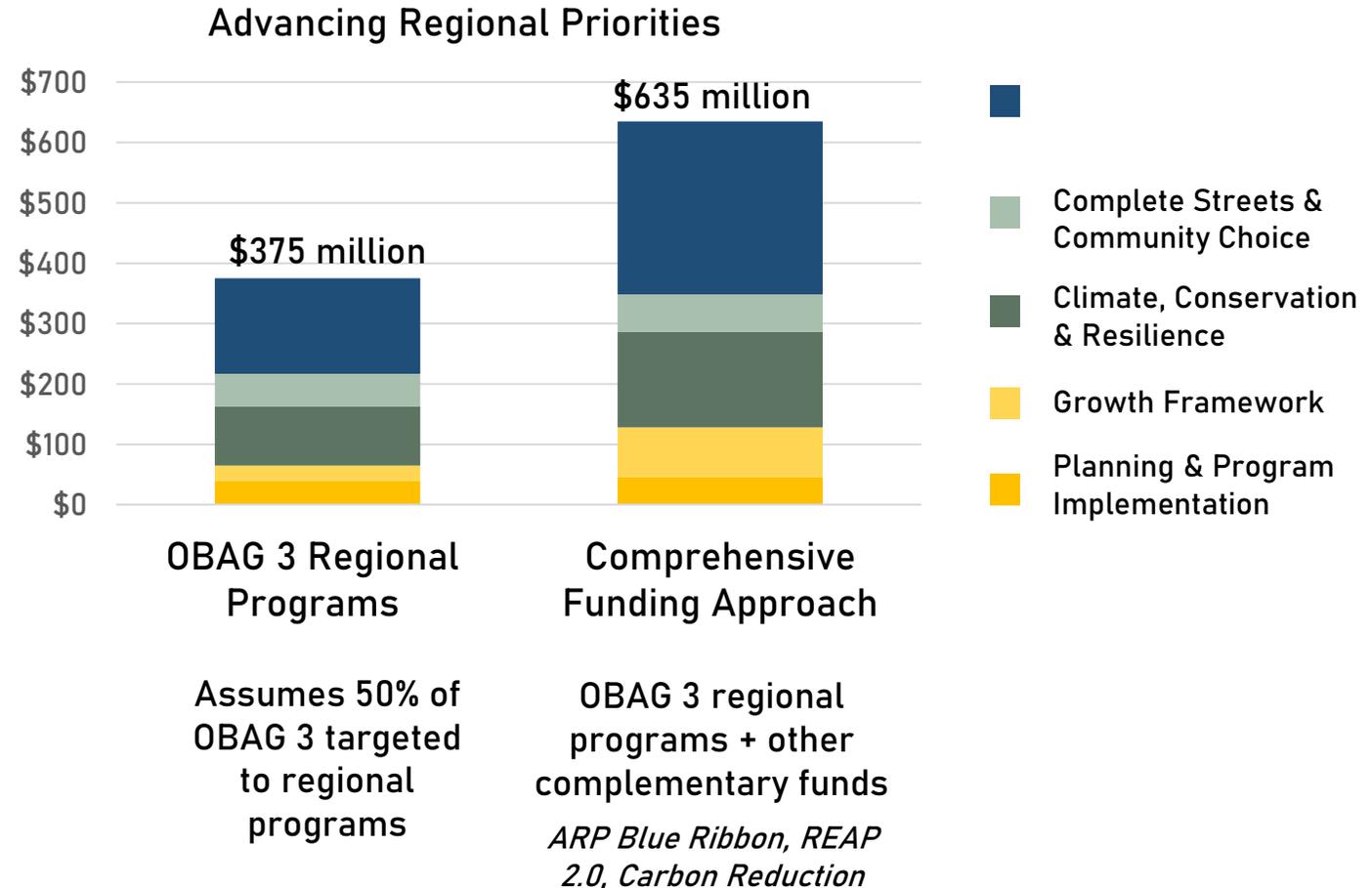
- Coordinating regional policies, tools, and assistance for safe, active and sustainable local streets

Notes: Amounts in millions. Totals may not add due to rounding. OBAG 2 total does not include Safe & Seamless Mobility Quick-Strike or Regional Strategic Initiatives as they were funded with one-time revenue increases and prior cycle savings.

Partnership Approach - Regional

Significant resources are required to advance regional priorities:

- ❖ Catalytic investments to reach aggressive goals in *Plan Bay Area 2050*
 - Climate Initiatives
 - PDA & TOD implementation
- ❖ Coordinate and deploy strategies at a regional scale
 - Bay Area Forwards
 - Regional transit investments emerging from Transit Transformative Action Plan



Key Program Provisions

PDA Investment Targets

- ❖ Maintain PDA investment targets at OBAG 2 levels
 - 50% North Bay counties
 - 70% elsewhere
- ❖ Incorporate consideration for new *PBA 2050* growth areas
- ❖ Develop uniform definition for projects that are credited towards PDA targets

Local Policy Adoption

For fund eligibility, local jurisdictions must maintain:

- ❖ Certified Housing Element annual progress reporting
- ❖ Compliance with current state laws governing surplus lands, density bonus, and accessory dwelling units, including the Housing Accountability Act
- ❖ Compliance with (updated) Complete Streets policy & checklist

CMAQ Process

For all projects seeking CMAQ funding, MTC will:

- ❖ Assess emissions benefits and cost-effectiveness of projects prior to project selection
- ❖ Document CMAQ programming process in OBAG 3 guidelines

Key Program Provisions

Equity Opportunities

- ❖ Equity lens woven throughout program focus areas
- ❖ Increased investment in community-based planning and participatory budgeting efforts
- ❖ (New) dedicated funding to develop community projects for implementation
- ❖ County and Local Program: Prioritize projects within EPCs or that directly benefit disadvantaged populations

Active Transportation & Safety

- ❖ (New) regionwide investment target to meet *PBA 2050* mode shift goals
 - \$200 million regionwide target, including SRTS
- ❖ (New) Regional Active Transportation Plan alignment, including AT Network implementation
- ❖ (New) Regional Safety/Vision Zero Policy alignment

Federal Performance

- ❖ Align investments with federal goal areas – ex. safety & asset management
- ❖ Report on program performance outcomes

Local Call for Projects Framework

MTC and CTA Roles

- ❖ MTC initiates regionwide call for projects
- ❖ CTAs assist with local outreach and initial project screening process, using processes reviewed by MTC for consistency with guidelines
- ❖ MTC develops countywide nomination targets to guide CTAs in the maximum amount of funding requests that they can submit to MTC for project selection
- ❖ MTC selects projects based on initial screening & prioritization by CTAs and additional regional considerations

Nomination targets:

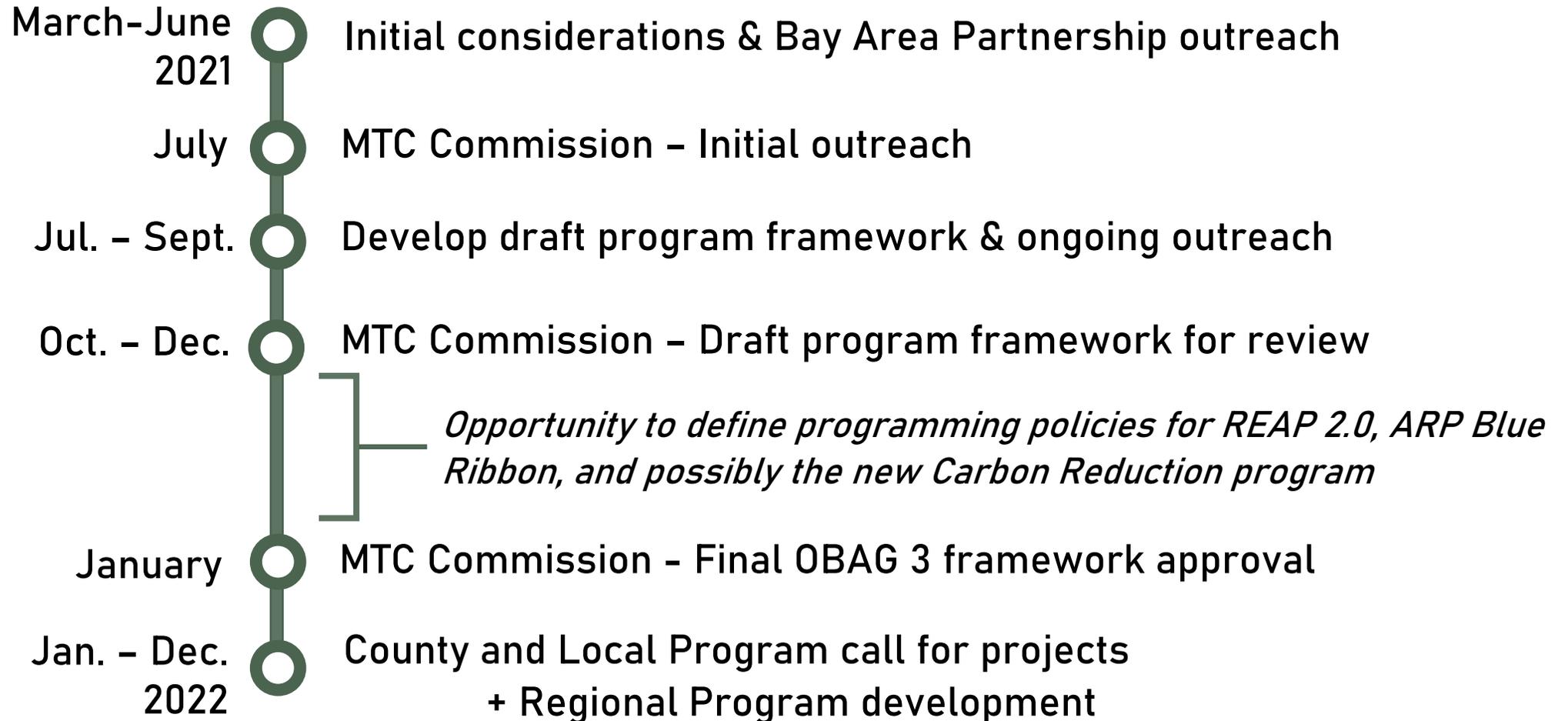
- ❖ Are based on housing outcomes and planned growth of local jurisdictions; and are based on considerations required to be addressed in MTC's performance-based planning process
- ❖ Do not imply guaranteed amounts for individual jurisdictions
- ❖ Carry forward the OBAG 1 & 2 incentive/reward for cities that make progress on housing outcomes by increasing the amount of funding requests that their county can submit to MTC for project selection

Investment & Policy Priorities

- ❖ Proposed investment levels, partnership approaches, and policy provisions are intended to work together to address several overarching program considerations
- ❖ Delivering on regional priorities will require significant investment from OBAG 3, *and* giving top priority to regional initiatives when defining complementary fund programs

Amount	Fund Source
\$750 million	OBAG 3 - STP/CMAQ <i>FHWA formula funds</i>
\$85 million	Blue Ribbon <i>One-time state/federal funding</i>
\$100 million	REAP 2.0 <i>One-time funding from State budget surplus</i>
\$60 million	Carbon Reduction <i>Potential new FHWA formula program</i>
~\$1 billion+	Total

OBAG 3 Development Schedule





Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-1298 **Version:** 1 **Name:**

Type: Resolution **Status:** Informational

File created: 9/28/2021 **In control:** Programming and Allocations Committee

On agenda: 11/10/2021 **Final action:**

Title: Update on Bay Area Zero-Emission Bus Fleet Transition

Information item on regional transit operators' zero-emission fleet transition plans, compliance with Innovative Clean Transit rule, and funding issues and opportunities

Sponsors:

Indexes:

Code sections:

Attachments: [3b - 21-1298 - Zero Emission Bus Update.pdf](#)
[3b - 21-1298 - Zero Emission Bus Update Presentation.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Update on Bay Area Zero-Emission Bus Fleet Transition

Information item on regional transit operators' zero-emission fleet transition plans, compliance with Innovative Clean Transit rule, and funding issues and opportunities

Presenter:

Craig Bosman

Recommended Action:

Information

**Metropolitan Transportation Commission
Programming and Allocations Committee**

November 10, 2021

Agenda Item 3b - 21-1298

Update on Bay Area Zero-Emission Bus Fleet Transition

Subject:

Information item on regional transit operator's zero-emission fleet transition plans, compliance with Innovative Clean Transit rule, and funding issues and opportunities.

Background:

In 2018, the California Air Resources Board adopted the Innovative Clean Transit rule, which requires public transit agencies to gradually transition to a 100% zero-emission bus (ZEB) fleet. For large operators, defined as those running 100 or more buses in maximum service, the ZEB percentage of total new bus purchases must be 25% starting in 2023, ramping up to 100% in 2029. For small operators, which run fewer than 100 buses in maximum service, the ZEB percentage of total new bus purchases must be 25% starting in 2026, and 100% in 2029.

While many transit operators in the region are ahead of schedule on compliance with the Innovative Clean Transit rule, and new bus purchases in the region are heavily shifting toward zero-emission, many issues remain, including funding and technology limitations. The attached presentation provides an overview of bus technology, the current regional bus fleet, operators' fleet transition plans, costs and funding opportunities, and next steps.

Issues:

None identified.

Recommendations:

Information item.

Attachments:

- Attachment A: Presentation



Therese W. McMillan

The Bay Area's Transition to a Zero- Emission Bus Fleet

MTC Programming and Allocations Committee
November 10, 2021



Innovative Clean Transit Rule



- California Air Resources Board (CARB) rule adopted in 2018
- Requires public transit agencies to gradually transition to 100% zero-emission bus (ZEB) fleet
- Large operators (>100 buses in max. service):
 - Rollout Plan due in 2020
 - ZEB percentage of total new bus purchases must be 25% starting in 2023, ramping up to 100% in 2029
 - Regionally: SFMTA, AC Transit, SamTrans, VTA
- Small operators (<100 buses in max. service):
 - Rollout Plan due in 2023
 - ZEB percentage of total new bus purchases must be 25% starting in 2026, and 100% in 2029
 - Regionally: Remaining Bay Area bus operators

Bus Technology

Non-ICT Compliant:

- Diesel
- Diesel-Electric Hybrid – typically uses onboard technology to power an electric motor, reducing emissions and increasing fuel efficiency

ICT Compliant:

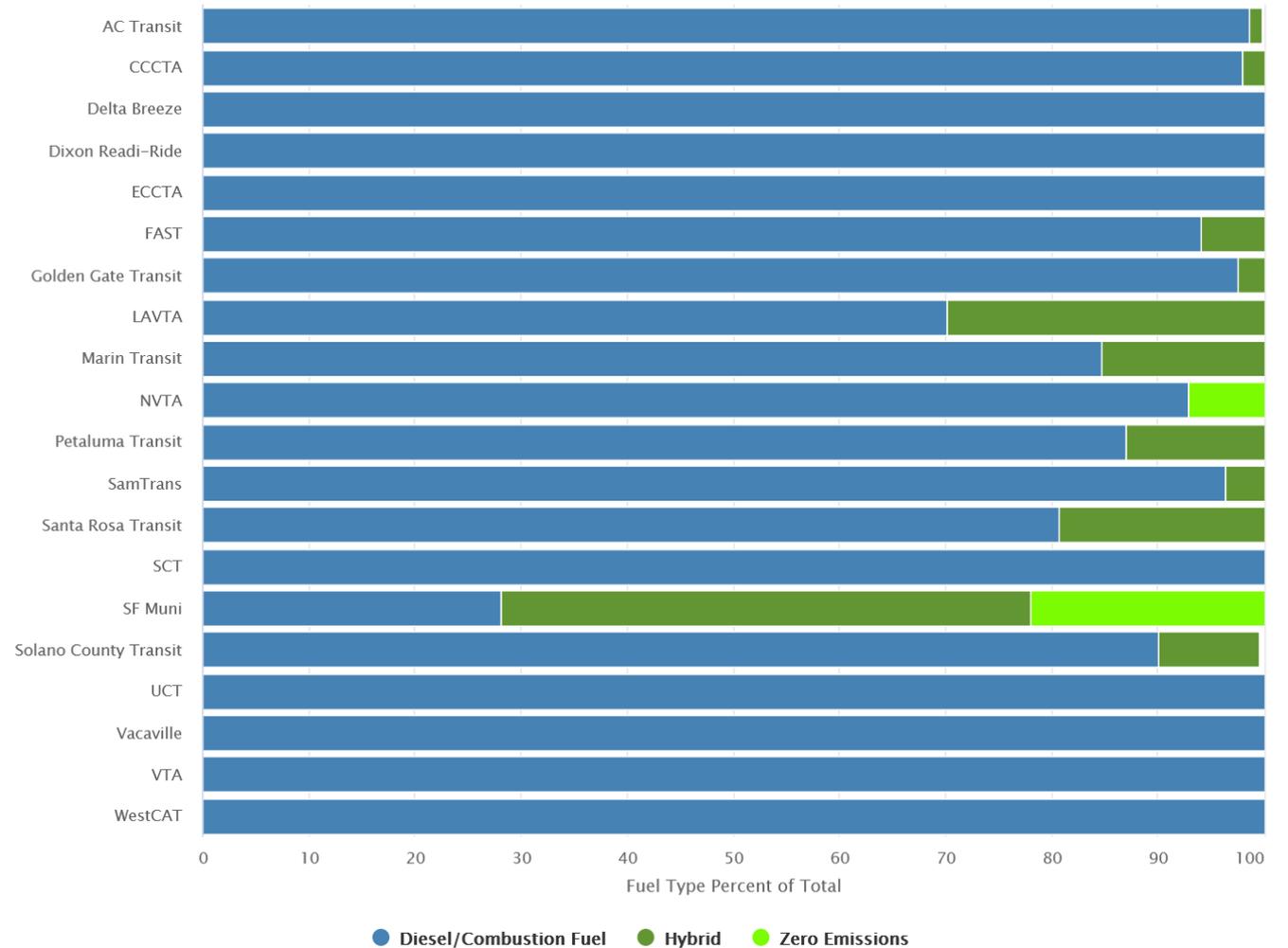
- Battery Electric Bus (BEB) – powered by onboard electric motor, charged at a depot or en-route
- Fuel Cell Electric Bus (FCEB) – powered by onboard fuel cell, fueled with hydrogen at depot



Current Bay Area Fleet

- Majority of buses in service are diesel or diesel hybrid (non-plug-in)
- Agencies have already begun to transition to ZEBs

Fleet Breakdown by Fuel Type



Rollout Plans

- Large operators have submitted Rollout Plans to map their transition to zero-emission fleet
- Bus replacement schedules and technology choices
- Facilities and infrastructure
- Cost estimates

- *Not an instant transition:* bus market realities, infrastructure and facilities considerations, cost, and keeping fleet in state of good repair mean some diesel bus purchases in the transition period

Ongoing Issues with Zero-Emission Fleet Transition

- ZEB market and performance
- Range
- Fleet size
- Infrastructure and facilities
- Cost

Total Costs

- The all-in incremental cost of transitioning to a zero-emission bus fleet is likely to be in the low **billions of dollars**.
- Significant factors that will determine the total cost:
 - Improvements in ZEB technology – 1:1 replacements, or more needed?
 - Evolution of bus market and cost – will prices drop?
 - Choice of FCEB vs. BEB, and depot vs. en-route charging

Funding Plans – Rolling Stock

- The Transit Capital Priorities program includes ZEB technology in the bus pricelist
- In recent call for projects (FY21-FY25), of over 900 buses requested in the region, more than half are ZEBs, ahead of ICT regulation
- Other common funding sources for buses include state Cap and Trade programs and federal Bus & Bus Facilities / Low and No-Emission grants programs

Vehicle Type	Total	Federal/MTC	Local	Federal/MTC %	Local %
Minivan Under 22'	72,000	57,600	14,400	80%	20%
Cut-Away/Van, 4 or 5-Year, Gas	103,000	82,400	20,600	80%	20%
Cut-Away/Van, 4 or 5-Year, Diesel	116,000	92,800	23,200	80%	20%
Cut-Away/Van, 4 or 5-Year, CNG	133,000	106,400	26,600	80%	20%
Cut-Away/Van, 7-Year, Gas	116,000	92,800	23,200	80%	20%
Cut-Away/Van, 7-Year, Diesel	164,000	131,200	32,800	80%	20%
Cut-Away/Van, 7-Year, CNG	218,000	174,400	43,600	80%	20%
Transit Bus 30' Diesel	533,000	426,400	106,600	80%	20%
Transit Bus 30' CNG	608,000	486,400	121,600	80%	20%
Transit Bus 30' Hybrid	797,000	637,600	159,400	80%	20%
Transit Bus 30' Battery	917,000	733,600	183,400	80%	20%
Transit Bus 35' Diesel	589,000	471,200	117,800	80%	20%
Transit Bus 35' CNG	699,000	559,200	139,800	80%	20%
Transit Bus 35' Hybrid	851,000	680,800	170,200	80%	20%
Transit Bus 35' Battery	929,000	743,200	185,800	80%	20%
Transit Bus 40' Diesel	564,000	451,200	112,800	80%	20%
Transit Bus 40' CNG	623,000	498,400	124,600	80%	20%
Transit Bus 40' Hybrid	863,000	690,400	172,600	80%	20%
Transit Bus 40' Battery	1,109,000	887,200	221,800	80%	20%
Transit Bus 40' Fuel-Cell	1,241,000	992,800	248,200	80%	20%
Over-the-Road 45' Diesel	671,000	536,800	134,200	80%	20%
Over-the-Road 45' CNG	882,000	705,600	176,400	80%	20%
Over-the-Road 45' Battery	1,167,000	933,600	233,400	80%	20%
Articulated 60' Diesel	905,000	724,000	181,000	80%	20%
Articulated 60' Hybrid	1,289,000	1,031,200	257,800	80%	20%
Articulated 60' Battery	1,389,000	1,111,200	277,800	80%	20%
Articulated 60' Fuel-Cell	1,572,000	1,257,600	314,400	80%	20%
Double-Decker Diesel	1,069,000	855,200	213,800	80%	20%
Notes:					
1. Prices escalated 1.887% over FY2020-21 Pricelist Survey responses, rounded to the nearest \$1,000. If survey responses were not available for a given Vehicle Type, the adopted FY20 Pricelist Total was used as the baseline.					
2. For buses with dual-side doors, add \$50,000 to the total (\$40,000 Federal, \$10,000 Local).					
3. For vehicle procurements over 20, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.					



Funding Plans – Infrastructure

- Harder to fund
- Facilities and infrastructure are lower-scoring under Transit Capital Priorities program
- Staff working with Bay Area Air Quality Management District on exploring investment options to accelerate fleet and infrastructure transition to Zero Emission technology
- In coordination with transit partners, staff advocating for inclusion of ZEB related infrastructure as a priority for upcoming 2022 Transit and Intercity Rail Capital Program Cycle, consistent with adopted MTC framework

Next Steps

- Federal infrastructure bill and new surface transportation authorization may include significant new discretionary funding well suited to ZEB transition
- Federal budget reconciliation bill may include additional ZEB-focused funding
- Continue to explore state level investments in partnership with transit agencies and the Bay Area Air Quality Management District
- Significant funding gap is likely to remain without new resources at all funding levels
- MTC can play a role in directing funding toward fleets and infrastructure, facilitating information exchange among transit operators, and advocating for increased funding at all levels



Metropolitan Transportation Commission

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Legislation Details (With Text)

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Title: California Transportation Commission (CTC) Update

An update on the October 13-14, 2021 CTC Meeting and other state funding activities.

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Attachments: [3c - 21-1157 - CTC Update.pdf](#)

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Subject:

California Transportation Commission (CTC) Update

An update on the October 13-14, 2021 CTC Meeting and other state funding activities.

Presenter:

Kenneth Kao

Recommended Action:

Information

**Metropolitan Transportation Commission
Programming and Allocations Committee**

November 10, 2021

Agenda Item 3c - 21-1157

California Transportation Commission (CTC) and State Funding Programs Update

Subject:

Update on California Transportation Commission (CTC) and state funding programs under the CTC's purview.

Background:

The California Transportation Commission (CTC) is responsible for programming and allocating certain state and federal transportation funds for the planning and implementation of highway, passenger rail, non-motorized facilities, and transit improvements throughout California. Among other transportation funding programs, the CTC approves programming and allocations for the State Transportation Improvement Program (STIP); State Highway Operations and Protection Program (SHOPP); State Active Transportation Program (ATP) and various Senate Bill 1 (SB1) programs including Solutions for Congested Corridors (SCC); Trade Corridor Enhancement Program (TCEP) and the competitive element of the Local Partnership Program (LPP). The CTC allocates funds for projects in the Transit and Intercity Rail Capital Program (TIRCP), following project selection by the California State Transportation Agency (CalSTA).

The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has three (3) CTC members residing in its geographic area: Vice-Chair Bob Alvarado (Executive Officer, Northern California Carpenters Regional Council), Darnell Grisby, and Carl Guardino (Executive Vice President of Global Government Affairs and Policy for Bloom Energy).

October CTC Meeting (October 13-14, Held Online)

The CTC met and discussed the following items of regional significance.

Funding Allocation to Napa SR-29 Soscol Junction Project

CTC approved allocating \$49.6 million in SB1 Solutions for Congested Corridors Program, Local Partnership Formulaic Program, and State Transportation Improvement Program funds to improve Soscol Junction (SR-29/221/Soscol Ferry Rd.) in Napa County. The project is the

culmination of years of efforts to improve the bottleneck on SR-29 just south of the City of Napa. Caltrans expects to start work on this project early next year.

2022 Interregional Transportation Strategic Plan Approval

CTC approved the 2022 Interregional Transportation Strategic Plan (ITSP), which is a long-range planning document prepared by Caltrans that communicates the vision for investing in California's interregional transportation system to support the interregional movement of people and goods. MTC staff provided comments on the draft ITSP to Caltrans on September 10. Among the comments, MTC requested the inclusion of SR-37 as a priority interregional facility, encouraged coordination with regional plans, and acknowledged additional tolling opportunities along priority interregional facilities. MTC staff will continue working with Caltrans to ensure regional priorities are captured in future plans and funding programs.

CTC Equity Initiative Update

CTC staff provided an update on the CTC's Equity Roundtable efforts. The Roundtable has met four times in 2021, with the last meeting held October 28. Each meeting focuses on how CTC can improve equitable outcomes in public engagement, programs, and policies. The October update highlighted the Roundtable's leadership in creating a space where historically disadvantaged Californians feel seen and heard – and highlighting the need for difficult conversations. Members also encouraged the CTC to continue supporting this effort over time since meaningful change requires an iterative review process of recommendations. Finally, roundtable members urged the CTC to engage with tribal communities during the initial planning phases for infrastructure projects. CTC also received a report on equity considerations related to toll facilities. Caltrans and their consultants highlighted the San Mateo US-101 Express Lanes as a good example of considering equity when pricing tolls and choosing where revenues should be spent. MTC staff will continue engagement on statewide equity efforts and provide input as appropriate.

Climate Action Plan for Transportation Investments (CAPTI) Update

The California State Transportation Agency adopted the Climate Action Plan for Transportation Infrastructure (CAPTI) in July 2021. CAPTI details how the state could invest discretionary

transportation dollars to combat and adapt to climate change while supporting public health, safety, and equity. Included in CAPTI are specific strategies impacting upcoming Senate Bill 1 (SB1) competitive programs. CTC staff is holding SB1 guideline workshops over the next few months that will cover how to incorporate these CAPTI strategies in affected SB1 programs. Examples include: for the Solutions for Congested Corridors Program, prioritizing projects that provide travels with options to opt out of congestion and including pro-housing principles in the efficient land use evaluation criteria; for the Trade Corridor Enhancement program, integrating Zero Emission Vehicle infrastructure projects within the program's evaluation criteria; and for all programs, how effectively and meaningfully applicants engage their local communities around a project's nomination. MTC staff will actively participate in these guideline workshops to provide input and feedback, especially as they relate to furthering regional plans and projects.

Allocations, Extensions, and Amendments.

The CTC approved the following:

Allocations. For construction phase allocations, CTC provides a 6-month deadline to award a construction contract.

- Funding allocations for two Active Transportation Program (ATP) projects in Contra Costa and San Francisco Counties.

Extensions.

- Project completion extensions for one ATP project and one Local Alternative Transportation Improvement Program (LATIP) project, both in Alameda County.

Amendments.

- Amendment to one Transit and Intercity Rail Capital Program (TIRCP) project for Caltrain.

MTC staff continue to work with project sponsors of ATP and other CTC-managed programs to ensure meeting CTC delivery deadlines and requirements.

Next Steps:

The next CTC meeting is scheduled for December 8-9, 2021, to be held online.

Issues:

None identified.

Recommendations:

Information. No action required.



Therese W. McMillan