



Metropolitan Transportation Commission

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

Meeting Agenda

Metropolitan Transportation Commission

Alfredo Pedroza, Chair Nick Josefowitz, Vice Chair

Wednesday, March 23, 2022

9:35 AM

REMOTE (In person option available)

Joint Meeting with the Bay Area Housing Finance Authority (BAHFA) The Metropolitan Transportation Commission is scheduled to meet jointly with the Bay Area Housing Finance Authority (BAHFA) on Wednesday, March 23, 2022 at 9:35 a.m., in the Bay Area Metro Center (Remotely). In light of Governor Newsom's State of Emergency declaration regarding COVID-19 and in accordance with Assembly Bill 361's (Rivas) provisions 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.

Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, Board Room (1st Floor). In-person attendees must pass required health screenings and adhere to posted public health protocols while in the building.

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/85469570046>

iPhone One-tap: US: +13462487799,,85469570046# or +12532158782,,85469570046#

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

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

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

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

Webinar ID: 854 6957 0046

International numbers available: <https://bayareametro.zoom.us/j/kewevrQ59e>

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.

Commission / BAHFA Roster:

Alfredo Pedroza (Chair), Nick Josefowitz (Vice Chair), Margaret Abe-Koga, Eddie Ahn, David Canepa, Cindy Chavez, Damon Connolly, Carol Dutra-Vernaci, Dina El-Tawansy*, Victoria Fleming, Dorene M. Giacomini*, Federal D. Glover, Sam Liccardo, Nate Miley, Gina Papan, David Rabbitt, Hillary Ronen, Libby Schaaf, James P. Spering, Amy R. Worth

***Non-Voting Members**

1. Call to Order / Roll Call / Confirm Quorum

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

2. Pledge of Allegiance / Acknowledgement of the Flag

3. Compensation Announcement (Clerk)

4. Joint MTC and BAHFA Consent Calendar:

- 4a.** [22-0388](#) MTC Resolution No. 4507, and BAHFA Resolution No. 008 - Providing for Remote Meetings Pursuant to Assembly Bill 361

Action: Commission Approval; and

BAHFA Approval

Attachments: [4a - 22-0388 - MTC-Reso-4507 AB 361.pdf](#)
 [4a - 22-0388 - BAHFA-Reso-8 AB 361.pdf](#)

5. Public Comment / Other Business

6. Adjourn Bay Area Housing Finance Authority and Continue with MTC Agenda

7. Chair's Report (Pedroza)

8. Policy Advisory Council Report (Randi Kinman)

9. Executive Director's Report (McMillan)

[22-0389](#) Executive Director's Report

Action: Information

10. Commissioner Comments

11. Consent Calendar:

- 11a. [22-0390](#) Minutes of the February 23, 2022 meeting
Action: Commission Approval
Attachments: [11a - 22-0390 - Feb 23 Draft Commission Minutes.pdf](#)
- 11b. [22-0535](#) MTC Resolution No. 3931, Revised. Policy Advisory Council Appointment to the 2022-2025 MTC Policy Advisory Council.
Action: Commission Approval
Attachments: [11b - 22-0535 - MTC Reso-3931 - Policy Advisory Council Appointment.pdf](#)

Programming and Allocations Committee

- 11c. [22-0214](#) MTC Resolution No. 4475, Revised. 2021 Transportation Improvement Program (TIP) Amendment 2021-18.
Action: Commission Approval
Attachments: [11c - 22-0214 - MTC Reso-4475 - TIP Amendment 2021-18.pdf](#)
- 11d. [22-0272](#) MTC Resolution Nos. 4035, Revised; 4202, Revised; and 3989, Revised. Various revisions to the One Bay Area Grant programs (OBAG 1 and 2) and exchange program, including programming \$500,000 to the Santa Clara Valley Transportation Authority (VTA) as part of a funding exchange agreement for the Highway 17 Bicycle and Pedestrian Trail and Wildlife Crossing.
Action: Commission Approval
Attachments: [11d - 22-0272 - MTC Resos-4035-4202-3989 - OBAG 1&2 Hwy 17 Bike-Ped Tr](#)
- 11e. [22-0277](#) MTC Resolution No. 4179, Revised. Revision to the Lifeline Transportation Program (LTP) Cycle 4 Program of Projects
Action: Commission Approval
Attachments: [11e - 22-0277 - MTC Reso-4179 - LTP Cycle 4 Program of Projects.pdf](#)
- 11f. [22-0412](#) MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letters of No Prejudice to the San Mateo County Transportation Authority for the Highway 101/State Route 92 Interchange Project.
Action: Commission Approval
Attachments: [11f - 22-0412 - MTC Reso-4412 - RM3 LONP to San Mateo County Transit.pdf](#)

- 11g. [22-0402](#) MTC Resolution No. 4508. Regional Early Action Planning Grants (REAP 2.0) Advance Allocation Request.

Adoption of Resolution No. 4508, authorizing MTC to submit an advance allocation request to California Housing and Community Development for REAP 2.0 formula funds.

Action: Commission Approval

Attachments: [11g - 22-0402 - MTC Reso-4508 - REAP 2.0.pdf](#)

- 11h. [22-0273](#) MTC Resolution No. 4512. Short Range Transit Plan (S RTP): Bay Area Transit Recovery Scenario Planning

Guidelines for a revised approach to Short Range Transit Plans, and funding allocations to support this work for FY 2022-23.

Action: Commission Approval

Attachments: [11h - 22-0273 - MTC Reso-4512 - Short Range Transit Plan.pdf](#)
[11h - 22-0273 - Presentation - Attachment 2.pdf](#)

Joint MTC ABAG Legislation Committee

- 11i. [22-0421](#) Senate Bill 922 (Wiener): Environmental Streamlining for Sustainable Transportation

Removes the statutory sunset in current law that exempts from California Environmental Quality Act (CEQA) requirements for certain transit, bicycle and pedestrian projects that advance the state's climate, safety, and health goals; Makes changes to refine exemption eligibilities and adds equity-oriented guardrails for large projects seeking to utilize the exemption.

Action: Support / MTC Commission Approval

Attachments: [11i - 22-0421 - SB 922 Wiener.pdf](#)

- 11j. [22-0482](#) Assembly Bill 1944 (Lee): Brown Act Reform

Modifies current law related to teleconferencing by board members and remote participation for local public meetings.

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

Attachments: [11j - 22-0482 - AB 1944 Lee.pdf](#)

- 11k.** [22-0484](#) Assembly Bill 2336 (Friedman): Pilot Program to Test and Deploy Speed Safety Cameras
- Revised version of legislation MTC supported in 2021 (Assembly Bill 550 (Chiu)) to create a five-year pilot program for cities to use speed cameras, under specific circumstances. Modifications include equity-driven restrictions related to fines and requirements that cities work with advocacy groups representing disadvantaged communities on the placement of cameras.
- Action:** Support / MTC Commission Approval
 Support / ABAG Executive Board Approval
- Attachments:** [11k - 22-0484 - AB_2336_Friedman.pdf](#)
-
- 11l.** [22-0483](#) Assembly Bill 2120 (Ward): Local Bridge Funding
- Requires that 55 percent of California's new federal bridge investment formula funding is directed to the local assistance highway bridge program, consistent with past state practice.
- Action:** Support / MTC Commission Approval
- Attachments:** [11l - 22-0483 - AB_2120_Ward.pdf](#)
-
- 11m.** [22-0419](#) Senate Bill 1049 (Dodd): Transportation Resilience Funding Program
- Establishes a new state program to invest in transportation resilience planning and projects; program to be funded from new federal resilience funding.
- Action:** Sponsor and Support / MTC Commission Approval
- Attachments:** [11m - 22-0419 - SB_1049_Dodd.pdf](#)

Committee Reports

12. Programming and Allocations Committee (Rabbitt)

- 12a.** [22-0343](#) MTC Resolution No. 4505, Revised. One Bay Area Grant Program Revisions.
- Revisions to the One Bay Area Grant program (OBAG 3) to adopt guidelines for the County & Local Program call for projects.
- Action:** Commission Approval
- Attachments:** [12a - 22-0343 - MTC Reso-4505 - OBAG 3 Revisions.pdf](#)
[12a - 22-0343 - Presentation - MTC Reso-4505 - OBAG 3 Revisions.pdf](#)
- 12b.** [22-0275](#) MTC Resolution Nos. 4510, 4513, and 4169, Revised. Transit Capital Priorities Program FY2021-22 - FY2023-24
- Programming of \$1.4 billion in FTA Formula Revenues, AB 664 Bridge Tolls, and BATA Project Savings for FYs 2021-22 through 2023-24, for transit operator state-of-good-repair consistent with the Transit Capital Priorities (TCP) Process and Criteria, including discussion of financing against future FTA revenues and other potential programming opportunities.
- Action:** Commission Approval
- Attachments:** [12b - 22-0275 - MTC Resos-4510-4513-4169 - TCP Program FY22.pdf](#)
[12b - 22-0275 - Presentation - MTC Resos-4510-4513-4169 - TCP Program FY](#)
- 12c.** [22-0250](#) MTC Resolution No. 4273, Revised. FY2021-22 Cap and Trade Low Carbon Transit Operations Program (LCTOP).
- A request that the Committee refer MTC Resolution No. 4273, Revised to the Commission for approval adopting the FY2021-22 Cap and Trade Low Carbon Transit Operations Program (LCTOP).
- Action:** Commission Approval
- Attachments:** [12c - 22-0250 - MTC Reso-4273 - Cap and Trade LCTOP.pdf](#)

13. Joint MTC Planning Committee with the ABAG Administrative Committee (Spring)

- 13a. [22-0385](#) MTC Resolution No. 4493: MTC's Complete Streets Policy
- Adoption of revised Complete Streets (CS) Policy (MTC Resolution No. 4493) and update on the regional Active Transportation (AT) Network.
- Action:** MTC Commission Approval
- Attachments:** [13a - 22-0385 - MTC Reso-4493 - MTC Complete Streets Policy.pdf](#)
[13a - 22-0385 - Presentation - MTC Complete Streets Policy.pdf](#)

14. Joint MTC ABAG Legislation Committee (Liccardo, Vice Chair)

- 14a. [22-0418](#) Senate Bill 1050 (Dodd): Authorization of Tolling on State Route 37 for Interim and Ultimate Project
- Establishes the State Route (SR) 37 Tolling Authority, to be administered by the Bay Area Infrastructure Financing Authority, to oversee tolls on SR 37 and sets forth the eligible expenditures for those tolls; requires a low-income tolling discount for residents of Marin, Napa, Solano, and Sonoma counties.
- Action:** Support / MTC Commission Approval
- Attachments:** [14a - 22-0418 - SB_1050_Dodd-SR_37.pdf](#)
- 14b. [22-0417](#) Senate Bill 917 (Becker): Seamless Transit Transformation Act
- Requires MTC to develop a Connected Network Plan and requires transit agencies to meet various requirements related to integrated fares, mapping and wayfinding, and real-time transit information.
- Action:** Support if Amended / MTC Commission Approval
- Attachments:** [14b - 22-0417 - SB 917 Update to Commission.pdf](#)
[14b - 22-0417 - Committee - SB_917_Becker.pdf](#)
[14b - 22-0417 - Committee - SB_917_Becker_HANDOUT.pdf](#)
[14b - 22-0417 - Committee - PUBLIC COMMENT 1 2022-03-10 ABAG MTC L](#)

14c. [22-0422](#) Bipartisan Infrastructure Law Regional Grant Strategy

Proposed Bay Area project priorities for select federal grant programs.

Action: Support / MTC Commission Approval

Attachments: [14c - 22-0422 - Bipartisan Infrastructure Law Update to Commission.pdf](#)
[14c - 22-0422 - Committee - Bipartisan Infrastructure Law Regional Grant S](#)
[14c - 22-0422 - Committee - HANDOUT BIL Map Project-List Grants.pdf](#)
[14c - 22-0422 - Committee - HANDOUT PowerPoint BIL Grant Strategy Prese](#)
[14c - 22-0422 - Committee - PUBLIC COMMENT Bipartisan Infrastructure Law](#)

15. Public Comment / Other Business

16. Adjournment / Next Meetings:

The next meeting of the Metropolitan Transportation Commission is scheduled to be held at 9:35 a.m. on Wednesday, April 27, 2022. Any changes to the schedule will be duly noticed to the public.

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	22-0388	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	2/4/2022	In control:		Metropolitan Transportation Commission	
On agenda:	3/23/2022	Final action:			
Title:	MTC Resolution No. 4507, and BAHFA Resolution No. 008 - Providing for Remote Meetings Pursuant to Assembly Bill 361				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	4a - 22-0388 - MTC-Reso-4507 AB 361.pdf 4a - 22-0388 - BAHFA-Reso-8 AB 361.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4507, and BAHFA Resolution No. 008 - Providing for Remote Meetings Pursuant to Assembly Bill 361

Recommended Action:

Commission Approval; and

BAHFA Approval

Metropolitan Transportation Commission

March 23, 2022

Agenda Item 4a - 22-0388

MTC Resolution No. 4507 Providing for Remote Meetings Pursuant to AB 361

Subject:

Approval of MTC Resolution No. 4507 Regarding Remote Meetings Pursuant to AB 361

Background:

AB 361, provides for continuing availability of remote meetings during the pandemic-related state of emergency in California. In order to invoke this option, governing boards of Brown Act bodies, or their authorized designated committees must make certain findings in support of remote meetings within 30 days of the first meeting occurring after October 1, 2021, and every 30 days thereafter. Attached for your review and approval is a resolution invoking AB 361 and providing for remote meetings retroactive to Oct. 1 of this year and prospectively for 30 days following the Commission's action.

Issues:

Findings in support of MTC Resolution No. 4507 are found in the attached. Given the continuing state of public health emergency and the improved public access afforded by holding public meetings of regional bodies in a virtual setting, the resolution under AB 361 is supportable.

Recommended Action:

The Commission is requested to adopt MTC Resolution No. 4507, authorizing its committees and related entities, to meet remotely pursuant to the provisions of AB 361.

Attachments:

- Attachment A: MTC Resolution No. 4507



Therese W. McMillan

Date: March 23, 2022
Referred By: Commission

ABSTRACT

Resolution No. 4507

This resolution makes findings pursuant to AB 361 to continue virtual public meetings for the Metropolitan Transportation Commission (MTC), its related entities and committees during the COVID-19 State of Emergency.

Further discussion of this subject is contained in the Metropolitan Transportation Commission Summary Sheet dated March 23, 2022.

Date: March 23, 2022
Referred By: Commission

RE: Findings Pursuant to AB 361 to Continue Virtual Public Meetings for the Metropolitan Transportation Commission (MTC), With its Related Entities and Committees, During the COVID-19 State of Emergency

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4507

WHEREAS, on March 4, 2020, the Governor of the State of California declared a state of emergency, as defined under the California Emergency Services Act, due to the COVID-19 pandemic; and

WHEREAS, the State of Emergency remains in effect; and

WHEREAS, beginning in March 2020, the Governor's Executive Order N-29-20 suspended Brown Act requirements related to teleconferencing during the COVID-19 pandemic provided that notice, accessibility, and other requirements were met, and the public was allowed to observe and address the legislative body at the meeting; and

WHEREAS, Executive Order N-08-21 extended the previous order until September 30, 2021; and

WHEREAS, the Metropolitan Transportation Commission (MTC) and its related entities and committees have conducted their meetings virtually, as authorized by the Executive Order, since March 17, 2020; and

WHEREAS, on September 16, 2021, the Governor signed into law AB 361, an urgency measure effective upon adoption, that provides flexibility to government bodies, allowing them to meet virtually without conforming to the Brown Act teleconferencing rules if: (i) the legislative body holds a meeting during a proclaimed state of emergency, and state or local officials have imposed or recommended measures to promote social distancing; (ii) the legislative body holds a meeting during a proclaimed state of emergency for the purpose of determining, by majority vote, whether, as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees; or (iii) the legislative body holds a meeting during a proclaimed state of emergency and has determined, by majority vote, that, as a

result of the emergency, meeting in person would present imminent risks to the health or safety of attendees; and

WHEREAS, the San Francisco Public Health Department continues to recommend and/or require measures to promote social distancing in combination with other safety precautions when activities occur in shared indoor spaces to mitigate the risk of COVID-19 transmission; and

WHEREAS, recently, multiple COVID-19 variants have surged in the United States and are believed by medical experts to be more contagious than previous variants, and data has shown these variants to have increased transmissibility even among some vaccinated people; and

WHEREAS, due to uncertainty and concerns about recent COVID-19 variants and current conditions, many workplaces that had announced a return to regular in-person operations have pushed back the full return date; and

WHEREAS, virtual meetings have not diminished the public's ability to observe and participate and have expanded opportunities to do so for some communities; and

WHEREAS, given the heightened risks of the predominant variant of COVID-19 in the community, holding meetings with all members of the legislative body, staff, and the public in attendance in person in a shared indoor meeting space would pose an unnecessary and immediate risk to the attendees;

NOW, THEREFORE, BE IT RESOLVED, that the Metropolitan Transportation Commission hereby determines that, as a result of the emergency, meeting in person presents imminent risks to the health or safety of attendees; and be it further

RESOLVED, that in accordance with AB 361, based on the findings and determinations herein, meetings of MTC, its related entities and its committees will be held virtually, with Brown Act teleconferencing rules suspended; and be it further

RESOLVED, that this resolution shall be effective upon adoption and remain in effect for 30 days in accordance with AB 361.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on March 23, 2022.

**Bay Area Housing Finance Authority
BAHFA**

March 23, 2022

Agenda Item 4a - 22-0388

BAHFA Resolution No. 8 Providing for Remote Meetings Pursuant to AB 361

Subject:

Approval of BAHFA Resolution No. 8 Regarding Remote Meetings Pursuant to AB 361

Background:

AB 361 provides for continuing availability of remote meetings during the pandemic-related state of emergency in California. In order to invoke this option, governing boards of Brown Act bodies, or their authorized designated committees must make certain findings in support of remote meetings within 30 days of the first meeting occurring after October 1, 2021, and every 30 days thereafter. Attached for your review and approval is a resolution invoking AB 361 and providing for remote meetings retroactive to Oct. 1 of this year and prospectively for 30 days following the Bay Area Housing Finance Authority's action.

Issues:

Findings in support of Resolution No. 8 are found in the attached. Given the continuing state of public health emergency and the improved public access afforded by holding public meetings of regional bodies in a virtual setting, the resolution under AB 361 is supportable.

Recommended Action:

The Bay Area Housing Finance Authority is requested to adopt Resolution No. 8, authorizing its committees and related entities, to meet remotely pursuant to the provisions of AB 361.

Attachments:

- Attachment A: BAHFA Resolution No. 8



Therese W. McMillan

Date: March 23, 2022
Referred By: BAHFA

ABSTRACT

Resolution No. 008

This resolution makes findings pursuant to AB 361 to continue virtual public meetings for the Bay Area Housing Finance Authority (BAHFA), its related entities and committees during the COVID-19 State of Emergency.

Further discussion of this subject is contained in the BAHFA Summary Sheet dated March 23, 2022.

Date: March 23, 2022
Referred By: BAHFA

RE: Findings Pursuant to AB 361 to Continue Virtual Public Meetings for the Bay Area Housing Finance Authority (BAHFA), With its Related Entities and Committees, During the COVID-19 State of Emergency

BAY AREA HOUSING FINANCE AUTHORITY
RESOLUTION NO. 008

WHEREAS, on March 4, 2020, the Governor of the State of California declared a state of emergency, as defined under the California Emergency Services Act, due to the COVID-19 pandemic; and

WHEREAS, the State of Emergency remains in effect; and

WHEREAS, beginning in March 2020, the Governor's Executive Order N-29-20 suspended Brown Act requirements related to teleconferencing during the COVID-19 pandemic provided that notice, accessibility, and other requirements were met, and the public was allowed to observe and address the legislative body at the meeting; and

WHEREAS, Executive Order N-08-21 extended the previous order until September 30, 2021; and

WHEREAS, the Bay Area Housing Finance Authority (BAHFA) and its related entities and committees have conducted their meetings virtually, as authorized by the Executive Order, since March 17, 2020; and

WHEREAS, on September 16, 2021, the Governor signed into law AB 361, an urgency measure effective upon adoption, that provides flexibility to government bodies, allowing them to meet virtually without conforming to the Brown Act teleconferencing rules if: (i) the legislative body holds a meeting during a proclaimed state of emergency, and state or local officials have imposed or recommended measures to promote social distancing; (ii) the legislative body holds a meeting during a proclaimed state of emergency for the purpose of determining, by majority vote, whether, as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees; or (iii) the legislative body holds a meeting during a proclaimed state of emergency and has determined, by majority vote, that, as a

result of the emergency, meeting in person would present imminent risks to the health or safety of attendees; and

WHEREAS, the San Francisco Public Health Department continues to recommend and/or require measures to promote social distancing in combination with other safety precautions when activities occur in shared indoor spaces to mitigate the risk of COVID-19 transmission; and

WHEREAS, recently, multiple COVID-19 variants have surged in the United States and are believed by medical experts to be more contagious than previous variants, and data has shown these variants to have increased transmissibility even among some vaccinated people; and

WHEREAS, due to uncertainty and concerns about recent COVID-19 variants and current conditions, many workplaces that had announced a return to regular in-person operations have pushed back the full return date; and

WHEREAS, virtual meetings have not diminished the public's ability to observe and participate and have expanded opportunities to do so for some communities; and

WHEREAS, given the heightened risks of the predominant variant of COVID-19 in the community, holding meetings with all members of the legislative body, staff, and the public in attendance in person in a shared indoor meeting space would pose an unnecessary and immediate risk to the attendees;

NOW, THEREFORE, BE IT RESOLVED, that the Bay Area Housing Finance Authority hereby determines that, as a result of the emergency, meeting in person presents imminent risks to the health or safety of attendees; and be it further

RESOLVED, that in accordance with AB 361, based on the findings and determinations herein, meetings of BATA, its related entities and its committees will be held virtually, with Brown Act teleconferencing rules suspended; and be it further

RESOLVED, that this resolution shall be effective upon adoption and remain in effect for 30 days in accordance with AB 361.

BAY AREA HOUSING FINANCE AUTHORITY

Alfredo Pedroza, Chair

The above resolution was entered into by the Bay Area Housing Finance Authority at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on March 23, 2022.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-0389 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 2/4/2022 **In control:** Metropolitan Transportation Commission

On agenda: 3/23/2022 **Final action:**

Title: Executive Director's Report

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Subject:
Executive Director's Report

Recommended Action:
Information



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-0390 **Version:** 1 **Name:**
Type: Minutes **Status:** Commission Approval
File created: 2/4/2022 **In control:** Metropolitan Transportation Commission
On agenda: 3/23/2022 **Final action:**
Title: Minutes of the February 23, 2022 meeting
Sponsors:
Indexes:
Code sections:
Attachments: [11a - 22-0390 - Feb 23 Draft Commission Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of the February 23, 2022 meeting

Recommended Action:
Commission Approval



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

Meeting Minutes

Metropolitan Transportation Commission

Alfredo Pedroza, Chair Nick Josefowitz, Vice Chair

Wednesday, February 23, 2022

9:35 AM

REMOTE

Call Remote Meeting to Order

1. Roll Call / Confirm Quorum

Present: 16 - Chair Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Liccardo, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Sperling, and Commissioner Worth

Absent: 2 - Vice Chair Josefowitz, and Commissioner Schaaf

Non-Voting Commissioner Present: Commissioner Giacomini

Non-Voting Commissioner Absent: Commissioner El-Tawansy

2. Pledge of Allegiance / Acknowledgement of the Flag

3. Compensation Announcement (Clerk)

4. Joint MTC and BAHFA Consent Calendar:

Commissioner Rabbitt arrived during agenda item 4.

Commissioner Canepa was absent for the vote on MTC Resolution No. 4502 and returned for the vote on BAHFA Resolution No. 007.

- 4a. [22-0094](#) MTC Resolution No. 4502, and BAHFA Resolution No. 007 - Providing for Remote Meetings Pursuant to AB 361

Action: Commission Approval, and

BAHFA Approval

Upon the motion by Commissioner Worth and the second by Commissioner Abe-Koga, the Commission unanimously adopted MTC Resolution No. 4502. The motion carried by the following vote:

Aye: 13 - Chair Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Sperling and Commissioner Worth

Absent: 5 - Vice Chair Josefowitz, Commissioner Canepa, Commissioner Liccardo, Commissioner Ronen and Commissioner Schaaf

Upon the motion by Commissioner Glover and the second by Commissioner Worth, the Authority unanimously adopted BAHFA Resolution No. 7. The motion carried by the following vote:

Aye: 14 - Chair Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Sperling and Commissioner Worth

Absent: 4 - Vice Chair Josefowitz, Commissioner Liccardo, Commissioner Ronen and Commissioner Schaaf

5. Public Comment / Other Business

6. Adjourn Bay Area Housing Finance Authority and Continue with MTC Agenda

7. Chair's Report (Pedroza)

7a. [22-0413](#) MTC Resolution No. 4369, Revised. A request that the Commission adopt the MTC agency pay schedules for the MTC Executive Director and General Counsel.

Action: Commission Approval

Upon the motion by Commissioner Sperling and the second by Commissioner Worth, the Commission unanimously adopted MTC Resolution No. 4369, Revised. The motion carried by the following vote:

Aye: 15 - Chair Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Sperling and Commissioner Worth

Absent: 3 - Vice Chair Josefowitz, Commissioner Liccardo and Commissioner Schaaf

7b. [21-1581](#) Approval of Executive Director's Salary Increase

Action: Commission Approval

Aleta Dupree was called to speak.

Upon the motion by Commissioner Glover and the second by Commissioner Worth, the Commission unanimously approved the Executive Director's Salary Increase. The motion carried by the following vote:

Aye: 15 - Chair Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Sperling and Commissioner Worth

Absent: 3 - Vice Chair Josefowitz, Commissioner Liccardo and Commissioner Schaaf

7c. [22-0212](#) Approval of General Counsel's Salary Increase

Action: Commission Approval

Upon the motion by Commissioner Dutra-Vernaci and the second by Commissioner Spering, the Commission unanimously approved General Counsel's salary increase. The motion carried by the following vote:

Aye: 15 - Chair Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Spering and Commissioner Worth

Absent: 3 - Vice Chair Josefowitz, Commissioner Liccardo and Commissioner Schaaf

7d. [22-0195](#) Introduction to the Hybrid Environment

Action: Information

Aleta Dupree was called to speak.

Randi Kinman was called to speak.

8. Policy Advisory Council Report (Randi Kinman)

9. Executive Director's Report (McMillan)

Commissioner Liccardo arrived during agenda item 9.

[22-0199](#) Executive Director's Report

10. Commissioner Comments

11. Consent Calendar:

Upon the motion by Commissioner Dutra-Vernaci and the second by Commissioner Fleming, the Commission unanimously approved the Consent Calendar by the following vote:

Aye: 16 - Chair Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Liccardo, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Spering and Commissioner Worth

Absent: 2 - Vice Chair Josefowitz and Commissioner Schaaf

11a. [22-0200](#) Minutes of the January 26, 2022 meeting

Action: Commission Approval

Programming and Allocations Committee

- 11b. [22-0069](#) MTC Resolution Nos. 4202, Revised and 4505, Revised. Revisions to the One Bay Area Grant programs (OBAG 2 and 3), including programming \$30 million to Clipper 2 (C2) as part of an alternative funding plan for the project's Regional Measure 3 (RM3) funds.

Action: Commission Approval

Presenter: Thomas Arndt

- 11c. [22-0086](#) MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letter of No Prejudice to MTC for the Next-Generation Clipper Regional Fare Payment System Integrator.

Action: Commission Approval

Presenter: Anne Spevack

- 11d. [22-0064](#) MTC Resolution No. 4475, Revised. 2021 Transportation Improvement Program (TIP) Amendment 2021-16.

Action: Commission Approval

Presenter: Adam Crenshaw

Committee Reports

12. Programming and Allocations Committee (Rabbitt)

- 12a. [22-0062](#) MTC Resolution No. 4487. Adoption of the 2023 Regional Active Transportation Program (ATP) Cycle 6 Guidelines.

The 2023 Regional ATP Cycle 6 will provide \$50 million in new programming covering the fiscal years 2023-24 through FY 2026-27. The Regional ATP Guidelines lay out policies and project selection criteria for the regional share of ATP Cycle 6 funds.

Action: Commission Approval

Presenter: Karl Anderson

Upon the motion by Commissioner Rabbitt and the second by Commissioner Glover, the Commission unanimously adopted MTC Resolution No. 4487. The motion carried by the following vote:

Aye: 16 - Chair Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Liccardo, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Sperling and Commissioner Worth

Absent: 2 - Vice Chair Josefowitz and Commissioner Schaaf

- 12b.** [22-0063](#) MTC Resolutions Nos. 4321, Revised and 4504. FY 2022-23 Fund Estimate and American Rescue Plan Funding Exchange to support implementation of the Blue Ribbon Transit Transformation Action Plan.

Annual Fund Estimate and proposed apportionment and distribution of Transportation Development Act (TDA) Local Transportation Fund, State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill 1107 (AB 1107), transit-related bridge toll, and Low Carbon Transit Operations Program (LCTOP) funds for FY 2022-23. The Fund Estimate will also implement the exchange of STA and American Rescue Plan (ARP) endorsed by the Commission in October 2021 for the purpose of supporting Blue Ribbon Transit Transformation Action Plan initiatives.

Action: Commission Approval

Presenter: Terence Lee

Upon the motion by Commissioner Rabbitt and the second by Commissioner Spering, the Commission unanimously adopted MTC Resolutions Nos. 4321, Revised and 4504. The motion carried by the following vote:

Aye: 16 - Chair Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Liccardo, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Spering and Commissioner Worth

Absent: 2 - Vice Chair Josefowitz and Commissioner Schaaf

- 12c.** [22-0085](#) MTC Resolution No. 4130, Revised and Transit and Intercity Rail Capital Program Cycle 5 Regional Endorsements

Revision to MTC's Cap and Trade Framework and recommended projects for regional endorsement for Cycle 5 of the Transit and Intercity Rail Capital Program (TIRCP), based on MTC's Cap and Trade Framework

Action: Commission Approval

Presenter: Anne Spevack

Written public comments were received from Mayor London Breed and San Francisco County Transportation Authority Board, Chair Rafael Mandelman; and Transbay Joint Powers Authority (TJPA) Chair, Jeff Gee and Executive Director Adam Van de Water.

The following members of the public were called to speak: Rudy Gonzalez of San Francisco Building and Construction Trades Council, Derrick Holt of TJPA, and Howard Wong of TJPA.

Upon the motion by Commissioner Rabbitt and the second by Commissioner Spering, the Commission unanimously adopted MTC Resolution No. 4130, Revised. The motion carried by the following vote:

Aye: 16 - Chair Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Liccardo, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Spering and Commissioner Worth

Absent: 2 - Vice Chair Josefowitz and Commissioner Schaaf

13. Public Comment / Other Business

Aleta Dupree was called to speak.

14. Adjournment / Next Meetings:

The next meeting of the Metropolitan Transportation Commission is scheduled to be held at 9:35 a.m. remotely and by webcast on Wednesday, March 23, 2022. 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 #: 22-0535 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 3/8/2022 **In control:** Metropolitan Transportation Commission
On agenda: 3/23/2022 **Final action:**
Title: MTC Resolution No. 3931, Revised. Policy Advisory Council Appointment to the 2022-2025 MTC Policy Advisory Council.

Sponsors:

Indexes:

Code sections:

Attachments: [11b - 22-0535 - MTC Reso-3931 - Policy Advisory Council Appointment.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 3931, Revised. Policy Advisory Council Appointment to the 2022-2025 MTC Policy Advisory Council.

Recommended Action:

Commission Approval

Metropolitan Transportation Commission

March 23, 2022

Agenda Item 11b - 22-0535

MTC Resolution No. 3931, Revised. Policy Advisory Council Appointment

Subject:

Appointment to the 2022-2025 MTC Policy Advisory Council.

Background:

Since the appointments to MTC's Policy Advisory Council (Council) were approved in November 2021 for a term running through December 2025, one Council member, representing Napa County's older adults, has withdrawn from service.

MTC Resolution No. 3931, Revised (Attachment A), which created the Policy Advisory Council, specifies that appointments for advisors representing a particular county be made by that county's Commissioner(s). Commission Chair Pedroza forwarded a recommendation to reappoint Terry Scott to fill the vacancy to represent older adults in Napa County on the Council.

Terry Scott is a land use consultant to winery and business owners with a range of experiences in the public and private sectors. A Bay Area resident since 1966, Mr. Scott has served in numerous associations and community leadership positions, including nearly two decades on the Napa County Planning Commission, where he also served as the Chair of the Napa County Wildlife Conservation Commission.

Issues:

None identified.

Recommendations:

Staff requests the Commission appoint Terry Scott to serve the remainder of the currently vacant term on the Policy Advisory Council (through December 2025), and approval MTC Resolution No. 3931, Revised.

Attachments:

- Attachment A: MTC Resolution No. 3931, Revised



Therese W. McMillan

Date:	November 18, 2009	
W.I.:	1114	
Referred by:	Legislation	
Revised:	03/24/10-C	02/23/11-C
	02/22/12-C	07/25/12-C
	03/27/13-C	07/24/13-C
	07/23/14-C	11/19/14-C
	03/25/15-C	09/23/15-C
	10/26/16-C	07/26/17-C
	10/25/17-C	04/24/19-C
	07/24/19-C	02/26/20-C
	12/16/20-C	03/24/21-C
	11/17/21-C	03/23/22-C

ABSTRACT

Resolution No. 3931, Revised

This resolution defines the role and responsibilities of the Commission's Policy Advisory Council.

This resolution supersedes Resolution No. 3516. Further discussion of this action is contained in the Executive Director's memorandum dated November 6, 2009. This resolution includes:

- Attachment A, which outlines the mission statement, roles, expectations, procedures, appointment process and membership criteria for the Council;

This resolution was revised on March 24, 2010, to include:

- Attachment B, a table listing the currently appointed advisors and their term.

This resolution was revised on February 23, 2011, to include revisions to Attachment B and:

- Attachment C, a table showing which advisors have been replaced and their replacements.

This resolution was revised on February 22, 2012 to extend the terms of the advisors identified in Attachment B through July 2013.

This resolution was revised on July 25, 2012, to include revisions to Attachment B and Attachment C.

This resolution was revised on March 27, 2013, to add Conflict of Interest and Ethics Training policies to Attachment A.

This resolution was revised on July 24, 2013, to include revisions to Attachment B and Attachment C.

This resolution was revised on July 23, 2014, to include revisions to Attachment B and Attachment C.

This resolution was revised on November 19, 2014, to include revisions to Attachment B and Attachment C.

This resolution was revised on March 25, 2015, to include revisions to Attachment B and Attachment C.

This resolution was revised on September 23, 2015, to include revisions to Attachment B and Attachment C.

This resolution was revised on October 26, 2016, to include revisions to Attachment A, Attachment B and Attachment C.

This resolution was revised on July 26, 2017 to extend the terms of the advisors identified in Attachment B through September or October 2017, depending on final 2017 recruitment appointment.

This resolution was revised on October 25, 2017, to include revisions to Attachment B and Attachment C.

This resolution was revised on April 24, 2019, to include revisions to Attachment B and Attachment C.

This resolution was revised on July 24, 2019, to include revisions to Attachment B and Attachment C.

This resolution was revised on February 26, 2020, to include revisions to Attachment B and Attachment C.

This resolution was revised on December 16, 2020 to extend the terms of the advisors identified in Attachment B through December 2021.

This resolution was revised on March 24, 2021, to include revisions to Attachment B and Attachment C.

This resolution was revised on November 17, 2021, to include revisions to Attachment B and Attachment C.

This resolution was revised on March 23, 2022, to include revisions to Attachment B and Attachment C.

Date: November 18, 2009
W.I.: 1114
Referred by: Legislation

RE: Commission Policy Advisory Council

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3931

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

WHEREAS, MTC seeks to involve citizens of diverse backgrounds and interests in the development of transportation plans and programs, in a manner consistent with applicable state and federal requirements and Commission policy (Resolution No. 2648); and

WHEREAS, MTC seeks to focus its advisory processes around the “Three E” principles of sustainability outlined in the regional transportation plan: a prosperous and globally competitive economy; a healthy and safe environment; and equity wherein all Bay Area residents share in the benefits of a well-maintained, efficient and connected regional transportation system; and

WHEREAS, MTC seeks to utilize its advisors to ensure that a wide spectrum of views are considered in developing transportation policy, and enhance the contributions and effectiveness of its advisors, now, therefore be it

RESOLVED, that the Commission establishes a Policy Advisory Council; and be it further

RESOLVED, that the members of the Policy Advisory Council will be appointed according to the process and shall have the role, tasks, membership and meetings as described in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that the Policy Advisory Council roster is contained in Attachment B to this resolution; and be it further

RESOLVED, that the Executive Director is instructed to secure nominations to fill expired terms and other vacancies and present them to the Commission for confirmation by periodically revising Attachment B; and be it further

RESOLVED, that Resolution No. 3516, Revised, is superseded with the adoption of this resolution.

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in Oakland, California, on November 18, 2009

Date: November 18, 2009
W.I.: 1114
Referred by: Legislation
Revised: 03/27/13-C 10/26/16-C

Attachment A
Resolution No. 3931
Page 1 of 4

Attachment A
Metropolitan Transportation Commission
Policy Advisory Council

A. Mission Statement

The mission of the Metropolitan Transportation Commission's Policy Advisory Council (Council) is to advise the Commission on transportation policies in the San Francisco Bay Area, incorporating diverse perspectives relating to the environment, the economy and social equity. The Council advises the Commission and its staff through the appropriate MTC standing committees on matters within MTC's jurisdiction and as assigned by the Commission.

B. Roles/Expectations

1. Advisors Provide Interest-Based and/or Geographic Perspectives

Advisors should represent the stakeholder interest under which they have been appointed. Although some advisors may be appointed based on an organizational affiliation, they should represent their constituency (not just their individual organization).

2. Responsibilities

Advisors will be expected to regularly attend their Council meetings and to maintain an ongoing engagement with organizations and individuals who make up the advisor's constituency.

3. Council Work Plan

The Commission will hold an annual workshop as a separately agendized meeting with the Policy Advisory Council to set the Council's work plan and schedule for the year. At this meeting, the Commission will identify several priority areas in which it desires feedback and/or research from the Council, and establish appropriate goals and performance measures. Advisors also will be given the opportunity to recommend initiatives of potential relevance to the Commission for inclusion in the work plan.

4. Reporting to the Commission

With the assistance of MTC staff, the Council will report on its work plan progress or present recommendations to the full Commission or MTC's standing committees, as appropriate.

5. Limitations on Advisor Activities

The role of the advisors is to advise the MTC Commission. Advisors are not to convey positions to outside agencies on behalf of the Council, independent of Commission action.

6. Conflict of Interest Policy

In order to avoid potential conflict of interest, no person shall sit on the Policy Advisory Council and concurrently be in a business relationship with MTC/BATA. A member is considered to have a business relationship with MTC/BATA when that member is employed by or serves on the Board of Directors of an organization that has received a grant or contract award from MTC – where MTC staff alone reviews proposals and recommends an organization or organizations for award of that grant or contract. In such cases, the member shall resign from the Council for the duration of the contract or grant, but may reapply for any vacancies upon completion of the contract or grant.

7. Ethics Training

All members of the Council shall complete an ethnics training course within the first year of their term on the Council.

C. Membership

The Council shall be composed of twenty-seven (27) members as follows.

A total of nine (9) members, one from each Bay Area county, shall be selected to represent interests related to the communities of color, environmental justice and low-income issues. A minimum of four members shall represent the communities of color, and a minimum of four shall represent environmental justice/low-income issues. The ninth member shall be selected from either category.

A total of nine (9) members, one from each Bay Area county, shall be selected to represent the interests of disabled persons and seniors. A minimum of four members shall represent senior issues, and a minimum of four shall represent disabled issues. The ninth member shall be selected from either category.

A total of nine (9) members shall be selected to represent interests related to the economy and the environment. A minimum of four members shall represent economy interests and a minimum of four members shall represent environmental interests. The ninth member shall be selected from either category. Of these nine seats, at least five should be held by residents from each of the five most populous counties. The remaining four seats may be selected at large from throughout the entire Bay Area.

There shall be no alternates to the appointed membership.

D. Appointment Process

1. General

MTC staff shall secure nominations to fill terms and vacancies for the Council and present them to the appropriate Commissioners for confirmation. Appointments for advisors representing a particular county will be made by that county's Commissioners. Appointments for all the at-large advisors will be made by the Commission's chair and vice chair. Nominations for members of the Council will be solicited from a wide range of sources including, but not limited to: MTC Commissioners, current advisors, relevant organizations in the community, and via news releases or display ads sent to media outlets in the nine-county Bay Area.

2. Terms of Appointment

In general, advisors will serve four-year terms. Although there are no term limits, MTC Commissioners are to consider length of service and effectiveness before recommending the reappointment of advisors. All advisors wishing to be reappointed must reapply.

E. Procedures

Attendance and Participation

1. Advisors must attend at least two-thirds of the Council's regularly scheduled meetings each year and make a constructive contribution to the work of the Policy Advisory Council. Those who do not do so may be subject to dismissal from the Council at the discretion of the appointing Commissioner(s).

2. Residency Requirements

Advisors must live or work in the nine-county Bay Area.

3. Compensation

Subject to the Commission Procedures Manual (MTC Resolution No. 1058, Revised,

Appendix D), advisors will receive a stipend per meeting and be reimbursed for actual expenses for travel, with a maximum of three meetings per month. Meetings are defined as a) publicly noticed meetings or meetings of ad hoc working groups of the Council; b) noticed MTC Commission or committee meetings; or c) attendance at a community meeting at the request of the Commission or MTC staff to provide outreach assistance (i.e., when he/she attends a community meeting with MTC staff to provide an introduction to a particular community).

4. Meeting Frequency and Location of Meetings

The Council will meet regularly as required by its annual work plan. Public meetings will be held at the MTC offices or other locations at a regular time to be agreed upon by the members of the Council.

5. Ad Hoc Working Groups

To implement its work plan, the Council may establish working groups, with participation from MTC staff, on an ad hoc basis.

6. Quorum Requirements

At least 50 percent plus one of the Council's appointed membership must be present to constitute a quorum and vote on issues. The Council can hold discussions in the absence of a quorum, but cannot vote.

7. Election of Council Chair and Vice Chair

The Council will have a chair and a vice-chair, to be elected by the council for a two-year term. Although Council officers may be reelected, regular rotation of these positions among the Council membership is strongly encouraged.

8. Public Meetings

All Council meetings and any ad hoc working group meetings will be noticed and open to the public.

Date: March 24, 2010
W.I.: 1114
Referred by: Legislation
Revised: 02/23/11-C 02/22/12-C 07/25/12-C
07/24/13-C 07/23/14-C 11/19/14-C
03/25/15-C 09/23/15-C 10/26/16-C
07/26/17-C 10/25/17-C 04/24/19-C
07/24/19-C 02/26/20-C 12/16/20-C
03/24/21-C 11/17/21-C 03/23/22-C

Attachment B
Resolution No. 3931
Page 1 of 1

**Metropolitan Transportation Commission
Policy Advisory Council
Term: January 2021 – December 2025**

Advisor Name	Representing	County	Appointing Commissioner(s)
Adina Levin	Environment	At-Large	Chair Pedroza and Vice Chair Josefowitz
Anne Olivia Eldred	Environment	At-Large	Chair Pedroza and Vice Chair Josefowitz
Carina Vinh Lieu	People of Color	Alameda	Dutra-Vernaci, Miley and Schaaf
Chris Fitzgerald	Disabled	Santa Clara	Chavez, Abe-Koga, and Liccardo
Christina Gotuaco	Low-Income/Environmental Justice	San Francisco	Vice Chair Josefowitz, Ronen, Ahn
Dwayne Hankerson	Disabled	Solano	Spering
Frank Welte	Disabled	Alameda	Dutra-Vernaci, Miley and Schaaf
Gabriela Yamilet Orantes	People of Color	Sonoma	Fleming, Rabbitt
Genay Markham	Environment	At-Large	Chair Pedroza and Vice Chair Josefowitz
Gerald Glaser	Older Adult	Sonoma	Fleming, Rabbitt
Howard Wong	Older Adult	San Francisco	Vice Chair Josefowitz, Ronen, Ahn
Ilaf Esuf	Economy	At-Large	Chair Haggerty and Vice Chair Pedroza
Michael Baldini	Low-Income/Environmental Justice	Napa	Chair Pedroza (for Napa County)
Pamela Campos	People of Color	San Mateo	Papan, Canepa
Phil Pierce	Environment	At-Large	Chair Pedroza and Vice Chair Josefowitz
Rachel Zack	Environment	At-Large	Chair Pedroza and Vice Chair Josefowitz
Randi Kinman	Low-Income/Environmental Justice	Santa Clara	Chavez, Abe-Koga, and Liccardo
Rich Hedges	Older Adult	San Mateo	Papan, Canepa
Rodney Nickens	Economy	At-Large	Chair Pedroza and Vice Chair Josefowitz
Terrence (Terry) Keith Scott	Older Adult	Napa	Chair Pedroza (for Napa County)
Veda Florez	Older Adult	Marin	Connolly
Vinay Pimple	Disabled	Contra Costa	Glover, Worth
Walter Wilson	Economy	At-Large	Chair Haggerty and Vice Chair Pedroza
Wendi Kallins	Low-Income/Environmental Justice	Marin	Connolly
William Goodwin	People of Color	Contra Costa	Glover, Worth
Zachary Deutsch-Gross	Economy	At-Large	Chair Pedroza and Vice Chair Josefowitz
Benjamin Edokpayi	People of Color	Solano	Spering

Date: February 23, 2011
 W.I.: 1114
 Referred by: Legislation
 Revised: 07/25/12-C 07/24/13-C
 07/23/14-C 11/19/14-C
 03/25/15-C 09/23/15-C
 10/26/16-C 10/25/17-C
 04/24/19-C 07/24/19-C
 02/26/20-C 03/24/21-C
 11/17/21-C 03/23/22-C
 Attachment C
 Resolution No. 3931
 Page 1 of 2

Metropolitan Transportation Commission
Policy Advisory Council
Former Advisors and Their Replacements

Former Advisor	Time Served	Representing	Replaced By	Replaced On
Andrew Casteel	March 2010 – June 2010	Environment	Sandi Galvez, Environment	February 23, 2011
Ann Hancock	March 2010 – July 2010	Environment	Tanya Narath, Environment	February 23, 2011
Allison M. Hughes	March 2010 – September 2011	Equity	Jim E. Blacksten, Equity	July 25, 2012
Evelina Molina	March 2010 – February 2012	Equity	Elizabeth A. Clary, Equity	July 25, 2012
Cheryl O'Connor	March 2010 – February 2012	Economy	Alan R. Talansky, Economy	July 25, 2012
Carmen Rojas	March 2010 – November 2010	Equity	Yokia Mason, Equity	February 23, 2011
Abigail Thorne-Lyman	March 2010 – June 2010	Environment	Tina King Neuhausel, Environment	February 23, 2011
Dolores Jaquez	March 2010 – July 2013	Equity	Elizabeth Clary, Equity	July 24, 2013
Federico Lopez	March 2010 – July 2013	Equity	Timothy Reeder, Equity	July 24, 2013
Yokia Mason	February 2011 – July 2013	Equity	Carlos Castellanos, Equity	July 24, 2013
Tanya Narath	February 2011 – July 2013	Environment	Chris Coursey, Environment	July 24, 2013
Tina King Neuhausel	February 2011 – July 2013	Environment	Linda Jeffrey Sailors, Environment	July 24, 2013
Kendal Oku	March 2010 – July 2013	Equity	Veda Florez, Equity	July 24, 2013
Lori Reese-Brown	March 2010 – July 2013	Equity	Richard Burnett, Equity	July 24, 2013
Frank Robertson	March 2010 – July 2013	Equity	Mark Nicholson, Equity	July 24, 2013
Dolly Sandoval	March 2010 – July 2013	Equity	Marie Marchese, Equity	July 24, 2013
Egon Terplan	March 2010 – July 2013	Environment	Benjamin Schweng, Environment	July 24, 2013
Jack Gray	July 2013 – April 2014	Economy	Cathleen Baker, Environment	July 23, 2014
Marie Marchese	July 2013 – October 2013	Equity	Harriet Wolf, Equity	November 19, 2014
Mordechai Winter	July 2013 – June 2014	Equity	Charles Kaufman, Equity	November 19, 2014
Cathleen Baker	March 2010 – July 2014	Equity	Shireen Malekafzali, Equity	November 19, 2014
Chris Coursey	July 2013 – November 2014	Environment	Cynthia Murray, Economy	March 25, 2015
Tim Reeder	July 2013 – December 2014	Equity	Michelle R. Hernandez, Equity	September 23, 2015
Bena Chang	March 2010 – November 2014	Economy	Scott Lane, Environment	September 23, 2015

Former Advisor	Time Served	Representing	Replaced By	Replaced On
Joanne Busenbark	September 2013 – September 2015	Equity	Sudhir Chaudhary, Equity	October 26, 2016
Linda Jeffrey Sailors	July 2013 – May 2016	Environment	Sydney Fang, Environment	October 26, 2016
Gerald Rico	March 2010 – June 2016	Equity	Cathleen Baker, Equity	October 26, 2016
Sandi Galvez	February 2011 – June 2016	Environment	Jonathan Fearn, Economy	October 26, 2016
Cathleen Baker	July 2014 – October 2016	Environment	Anna Lee, Environment	October 26, 2016
Caroline Banuelos	March 2010 – October 2017	Equity	Adrian Mendoza, Equity	October 25, 2017
Naomi Armenta	March 2010 – October 2017	Equity	Abigail Cochran, Equity	October 25, 2017
Elizabeth A. Clary	July 2013 – October 2017	Equity	Rick Coates, Equity	October 25, 2017
Sydney Fang	October 2016 – October 2017	Environment	Wendi Kallins, Environment	October 25, 2017
Jonathan Fearn	October 2016 – October 2017	Economy	Teddy Ky-Nam Miller, Economy	October 25, 2017
Bob Glover	September 2013 – October 2017	Economy	Matt Regan, Economy	October 25, 2017
Charles Kaufman	November 2014 – October 2017	Equity	Marc Madden, Equity	October 25, 2017
Scott Lane	September 2015 – October 2017	Environment	Corinne Winter, Environment	October 25, 2017
Jerry Levine	July 2013 – October 2017	Environment	Adina Levin, Environment	October 25, 2017
Shireen Malekafzali	November 2014 – October 2017	Equity	Daniel Saver, Equity	October 25, 2017
Mark Nicholson	July 2013 – October 2017	Equity	Rahmon Momoh, Equity	October 25, 2017
Mike Pechner	July 2013 – October 2017	Equity	Richard Burnett, Equity	October 25, 2017
Alan R. Talansky	July 2012 – October 2017	Economy	Patrick Wolff, Economy	October 25, 2017
Harriet Wolf	November 2014 – October 2017	Equity	Michael Lopez, Equity	October 25, 2017
Richard Burnett	March 2010 – October 2017	Equity	K. Patrice Williams, Equity	October 25, 2017
Wil Din	September 2013 – October 2017	Equity	Jerri Diep, Equity	October 25, 2017
Corinne Winter	October 2017 – December 2018	Environment	Anne Olivia Eldred, Environment	April 24, 2019
Jerri Diep	October 2017 – January 2019	Equity	Daisy Ozim, Equity	July 24, 2019
Sudhir Chaudhary	October 2017 – March 2019	Equity	Terry Scott, Equity	February 26, 2020
Matt Regan	October 2017 – July 2018	Economy	Bob Glover, Economy	February 26, 2020
Teddy Ky-Nam Miller	October 2017 – July 2019	Economy	Christina Gotuaco, Economy	February 26, 2020
Patrick Wolff	October 2017 – October 2019	Economy	Walter Wilson, Economy	February 26, 2020
Daniel Saver	October 2017 – December 2019	Equity	Pamela Campos, Equity	January 12, 2022
Jim E. Blacksten	July 2012 – July 2020	Equity	Frank Welte, Equity	March 24, 2021
Cathleen Baker	October 2016 – July 2019	Equity	Michael Baldini, Equity	February 26, 2020
K. Patrice Williams	October 2017 – June 2020	Equity	Benjamin Edokpayi, Equity	January 12, 2022
Daisy Ozim	July 2019 – December 2020	Equity	Christina Gotuaco, Equity	January 12, 2022
Abigail Cochran	October 2017 – August 2021	Equity	Howard Wong, Equity	January 12, 2022
Adrian Mendoza	October 2017 – December 2021	Equity	Gabriela Yamilet Orantes, Equity	January 12, 2022
Anna Lee	October 2016 – March 2020	Environment	Genay Markham, Environment	January 12, 2022
Bob Glover	February 2020 – December 2021	Economy	Ilaf Esuf, Economy	January 12, 2022
Carlos Castellanos	2007 – December 2021	Equity	Carina Vinh Lieu	January 12, 2022

Former Advisor	Time Served	Representing	Replaced By	Replaced On
Cynthia Murray	March 2015 – December 2021	Economy	Rodney K. Nickens, Economy	January 12, 2022
Marc Madden	October 2017 – December 2021	Equity	Phil Pierce, Environment	January 12, 2022
Michael Lopez	October 2017 – December 2021	Equity	Chris Fitzgerald, Equity	January 12, 2022
Michelle Hernandez	Sept. 2015 – December 2021	Equity	Vinay Pimple, Equity	January 12, 2022
Rahmon Momoh	October 2017 – December 2021	Equity	William Goodwin, Equity	January 12, 2022
Richard Burnett	March 2010 – December 2021	Equity	Dwayne Hankerson, Equity	January 12, 2022
Rick Coates	October 2017 – December 2021	Equity	Gerald Glaser, Equity	January 12, 2022
Terry Scott	February 2020 – December 2021	Equity	Hans Korge, Equity	March 23, 2022
Benjamin Schweng	July 2013 – December 2021	Environment	Rachel Zack, Environment	January 12, 2022
Hans Korge	n/a	Equity	Terry Scott	April 13, 2022



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-0214 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 1/21/2022 **In control:** Programming and Allocations Committee

On agenda: 3/9/2022 **Final action:**

Title: MTC Resolution No. 4475, Revised. 2021 Transportation Improvement Program (TIP) Amendment 2021-18.

Sponsors:

Indexes:

Code sections:

Attachments: [11c - 22-0214 - MTC Reso-4475 - TIP Amendment 2021-18.pdf](#)
[2b - 22-0214 - Reso 4475 - TIP Amendment 2021-18.pdf](#)

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

Subject:

MTC Resolution No. 4475, Revised. 2021 Transportation Improvement Program (TIP) Amendment 2021-18.

Presenter:

Adam Crenshaw

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee****March 9, 2022****Agenda Item 2b - 22-0214****MTC Resolution No. 4475, Revised**

Subject:

2021 Transportation Improvement Program (TIP) Amendment 2021-18.

Background:

The federally required TIP is a comprehensive listing of Bay Area surface transportation projects that receive federal funds, are subject to a federally required action or are regionally significant. As required by state statutes, MTC, as the federally designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area Region, must prepare and adopt the TIP every two years. The 2021 TIP, covering the four-year period from FY 2020-21 through 2023-24, was adopted by the Commission on February 24, 2021, and was approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on April 16, 2021. The 2021 TIP is valid for four years under federal regulations. The TIP may be revised to make necessary changes prior to the next update. The TIP is posted on MTC's website at: <https://mtc.ca.gov/funding/transportation-improvement-program-tip>.

Amendment 2021-18 makes revisions to 34 projects with a net funding increase of approximately \$140 million. Among other changes, this revision will:

- Add 13 new regional Surface Transportation Block Grant Program (STP) funded projects and one new Congestion Mitigation and Air Quality Improvement Program (CMAQ) funded project to the TIP and update 14 existing STP funded projects to reflect programming decisions in the One Bay Area Grant 2 and 3 (OBAG2 and OBAG3) programs; and
- Archive 5 projects as they have been completed or all federal funding has been obligated.

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

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

The TIP Revision Summary for this amendment is attached (Attachment 1) and is also posted on the Internet at: <https://mtc.ca.gov/funding/transportation-improvement-program/2021-tip/2021-tip-revisions>.

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

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

Issues:

This Amendment contains changes that are contingent upon Commission approval of programming changes included in Programming and Allocations Committee Agenda Item 2c - MTC Resolution Nos. 4035, Revised; 4202, Revised; and 3989, Revised. Various revisions to the One Bay Area Grant programs (OBAG 1 and 2) and exchange program, including programming \$500,000 to the Santa Clara Valley Transportation Authority (VTA) as part of a funding agreement for the Highway 17 Bicycle and Pedestrian Trail and Wildlife Crossing project. Only items approved by the Committee will be forwarded to the Commission.

Recommendations:

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

Attachments:

- Attachment 1: Summary Report of Amended Projects for TIP Amendment 2021-18
- MTC Resolution No. 4475, Revised



Therese W. McMillan

**TIP Revision Summary
2021-18**

ATTACHMENT 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Local Road					
ALA170007	Metropolitan Transportation Commission (MTC)	Regional Planning Activities and PPM - Alameda	Update the funding plan to remove \$394K in RIP funds for FFY2025 as the funds are being transferred to ALA210031.	-\$394,000	-2.9%
ALA210031	Metropolitan Transportation Commission (MTC)	Regional Planning Activities and PPM - Alameda	Amend a new exempt project into the TIP with RIP funds of \$394K in FY25 transferred from ALA170007 and add RIP-COVID funds of \$315K in FY23, and OBAG 3 STP funds of \$4.9M.	\$5,614,000	~%
CC-170004	Metropolitan Transportation Commission (MTC)	Regional Planning Activities and PPM - CC County	Update the funding plan to remove RIP funds of \$356K in FFY23, \$68K in FFY24, and \$275K in FFY25 as the funds are being transferred to CC-210014	-\$699,000	-8.7%
CC-210014	Metropolitan Transportation Commission (MTC)	Regional Planning Activities and PPM - CC County	Amend a new exempt project into the TIP with RIP funds of \$356K in FFY23, \$68K in FFY24, and \$275K in FFY25 being transferred from CC-170004 and add \$4M in OBAG3-STP	\$4,786,000	~%
MRN170001	Metropolitan Transportation Commission (MTC)	Regional Planning Activities and PPM - Marin	Update the funding plan to remove \$74K in RIP funds for FFY25 as the funds are being transferred to MRN210003	-\$74,000	-1.4%
MRN210003	Metropolitan Transportation Commission (MTC)	Regional Planning Activities and PPM - Marin	Amend a new exempt project into the TIP with RIP funds of \$74K in FFY25 being transferred from MRN170001 and add \$3.4M in OBAG3-STP.	\$3,520,000	~%
NAP170001	Metropolitan Transportation Commission (MTC)	Regional Planning Activities and PPM - Napa	Update the funding plan to remove RIP funds of \$51K in FFY23, \$51K in FFY24, and \$50K in FFY25 as the funds are being transferred to NAP210001	-\$152,000	-3.0%
NAP190007	Metropolitan Transportation Commission (MTC)	Napa Valley Forward: Safety & Operational Impv	Update the funding plan to reprogram \$150K in STP from ROW to CON	\$0	0.0%
NAP210001	Metropolitan Transportation Commission (MTC)	Regional Planning Activities and PPM - Napa	Amend a new exempt project into the TIP with RIP funds of \$51K in FFY23, \$51K in FFY24, and \$50K in FFY25 being transferred from NAP170001 and OBAG3-STP funds of \$3.4M in FFY23	\$3,598,000	~%
REG170001	Metropolitan Transportation Commission (MTC)	Regional Planning Activities and PPM - MTC	Update the funding plan to remove RIP funds totaling \$776K in FFY23, \$803K in FFY24, and \$832K in FFY25 as the funds are being reprogrammed to REG210001	-\$2,411,000	-13.7%
REG210001	Metropolitan Transportation Commission (MTC)	Regional Planning Activities and PPM - MTC	Amend a new exempt project into the TIP with RIP funds of \$776K in FFY23, \$803K in FFY24, and \$832K in FFY25 being transferred from REG170001 and add \$49.5M in OBAG3-STP	\$51,911,000	~%
SCL170001	Metropolitan Transportation Commission (MTC)	Regional Planning Activities and PPM - Santa Clara	Update the funding plan to remove RIP funds of \$112K in FFY23 and \$469K in FFY25 as the funds are being transferred to SCL210029	-\$581,000	-3.4%
SCL170026	Sunnyvale	Lawerence Station Area Sidewalks & Bike Facilities	Archive this project since all federal funds have been obligated.	\$0	0.0%

**TIP Revision Summary
2021-18**

ATTACHMENT 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SCL170027	Sunnyvale	Sunnyvale Traffic Signal Upgrades/Replacements	Archive this project since all federal funds have been obligated.	\$0	0.0%
SCL170029	San Jose	Tully Road Safety Improvements	Archive this project since all federal funds have been obligated.	\$0	0.0%
SCL190042	Campbell	Harriet Avenue Sidewalk Improvements	Archive this project because all federal funds are obligated.	\$0	0.0%
SCL210026	San Jose	Julian and St. James Couplet Conversion	Amend a new exempt project into the TIP with \$2M in STP, \$565K in Other Local, and \$12M in RTP-LRP funds	\$14,632,844	~%
SCL210029	Metropolitan Transportation Commission (MTC)	Regional Planning Activities and PPM - Santa Clara	Amend a new exempt project into the TIP with RIP funds of \$112K in FFY23 and \$469K in FFY25 being transferred from SCL170001 and program OBAG3-TP funds of \$5.3M in FFY23	\$5,888,000	~%
SF-170002	Metropolitan Transportation Commission (MTC)	Regional Planning Activities and PPM - SF County	Update the funding plan to remove RIP funds of \$259K in FFY23, \$46K in FFY24, and \$199K in FFY25 as the funds are being transferred to SF-210004	-\$504,000	-5.5%
SF-210004	Metropolitan Transportation Commission (MTC)	Regional Planning Activities and PPM - SF County	Amend a new exempt project into the TIP with RIP funds of \$259K in FFY23, \$46K in FFY24, and \$199K in FFY25 being transferred from SF-170002 and program OBAG3-STP funds of \$3.6M in FFY23	\$4,128,000	~%
SM-170002	Metropolitan Transportation Commission (MTC)	Regional Planning Activities and PPM - San Mateo	Update the funding plan to remove RIP funds of \$262K in FFY23, \$46K in FFY24, and \$201K in FFY25 as the funds are being transferred to SM-210013	-\$509,000	-6.1%
SM-210013	Metropolitan Transportation Commission (MTC)	Regional Planning Activities and PPM - San Mateo	Amend a new exempt project into the TIP with RIP funds of \$262K in FFY23, \$46K in FFY24, and \$201K in FFY25 being transferred from SM-170002 and program OBAG3-STP funds of \$3.4M in FFY23	\$3,959,000	~%
SOL170001	Metropolitan Transportation Commission (MTC)	Regional Planning Activities and PPM - Solano	Update the funding plan to remove RIP funds of \$159K in FFY23, \$29K in FFY24, and \$123K in FFY25 as the funds are being transferred to SOL210008	-\$311,000	-3.3%
SOL210008	Metropolitan Transportation Commission (MTC)	Regional Planning Activities and PPM - Solano	Amend a new exempt into the TIP with RIP funds of \$159K in FFY23, \$29K in FFY24, and \$123K in FFY25 being transferred from SOL170001 and program OBAG3-STP of \$3.4M in FFY23 and RIP-COVID funds of \$98K in FY24	\$3,855,000	~%
SON170002	Metropolitan Transportation Commission (MTC)	Regional Planning Activities and PPM - Sonoma	Update the funding plan to remove RIP funds of \$197K in FFY23, \$81K in FFY23, and \$153K in FFY25 as the funds are being transferred to SON210007	-\$431,000	-5.7%
SON210007	Metropolitan Transportation Commission (MTC)	Regional Planning Activities and PPM - Sonoma	Amend a new exempt project into the TIP with RIP funds of \$278K in FFY23 and \$153K in FFY25 that are being transferred from SON170002 and program OBAG3-STP funds of \$3.4M in FFY23	\$3,877,000	~%
System: Public Lands/Trails					
SCL210018	Saratoga	Blue Hills Elementary Pedestrian Crossing at UPRR	Update the project scope to include mitigation measures at various crossings in the area	\$0	0.0%
SCL210027	Mountain View	Mountain View Shoreline Blvd Pathway Improvements	Amend new project into TIP with \$2M STP and \$335K in Other Local funds	\$2,331,000	~%

TIP Revision Summary 2021-18

ATTACHMENT 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SCL210028	Santa Clara Valley Transportation Authority (VTA)	SR-17 Bike/Ped Trail and Wildlife Crossing	Amend a new exempt project into the TIP with \$500K in STP, \$14M in Local Measure AA, \$7M in Other State (\$2M in CA Rec and Park Dept and \$7M in Wildlife Conservation Board), \$1M in Private and \$15M in RTP-LRP funds	\$37,550,000	~%
System: State Highway					
NAP170005	Saint Helena	Main Street St. Helena Pedestrian Improvements	Update the project description to reflect the revised scope of the project and update the funding plan to reprogram \$21K in Local funds from CON to PE and remove \$366K in Local CON funds and \$3.9M in RTP-LRP CON Funds	-\$4,265,150	-66.8%
VAR170023	Metropolitan Transportation Commission (MTC)	Freeway Performance Program: SR-84	Update the funding plan to reprogram \$2M in STP funds from CON to PE and add \$4M in RTP-LRP funds	\$4,000,000	91.4%
System: Transit					
ALA170081	Alameda Contra Costa Transit District (AC Transit)	AC Transit:AC Transit: Replace 50 40-ft Diesels	Update the funding plan to change the source and program year for \$4M in CON funds from FY19 Local to FY22 SB1-SGR funds	\$0	0.0%
SF-210005	San Francisco Municipal Transport Agency (SFMTA)	Transbay Terminal Mobility Hub - East Cut	Amend a new exempt project into the TIP with \$341K in CMAQ and \$84K in Local funds.	\$425,000	~%
SON150008	Santa Rosa City Bus	SantaRosa Bus: Bus Replacement Purchase	Archive this project from the TIP as all funding has been put into grants	\$0	0.0%
Total Funding Change:				\$139,743,694	

TIP Revision Summary

	Federal	State	Regional	Local	Total	2021 TIP Only
Current:	\$141,647,678	\$0	\$3,021,915	\$33,006,555	\$177,676,148	\$44,081,358
Proposed:	\$231,622,010	\$11,001,204	\$3,021,915	\$71,774,713	\$317,419,842	\$160,606,256
Delta:	\$89,974,332	\$11,001,204	\$0	\$38,768,158	\$139,743,694	\$116,524,898

Date: February 24, 2021
W.I.: 1512
Referred by: PAC
Revised: 04/28/21-C 05/26/21-C
06/23/21-C 07/28/21-C
10/21/21-C 12/15/21-C
01/26/22-C 02/23/22-C
03/23/22-C

ABSTRACT

Resolution No. 4475, Revised

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

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

Further discussion of the 2021 TIP adoption is contained in the summaries to the Programming & Allocations Committee dated November 4, 2020, February 10, 2021, April 14, 2021, May 12, 2021, June 9, 2021, July 14, 2021, December 8, 2021, January 12, 2022, February 9, 2022 and March 9, 2022 and to the Planning Committee dated October 8, 2021. This resolution was revised as outlined below. Additional information on each revision is included in Attachment B: 'Revisions to the 2021 TIP'.

2021 TIP Revisions

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
2021-01	Admin. Mod.	25	\$33,457,609	5/17/2021	5/17/2021
2021-02	Admin. Mod.	9	\$278,029,000	6/17/2021	6/17/2021
2021-03	Amendment	57	\$366,721,065	4/28/2021	5/21/2021
2021-04	Admin. Mod.	40	\$110,248,859	6/30/2021	6/30/2021
2021-05	Amendment	22	\$733,155,111	5/26/2021	7/16/2021
2021-06	Amendment	57	\$313,850,305	6/23/2021	7/16/2021
2021-07	Amendment	53	\$686,063,624	7/28/2021	8/4/2021
2021-08	Admin. Mod.	23	\$26,086,617	8/4/2021	8/4/2021
2021-09	Admin. Mod.	7	\$87,814,143	8/20/2021	8/20/2021
2021-10	Amendment	18	\$3,607,893,000	10/21/2021	12/3/2021
2021-11	Admin. Mod.	90	\$143,447,209	1/11/2022	1/11/2022
2021-12	Amendment	24	\$81,684,470	12/15/2021	2/11/2022
2021-13	Admin. Mod.	Pending	Pending	Pending	Pending
2021-14	Amendment	6	\$5,406,171	1/26/2022	Pending
2021-15	Admin. Mod.	Pending	Pending	Pending	Pending

ABSTRACT

MTC Resolution No. 4475, Revised

Page 2

2021-16	Amendment	2	\$12,246,000	2/23/2022	Pending
2021-17	Admin. Mod	Pending	Pending	Pending	Pending
2021-18	Amendment	34	\$139,743,694	3/23/2022	Pending
Net Funding Change		467	\$6,625,846,877		
Absolute Funding Change			\$6,625,846,877		

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

Re: 2021 Federal Transportation Improvement Program (TIP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4475

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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

Alfredo Pedroza, Chair

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

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

Attachment A
Resolution No. 4475
Page 1 of 1

2021 Transportation Improvement Program

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

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

Date: February 24, 2021
W.I.: 1512
Referred by: PAC
Revised: 04/28/21-C 05/26/21-C
06/23/21-C 07/28/21-C
10/21/21-C 12/15/21-C
01/26/22-C 02/23/22-C
03/23/22-C

Attachment B
Resolution No. 4475
Page 1 of 8

Revisions to the 2021 TIP

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

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

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

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$25 million in SB1 Local Partnership Program funding, \$562 million in FTA CIG funding, \$1.8 million in HBP funding, \$7.1 million in STIP funds, \$350,000 in FTA Pilot Program for Transit-Oriented Development Planning grant funding, and

\$7.9 million in federal CRRSSAA funding to reflect the net change in funding over the four years of the TIP. MTC's 2021 TIP, as revised with Revision No. 2021-01, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2021-02 is an administrative modification that revises nine projects with a net funding increase of approximately \$278 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on June 17, 2021. Among other changes, this revision:

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

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$25.4 million in SB1 funding and \$290 million in SHOPP funding to reflect the net change in funding over the four years of the TIP. MTC's 2021 TIP, as revised with Revision No. 2021-02, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2021-03 is an amendment that revises 57 projects with a net funding increase of approximately \$367 million. The revision was referred by the Programming and Allocations Committee on April 14, 2021, and approved by the MTC Commission on April 28, 2021. Caltrans approval was received on May 12, 2021, and final federal approval was received on May 21, 2021. Among other changes, this revision:

- Adds seven new exempt projects and updates 16 existing projects and 2 grouped listings to reflect the adoption of the FY2020-21 Transit Capital Priorities Program of Projects;
- Adds three new exempt projects and updates the funding plan of one existing project to reflect the approval of the state's portion of Cycle 5 of the Active Transportation Program;
- Adds two new exempt projects and updates the funding plan of one existing project to reflect the awards of discretionary funding from the Federal Transit Administration;
- Adds one new exempt project and updates the funding plan of one existing project to reflect the award of funding through the One Bay Area Grant 2 Program (OBAG2);
- Archives six projects; and

- Carries forward changes made in the 2019 TIP that were not included in the Final 2021 TIP.

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

Revision 2021-04 is an administrative modification that revises 40 projects with a net funding increase of approximately \$110 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on June 30, 2021. Among other changes, this revision:

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

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$3.8 million in ATP, \$6.3 million in prior year FHIP funds, \$200,000 in WZDx funds, \$2.7 million in STIP funds and \$722,000 in LPP funds to reflect the net change in funding over the four years of the TIP. MTC's 2021 TIP, as revised with Revision No. 2021-04, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2021-05 is an amendment that revises 22 projects with a net funding increase of approximately \$733 million. The revision was referred by the Programming and Allocations Committee on May 12, 2021 and approved by the MTC Commission on May 26, 2021. Caltrans approval was received on July 1, 2021, and final federal approval was received on July 16, 2021. Among other changes, this revision:

- Updates the funding plans of eight projects, adds one new exempt project, and adds one new grouped listing to reflect the adoption of the latest round of the Transit Capital Priorities Program;
- Updates the total cost of the Golden Gate Bridge Seismic Retrofit Phase 3B project by adding \$605 million in uncommitted funding outside of the active years of the 2021 TIP;
- Adds one new exempt regional Surface Transportation Block Grant Program (STP) funded project, updates the scope of one existing STP funded project, and archives one completed STP funded project;
- Adds one new exempt Active Transportation Program funded project;
- Adds one new Federal Lands Highways Program and Tribal Transportation Program funded grouped listing to the TIP; and
- Updates the funding plans of six projects to add funding to the active years of the TIP.

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

Revision 2021-06 is an amendment that revises 57 projects with a net funding increase of approximately \$314 million. The revision was referred by the Programming and Allocations Committee on June 9, 2021, and approved by the MTC Commission on June 23, 2021. Caltrans approval was received on July 7, 2021, and final federal approval was received on July 16, 2021. Among other changes, this revision:

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

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

Revision 2021-07 is an amendment that revises 53 projects with a net funding increase of approximately \$686 million. The revision was referred by the Programming and Allocations Committee on July 14, 2021, and approved by the MTC Commission on July 28, 2021. Caltrans approval was received on July 30, 2021, and final federal approval was received on August 4, 2021. Among other changes, this revision:

- Adds seven new projects, deletes one existing project and updates five other existing projects to reflect recent changes in the regional Surface Transportation Block Grant Program (STP), the Congestion Mitigation and Air Quality Improvement Program

(CMAQ), and the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Program;

- Adds three new projects to reflect the programming of Transit Capital Priorities (TCP) Program funds;
- Adds two new projects and updates the funding plans of two existing projects to reflect the award of funding through the Active Transportation Program (ATP), the Federal Transit Administration's Capital Investment Grants (CIG) program, the Road Repair and Accountability Act's Local Partnership Program (SB1-LPP), and the California Natural Resource Agency's grant program; and
- Adds seven new projects, combines two existing projects, and updates the scope or funding plans of six other existing projects to reflect local programming decisions.

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

Revision 2021-08 is an administrative modification that revises 23 projects with a net increase in funding of \$26 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on August 4, 2021. Among other changes, this revision:

- Updates the funding plans of 11 regional Surface Transportation Block Grant/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect recent programming changes including the adoption of the Safe and Seamless Mobility Quick-Strike program;
- Updates the funding plans of six projects to reflect programming changes in the Active Transportation Program (ATP), the Road Repair and Accountability Act – Local Partnership Program (SB1-LPP), State Transportation Improvement Program (STIP), High Priority Program earmark program (HPP), Construction of Ferry Boats and Ferry Terminal Facilities Formula Program (FBP); and
- Updates the funding plans and back-up listings of the Railroad Highway Crossing program and Lifeline Transportation Program group listings to reflect the latest programming decisions.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$3 million in ATP funds, \$167,765 in HPP funds, \$624,745 in FBP funds, \$9.5 million in Section 130 Railroad-Highway Crossing funds, \$410,180 in Urban Greening Grant funds, \$235,369 in Proposition 1B California Transit Security Grant Program funds, \$11 million in STIP funds and \$47 million in SB1-LPP funds to reflect the net change in funding over the four years of the TIP. MTC's 2021 TIP, as revised with Revision No. 2021-08, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2021-09 is an administrative modification that revises seven projects with a net increase in funding of \$88 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on August 20, 2021. Among other changes, this revision:

- Updates the funding plans of four projects to reflect changes in the Congestion Mitigation and Air Quality Improvement Program (CMAQ), the Road Repair and Accountability Act – Trade Corridor Enhancement Program (SB1-TCEP), the Road Repair and Accountability Act – Local Streets and Roads Program (SB1-LSRP), and the Infill Infrastructure Grant Program (IIG); and
- Updates the funding plans and back-up listings of three State Highway Operation and Protection Program (SHOPP) group listings to reflect the latest programming decisions.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$87 million in SHOPP funds, \$146,040 in Community Development Block Grant funds, \$1 million in IIG funds, \$55 million in SB1-TCEP, and \$256,832 in SB1-LSRP funds to reflect the net change in funding over the four years of the TIP. MTC's 2021 TIP, as revised with Revision No. 2021-09, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2021-10 is an amendment that serves to conform the 2021 TIP to Plan Bay Area 2050 and revises 18 projects with a net increase in funding of approximately \$3.6 billion. The revision was referred by the Planning Committee on October 8, 2021, and approved by the MTC Commission on October 21, 2021. Caltrans approval was received on November 8, 2021, and final federal approval was received on December 3, 2021. Among other changes, this revision:

- Updates 10 existing projects in the 2021 TIP to reflect changes in scope or cost that are included in the Draft Plan Bay Area 2050; and
- Adds eight new projects to the 2021 TIP.

Changes made with this revision do not conflict with the financial constraint requirements. The Transportation-Air Quality Conformity Analysis for Plan Bay Area 2050 and Amended 2021 TIP demonstrates that the TIP and Plan are consistent with ("conform to") the federal air quality plan known as the State Implementation Plan (SIP), as required by federal conformity regulations.

Revision 2021-11 is an administrative modification that revises 90 projects with a net increase in funding of \$143 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on January 11, 2022. Among other changes, this revision:

- Updates the funding plans of 68 regional Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/ CMAQ) funded projects to reflect planned and actual obligations;
- Updates the funding plans and back-up listings of the Federal Lands Highways Program/Tribal Transportation Program funded group listing, the Local Highway Bridge

Program (HBP) funded group listing, and six State Highway Operation and Protection Program (SHOPP) funded group listings to reflect updates from Caltrans; and

- Updates the funding plans of six individually listed projects to reflect the latest programming decisions in the HBP, the Core Capacity Challenge Grant Program, and the Safe and Seamless Mobility Quick-Strike Program.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$107 million in SHOPP funds, \$598 in repurposed earmark funds, \$1 million in HBP funds, \$42,526 in Tribal Transportation Program funds, \$739,000 in California Transportation Commission managed Coronavirus Response and Relief Supplemental Appropriations Act funds, and \$50,000 in Road Repair and Accountability Act - Local Streets and Roads Program funds. MTC's 2021 TIP, as revised with Revision No. 2021-11, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2021-12 is an amendment that revises 24 projects with a net funding increase of approximately \$82 million. The revision was referred by the Programming and Allocations Committee on December 8, 2021 and approved by the MTC Commission on December 15, 2021. Caltrans approval was received on January 28, 2022 and final federal approval was received on February 11, 2022. Among other changes, this revision:

- Amends three new exempt projects into the TIP and updates one existing project to reflect the award of funding through the Active Transportation Program (ATP);
- Amends eight new exempt projects into the TIP, updates two existing projects and deletes one project to reflect the award of regional Surface Transportation Block Grant Program (STP) and Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds;
- Amends one new exempt Transit Capital Priorities project into the TIP;
- Splits out the ongoing and future extensions of the Sonoma Marin Area Rail Transit system and multi-use pathway to a new project listing and archives the completed segments from the TIP; and
- Archives two other projects from the TIP as the funding has been obligated.

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

Revision 2021-13 is a pending administrative modification.

Revision 2021-14 is an amendment that revises six projects with a net funding increase of approximately \$5.4 million. The revision was referred by the Programming and Allocations Committee on January 12, 2022 and approved by the MTC Commission on January 26, 2022. Caltrans approval is expected in late February 2022 and final federal approval is expected in March 2022. Among other changes, this revision:

- Adds three new projects to reflect the recent adoption of the Climate Initiatives Program Mobility Hubs Pilot Program;
- Adds two new projects to reflect changes in the One Bay Area Grant (OBAG2) County Program; and
- Updates one Local Highway Bridge Program-funded project to reflect the latest programming information from Caltrans.

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

Revision 2021-15 is a pending administrative modification.

Revision 2021-16 is an amendment that revises two projects with a net funding increase of approximately \$12 million. The revision was referred by the Programming and Allocations Committee on February 9, 2022 and approved by the MTC Commission on February 23, 2022. Caltrans approval is expected in late March 2022 and final federal approval is expected in April 2022. This revision adds two new Congestion Mitigation and Air Quality Improvement Program (CMAQ) funded projects to the TIP to reflect the latest changes in the Climate Initiatives Program Mobility Hubs Pilot Program and the Regional Active Operation Management Program. Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2021-17 is a pending administrative modification.

Revision 2021-18 is an amendment that revises 34 projects with a net funding increase of approximately \$140 million. The revision was referred by the Programming and Allocations Committee on March 9, 2022 and approved by the MTC Commission on March 23, 2022. Caltrans approval is expected in late April 2022 and final federal approval is expected in May 2022. Among other changes, this revision:

- Adds 13 new regional Surface Transportation Block Grant Program (STP) projects and one new Congestion Mitigation and Air Quality Improvement Program (CMAQ) funded project to the TIP and updates 14 existing STP funded projects to reflect programming decisions in the One Bay Area Grant 2 and 3 (OBAG2 and OBAG3) programs; and
- Archives 5 projects as they have been completed or all federal funding has been obligated.

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-0272 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 1/26/2022 **In control:** Programming and Allocations Committee
On agenda: 3/9/2022 **Final action:**
Title: MTC Resolution Nos. 4035, Revised; 4202, Revised; and 3989, Revised. Various revisions to the One Bay Area Grant programs (OBAG 1 and 2) and exchange program, including programming \$500,000 to the Santa Clara Valley Transportation Authority (VTA) as part of a funding exchange agreement for the Highway 17 Bicycle and Pedestrian Trail and Wildlife Crossing.

Sponsors:

Indexes:

Code sections:

Attachments: [11d - 22-0272 - MTC Resos-4035-4202-3989 - OBAG 1&2 Hwy 17 Bike-Ped Trail Crossing.pdf](#)
[2c - 22-0272 - Resos 4035-4202-3989 - OBAG 1&2 Hwy 17 Bike-Ped Trail Crossing.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4035, Revised; 4202, Revised; and 3989, Revised. Various revisions to the One Bay Area Grant programs (OBAG 1 and 2) and exchange program, including programming \$500,000 to the Santa Clara Valley Transportation Authority (VTA) as part of a funding exchange agreement for the Highway 17 Bicycle and Pedestrian Trail and Wildlife Crossing.

Presenter:

Thomas Arndt

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

March 9, 2022

Agenda Item 2c - 22-0272

MTC Resolution Nos. 4035, Revised; 4202, Revised; and 3989, Revised

Subject:

Various revisions to the One Bay Area Grant programs (OBAG 1 and 2) and exchange program, including programming \$500,000 to the Santa Clara Valley Transportation Authority (VTA) as part of a funding exchange agreement for the Highway 17 Bicycle and Pedestrian Trail and Wildlife Crossing.

Background:

The OBAG 1 and 2 programs adopted by the Commission establish the commitments and policies for investing Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for regional and county programs from FY 2012-13 through FY 2016-17, and FY 2017-18 through FY 2021-22, respectively.

To provide greater flexibility to deliver select priority projects, MTC has entered into agreements, on occasion, to exchange federal STP/CMAQ funds with non-federal local funds. These exchanges do not increase the total amount of funds available to the region but enable MTC to support key investments within the OBAG policy framework that are ineligible for federal STP/CMAQ funds. MTC Resolution No. 3989, Revised, describes the procedures governing MTC's exchange program and details the agreements and commitments that have been made to date.

This month, staff recommends the following revisions to the OBAG 1 and 2 regional programs and the exchange program:

1) Highway 17 Bicycle/Pedestrian Trail and Wildlife Crossing:

The Midpeninsula Regional Open Space District (Midpen) began working on project initiation activities for the Highway 17 trail and wildlife crossings project in 2014 to improve safety along the highway south of Monte Sereno and Los Gatos by constructing bicycle and pedestrian trail and wildlife crossing improvements. Midpen has since secured the funding necessary to complete the preliminary engineering and environmental phase. The project does not currently have any federal funds assigned, which is necessary to establish a federal nexus for the project and allow for concurrent California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) process. To introduce federal funds on the project, allowing the project to proceed with concurrent CEQA/NEPA process, Midpen has requested \$500,000 in federal funds for the project as part of a fund exchange in which Midpen would provide

\$500,000 in non-federal funds to MTC's exchange account. Funds paid into the exchange account would be programmed to projects within the OBAG framework through future Commission action.

In order to receive federal funds, Midpen worked with Santa Clara Valley Transportation Authority (VTA) to have VTA serve as the federal project sponsor and deliver the project through construction. MTC staff anticipates that VTA will enter into a project sponsor and project delivery partner agreement with Midpen this spring.

Therefore, with VTA serving as the federal project sponsor of the Highway 17 Bicycle and Pedestrian Trail and Wildlife Crossings project, MTC staff recommends programming \$500,000 in OBAG 2 funds to VTA for the Highway 17 Bicycle and Pedestrian Trail and Wildlife Crossing project as part of a fund exchange agreement with Midpen, in which Midpen will provide \$500,000 in non-federal funds to MTC. Staff has identified the following OBAG 2 sources for the \$500,000 in federal funds necessary for this action:

- \$251,000 in the Priority Conservation Area (PCA) grant program from an unprogrammed balance resulting from the cancellation of Albany's Albany Hill Access Improvements project. The grant was cancelled by the project sponsor, as they would not be proceeding with the project elements as originally scoped. The Highway 17 Bicycle and Pedestrian Trail and Wildlife Crossing project is eligible for PCA Grant program funds, as it provides an important habitat linkage and safe trail crossing in an adopted PCA. The sponsor did not apply for PCA grant funds in the 2019 grant cycle; however, staff recommend directing this available capacity within the PCA grant program for a portion of this fund exchange as it would provide non-federal funds for future cycles of the grant program.
- \$249,000 in unprogrammed balances within the OBAG 2 regional program.

2) Connected Vehicles/Automated Vehicles (CAV) Program:

Revise the OBAG 2 CAV program to reflect two funding commitments approved by the Operations Committee in February 2022. MTC will remain the federal project sponsor and will enter into funding agreements with VTA and the San Francisco County Transportation Authority (SFCTA) to complete the projects:

- Program \$826,000 to VTA for the Palo Alto Advanced Transit Passenger Management project; and
- Program \$828,000 to SFCTA and the Treasure Island Mobility Management Agency (TIMMA) for the Treasure Island Automated Vehicle Shuttle project.

The two projects are technically complex, distinct from each other and different from similar advanced Intelligent Transportation Systems (ITS) projects evaluated by MTC in the past.

Therefore, staff recommend directing \$400,000 to MTC for project evaluations to assess the readiness of the deployed systems for ongoing operations. MTC used an additional \$268,000 for technical support services in the development of the pilot program and for refinement of the scopes, schedules, and budgets of the selected two projects.

Of the \$2.5 million previously programmed by the Commission to the CAV program, this action details the commitments of \$2.3 million for the two project deployments, evaluations, and technical support services. An uncommitted balance of \$178,000 remains in the CAV program.

3) Climate Initiatives Program:

Redirect approximately \$15,000 in unprogrammed balances within the OBAG 2 Climate Initiatives program to reflect the final obligated amount on MTC's Carsharing/Mobility Hubs Implementation project within the OBAG 1 Climate Initiatives program. This clean-up action includes an adjustment in the amount of CMAQ funds programmed from each fund cycle to BART's MacArthur BART Station Mobility Hub project, with no net change in the total amount of CMAQ funds programmed to the project.

4) Freeway Performance Program:

Redirect approximately \$538,000 in savings from various completed projects to ongoing projects within Caltrans' Ramp Metering and Traffic Operating System (TOS) Elements program of the OBAG 1 Freeway Performance Initiative. From those savings, direct approximately \$402,000 to installing TOS elements along US 101 in Marin County and \$136,000 to preliminary engineering and right-of-way for ramp metering and TOS elements along various corridors in the FPI program.

Issues:

This programming of \$500,000 in OBAG 2 federal funds on the Highway 17 Bicycle/Pedestrian and Wildlife Crossing project is contingent upon VTA completing the steps necessary to become the federal

project sponsor and project delivery partner for the project. Should VTA not proceed with becoming the project sponsor, the \$500,000 in OBAG 2 funds programmed to the project would be deprogrammed from the TIP and the exchange agreement between MTC and Midpen would be cancelled.

Recommendation:

Refer MTC Resolution Nos. 4035, Revised; 4202, Revised; and 3989, Revised to the Commission for approval and authorize the Executive Director or designee to enter a fund exchange agreement with the Midpeninsula Regional Open Space District for \$500,000.

Attachments:

MTC Resolution No. 4035, Revised, Attachment B-1

MTC Resolution No. 4202, Revised, Attachment B-1

MTC Resolution No. 3989, Revised, Attachments A and B



Therese W. McMillan

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

ABSTRACT

Resolution No. 4035, Revised

This resolution adopts the Project Selection Policies and Programming for federal Surface Transportation Authorization Act following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim. The Project Selection Policies contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP).

The resolution includes the following attachments:

Attachment A – Project Selection Policies

Attachment B-1 – Regional Program Project List

Attachment B-2 – OneBayArea Grant (OBAG 1) Project List

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

On September 22, 2021, Attachment B-1 was revised to change the name of MTC's Carsharing Implementation project to the Carsharing/Mobility Hubs Implementation project; and to redirect \$225,411 from MTC's Carsharing/Mobility Hubs Implementation project to BART's MacArthur BART Station Mobility Hubs Pilot Program project within the Climate Initiatives program.

On March 23, 2022, Attachment B-1 was revised to redirect \$14,495 in Climate Initiatives program funds from Bay Area Rapid Transit's (BART's) MacArthur BART Station project to MTC's Carsharing/Mobility Hubs Implementation project to reflect the final obligated amount of the Implementation project; and redirect \$538,100 in savings from various projects within the Caltrans' Ramp Metering and Traffic Operating System (TOS) Elements program within the Freeway Performance Initiative, with \$402,152 directed to the Marin County US 101 project and \$135,948 directed to preliminary engineering and right-of-way for various corridors.

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

March 11, 2020, September 9, 2020, November 4, 2020, July 14, 2021, and March 9, 2022; and to the Joint Planning Committee dated September 10, 2021.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4035

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

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

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

WHEREAS, the federal funds assigned to the MPOs/RTPAs for their discretion are subject to availability and must be used within prescribed funding deadlines regardless of project readiness; and

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

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

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

RESOLVED that MTC approves the "Project Selection Policies and Programming" for projects to be funded with Cycle 2 Program funds as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the federal funding shall be pooled and redistributed on a regional basis for implementation of Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

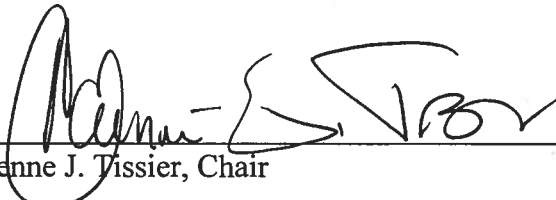
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

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

Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

OBAG 1 Regional Programs FY 2012-13 through FY 2016-17

March 2022

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

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$438,146,000	\$53,080,000	\$492,046,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning)				
ABAG Planning	ABAG	\$3,393,000	\$0	\$3,393,000
BCDC Planning	BCDC	\$1,526,000	\$0	\$1,526,000
MTC Planning	MTC	\$3,568,000	\$0	\$3,568,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning)	TOTAL:	\$8,487,000	\$0	\$8,487,000
2. REGIONAL OPERATIONS (RO)				
511 - Traveler Information	MTC	\$57,520,000	\$0	\$57,520,000
Clipper® Fare Media Collection	MTC	\$21,400,000	\$0	\$21,400,000
SUBTOTAL		\$78,920,000	\$0	\$78,920,000
Incident Management Program - I-880 Integrated Corridor Management	MTC	\$11,357,000	\$0	\$11,357,000
FSP/Call Box Program	MTC/SAFE	\$14,462,000	\$0	\$14,462,000
SUBTOTAL		\$25,819,000	\$0	\$25,819,000
2. REGIONAL OPERATIONS (RO)	TOTAL:	\$104,739,000	\$0	\$104,739,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)				
Regional Performance Initiatives Implementation	SAFE	\$7,750,000	\$0	\$7,750,000
Regional Performance Initiatives Corridor Implementation	MTC	\$7,480,000	\$0	\$7,480,000
Program for Arterial System Synchronization (PASS)	MTC	\$8,370,000	\$0	\$8,370,000
PASS - LAVTA Dublin Blvd Transit Performance Initiative	MTC	\$500,000	\$0	\$500,000
PASS - AC Transit South Alameda County Corridors Travel Time Imps	MTC	\$1,130,000	\$0	\$1,130,000
I-80 Central Ave Interchange Improvements	Richmond	\$820,000	\$0	\$820,000
Bay Bridge Forward - Commuter Parking Initiative (Funding Exchange)	MTC	\$0	\$3,875,000	\$3,875,000
Bay Bridge Forward - Fruitvale Quick Build (Funding Exchange)	MTC	\$0	\$25,000	\$25,000
CC-I-80 San Pablo Dam Rd I/C (Funding Exchange)	CCTA	\$1,100,000	\$0	\$1,100,000
SUBTOTAL	\$587,506	\$27,150,000	\$3,080,000	\$31,050,000
Ramp Metering and TOS Elements - MTC Program				
FPI - ALA SR92 & I-880: Clawiter to Hesperian & Decoto Road	Caltrans	\$1,243,506	\$0	\$1,243,506
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 1	SAFE	\$750,000	\$0	\$750,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 2 (Revised)	Caltrans	\$6,867,786	\$0	\$6,867,786
FPI - CC SR 4 Operational Improvements	CCTA	\$1,100,000	\$0	\$1,100,000
FPI - MRN US-101 (Savings from SCL 101) (New)	Caltrans	\$402,152	\$0	\$402,152
FPI - Various Corridors Caltrans Preliminary Engineering (PE) and Right of Way (ROW) (Revised)	Caltrans	\$1,241,298	\$0	\$1,241,298
FPI - SOL I-80 Ramp Meeting and Traffic Operations	Caltrans	\$170,000	\$0	\$170,000
FPI - SCL US 101: San Benito County Line to SR 85 (Revised)	Caltrans	\$3,099,206	\$0	\$3,099,206
FPI - SON 101 - MRN Co Line - Men Co Line	MTC	\$350,000	\$0	\$350,000
FPI - SCL I-680: US 101 to ALA Co. Line (Revised)	Caltrans	\$134,052	\$0	\$134,052
Unprogrammed Future RTIP	TBD	\$0	\$34,000,000	\$34,000,000
SUBTOTAL		\$15,358,000	\$34,000,000	\$49,358,000
Ramp Metering and TOS Elements - Caltrans Program				
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from Caltrans ROW)	Caltrans	\$270,000	\$0	\$270,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from SCL 101)	Caltrans	\$3,417,000	\$0	\$3,417,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from CC 4/242)	Caltrans	\$4,686,000	\$0	\$4,686,000
FPI Caltrans - ALA I-580 - SJ Co. Line to I-238	Caltrans	\$4,808,000	\$0	\$4,808,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101	Caltrans	\$6,819,000	\$0	\$6,819,000
SUBTOTAL		\$20,000,000	\$0	\$20,000,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)	TOTAL:	\$62,508,000	\$37,080,000	\$100,408,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)				
Pavement Management Program (PMP)	MTC	\$1,547,000	\$0	\$1,547,000
Pavement Technical Advisory Program (PTAP)	MTC	\$7,500,000	\$0	\$7,500,000
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	\$53,000	\$0	\$53,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)	TOTAL:	\$9,100,000	\$0	\$9,100,000
5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION				
Regional PDA Implementation				
PDA Planning - ABAG	ABAG	\$2,068,228	\$0	\$2,068,228
SUBTOTAL		\$2,068,228	\$0	\$2,068,228
Affordable Housing Jumpstart Program				
Affordable Housing Jumpstart Program (Funding Exchange)	MTC		\$10,000,000	\$10,000,000
SUBTOTAL		\$0	\$10,000,000	\$10,000,000
Local PDA Planning				
Local PDA Planning - Alameda	ACTC	\$3,905,000	\$0	\$3,905,000
Local PDA Planning - Contra Costa	CCTA	\$2,745,000	\$0	\$2,745,000
Local PDA Planning - Marin	TAM	\$750,000	\$0	\$750,000
Local PDA Planning - City of Napa	Napa	\$275,000	\$0	\$275,000
Local PDA Planning - American Canyon	American Canyon	\$475,000	\$0	\$475,000
Local PDA Planning - San Francisco	SF City/County	\$2,380,000	\$0	\$2,380,000
Local PDA Planning - San Mateo	SMCCAG	\$218,000	\$0	\$218,000

Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

OBAG 1 Regional Programs FY 2012-13 through FY 2016-17

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05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C
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OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$438,146,000	\$53,080,000	\$492,046,000
Belmont Village Specific/Implementation Plan	Belmont	\$440,000	\$0	\$440,000
Millbrae PDA Specific Plan	Millbrae	\$500,000	\$0	\$500,000
Redwood City Downtown Sequoia Station and Streetcar Planning Study	Redwood City	\$450,000	\$0	\$450,000
Mountain View El Camino Real Streetscape Study	Mountain View	\$260,000	\$0	\$260,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	MTC/San Jose	\$640,305	\$0	\$640,305
Santa Clara El Camino Corridor Precise Plan	MTC/Santa Clara	\$100,000	\$0	\$100,000
North 1st Street Urban Village Plan	San Jose	\$369,962	\$0	\$369,962
Berryessa BART Urban Village Plan	San Jose	\$331,630	\$0	\$331,630
Local PDA Planning - Santa Clara	VTA	\$3,647,103	\$0	\$3,647,103
Local PDA Planning - Solano	STA	\$1,066,000	\$0	\$1,066,000
Santa Rosa - Roseland/Sebastopol Road PDA Planning	Santa Rosa	\$647,000	\$0	\$647,000
Sonoma County - Sonoma Springs Area Plan	Sonoma County	\$450,000	\$0	\$450,000
Sonoma County - Airport Employment Center Planning	Sonoma County	\$350,000	\$0	\$350,000
SUBTOTAL		\$20,000,000	\$0	\$20,000,000
Regional PDA Planning				
<i>Regional PDA Implementation Priorities</i>				
Bay Area Transit Core Capacity Study	MTC	\$250,000	\$0	\$250,000
Public Lands Near Rail Corridors Assessment	MTC	\$500,000	\$0	\$500,000
PDA Implementation Studies/Forums	MTC	\$156,500	\$0	\$156,500
State Route 82 Relinquishment Exploration Study	MTC/VTA	\$206,772	\$0	\$206,772
<i>PDA Planning</i>				
Oakland Downtown Specific Plan	Oakland	\$750,000	\$0	\$750,000
South Berkeley/ Adeline/Ashby BART Specific Plan	Berkeley	\$750,000	\$0	\$750,000
Bay Fair BART Transit Village Specific Plan	San Leandro	\$440,000	\$0	\$440,000
Alameda Naval Air Station Specific Plan	Alameda	\$250,000	\$0	\$250,000
Del Norte BART Station Precise Plan	El Cerrito	\$302,500	\$0	\$302,500
Mission Bay Railyard and I-280 Alternatives	San Francisco	\$700,000	\$0	\$700,000
Santa Clara El Camino Corridor Precise Plan	Santa Clara	\$750,000	\$0	\$750,000
Sunnyvale El Camino Corridor Precise Plan	Sunnyvale	\$587,000	\$0	\$587,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	San Jose	\$750,000	\$0	\$750,000
<i>Staff Assistance</i>				
Alameda PDA TDM Plan	Alameda	\$150,000	\$0	\$150,000
Downtown Livermore Parking Implementation Plan	Livermore	\$100,000	\$0	\$100,000
Oakland Transportation Impact Review Streamlining	Oakland	\$150,000	\$0	\$150,000
Oakland Complete Streets, Design Guidance, Circulation Element Update	Oakland	\$235,000	\$0	\$235,000
Downtown Oakland Parking Management Strategy	Oakland	\$200,000	\$0	\$200,000
Windsor Parking Management and Pricing	MTC	\$85,000	\$0	\$85,000
<i>Technical Assistance</i>				
Concord Salvio Streetscape	Concord	\$50,000	\$0	\$50,000
South Richmond Affordable Housing and Commercial Linkage	Richmond	\$60,000	\$0	\$60,000
San Mateo Planning/Growth Forum Series	San Mateo	\$25,000	\$0	\$25,000
South San Francisco El Camino/Chestnut Ave Infrastructure Financing Analysis	SSF	\$60,000	\$0	\$60,000
Milpitas Transit Area Parking Analysis	Milpitas	\$60,000	\$0	\$60,000
Morgan Hill Housing/Employment Market Demand/Circulation Analysis	Morgan Hill	\$60,000	\$0	\$60,000
Sab Jose West San Carlos Master Streetscape Plan	San Jose	\$60,000	\$0	\$60,000
Sunnyvale Mathilda Ave Downtown Plan Line	Sunnyvale	\$60,000	\$0	\$60,000
Downtown Sunnyvale Block 15 Sale/Land Exchange	Sunnyvale	\$59,000	\$0	\$59,000
Sunnyvale El Camino Street Space Allocation Study	Sunnyvale	\$60,000	\$0	\$60,000
Central Rohnert Park PDA/Creekside Neighb. Subarea Connector Path	MTC	\$65,000	\$0	\$65,000
SUBTOTAL		\$7,931,772	\$0	\$7,931,772
5. PRIORTY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION		TOTAL: \$30,000,000	\$10,000,000	\$40,000,000

6. CLIMATE INITIATIVES PROGRAM (CIP)

<i>Car Sharing</i>				
Hayward RFP for Car Sharing Services	Hayward	\$200,480	\$0	\$200,480
Oakland Car Share and Outreach Program	Oakland	\$320,526	\$0	\$320,526
CCTA Car Share4All	CCTA	\$573,453	\$0	\$573,453
TAM Car Share CANAL	TAM	\$125,000	\$0	\$125,000
City of San Mateo Car Sharing - A Catalyst for Change	San Mateo	\$210,000	\$0	\$210,000
Santa Rosa Car Share	SCTA	\$170,130	\$0	\$170,130
<i>Transportation Demand Management</i>				
goBerkeley Residential Shared Parking Pilot	Berkeley	\$950,000	\$0	\$950,000
Oakland Demand-Responsive Parking and Mobility Mgmt Initiative	Oakland	\$1,300,000	\$0	\$1,300,000
Walnut Creek N Main St Rehab (for Parking Guidance System Pilot)	Walnut Creek	\$783,000	\$0	\$783,000
Downtown San Mateo Parking Technology Implementation	San Mateo	\$1,500,000	\$0	\$1,500,000
Peery Park Rides	VTA/Sunnyvale	\$1,129,000	\$0	\$1,129,000
Public Education Outreach	MTC	\$312,000	\$0	\$312,000
EV Charging Infrastructure and Vehicles (Programmed by BAAQMD)*	BAAQMD	\$0	\$6,000,000	\$6,000,000
Spare the Air Youth Program - 2	MTC	\$838,000	\$0	\$838,000

Attachment B-1

MTC Res. No. 4035, Attachment B-1

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01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C
01/25/17-C 04/26/17-C 06/28/17-C 07/26/17-C 10/25/17-C 11/15/17-C
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OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$438,146,000	\$53,080,000	\$492,046,000
<i>Mobility Hubs Pilot Program</i>				
Carsharing/Mobility Hubs Implementation	MTC	\$189,495	\$0	\$189,495
BART: MacArthur BART Station	BART	\$210,916	\$0	\$210,916
6. CLIMATE INITIATIVES PROGRAM (CIP)	TOTAL:	\$8,812,000	\$6,000,000	\$14,812,000

* Selected and funded by the BAAQMD. Listed here for informational purposes only

7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)				
<i>Specific projects TBD by CMAs</i>				
Alameda County SRTS Program	ACTC	\$5,366,000	\$0	\$5,366,000
Cavallero Rd, Drake St, and 'G' Street Safe Routes to School Imps	Antioch	\$330,000	\$0	\$330,000
Actuated Ped /Bicycle Traffic Signal on Oak Grove Rd at Sierra Rd	Concord	\$504,900	\$0	\$504,900
Concord: Willow Pass Repaving & SRTS	Concord	\$215,000	\$0	\$215,000
Port Chicago Hwy/Willow Pass Rd Pedestrian & Bicycle Imps	Contra Costa County	\$441,700	\$0	\$441,700
West Contra Costa SRTS Non-Infrastructure Program	Contra Costa County	\$709,800	\$0	\$709,800
Vista Grande Street Pedestrian Safe Routes to School Imps	Danville	\$157,000	\$0	\$157,000
Happy Valley Road Walkway Safe Routes to School Imps	Lafayette	\$100,000	\$0	\$100,000
Moraga Road Safe Routes to School Bicycle/Pedestrian Imps	Moraga	\$100,000	\$0	\$100,000
Moraga: Moraga Way and Canyon Rd/Camino Pablo Imps.	Moraga	\$607,000	\$0	\$607,000
Orinda Sidewalk Imps	Orinda	\$100,000	\$0	\$100,000
Pittsburg School Area Safety Imps	Pittsburg	\$203,000	\$0	\$203,000
Pleasant Hill - Boyd Road and Elinora Drive Sidewalks	Pleasant Hill	\$395,000	\$0	\$395,000
San Ramon School Crossings Enhancements	San Ramon	\$247,600	\$0	\$247,600
North Civic Center Bicycle and Pedestrian Imps	Marin County	\$791,000	\$0	\$791,000
Napa County SRTS Program - 2	NVTA	\$105,000	\$0	\$105,000
Napa County SRTS Non-Infrastructure Program	NVTA	\$420,000	\$0	\$420,000
San Francisco SRTS Non-Infrastructure Program	SFDPH	\$1,799,000	\$0	\$1,799,000
San Mateo County SRTS Program	SMCCAG	\$2,382,000	\$0	\$2,382,000
Campbell - Virginia Avenue Sidewalks	Campbell	\$708,000	\$0	\$708,000
Mountain View - El Camino to Miramonte Complete Streets	Mountain View	\$840,000	\$0	\$840,000
Mountain View SRTS Non-Infrastructure Program	Mountain View	\$500,000	\$0	\$500,000
Palo Alto - Arastradero Road Schoolscape/Multi-use Trail	Palo Alto	\$1,000,000	\$0	\$1,000,000
San Jose - Walk N' Roll Phase 2	San Jose	\$1,000,000	\$0	\$1,000,000
City of Santa Clara SRTS Non-Infrastructure Program Phase 2	Santa Clara	\$500,000	\$0	\$500,000
Santa Clara County SRTS Non-Infrastructure Program	Santa Clara County	\$838,000	\$0	\$838,000
Sunnyvale: East Sunnyvale Area Sense of Place Improvements	Sunnyvale	\$1,346,000	\$0	\$1,346,000
Solano County SRTS Non-Infrastructure Program	STA	\$1,570,000	\$0	\$1,570,000
Sonoma County SRTS Program	SCTA	\$345,000	\$0	\$345,000
Sonoma County SRTS Program	Sonoma County TPW	\$1,379,000	\$0	\$1,379,000
7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)	TOTAL:	\$25,000,000	\$0	\$25,000,000

8. TRANSIT CAPITAL REHABILITATION PROGRAM				
SolTrans - Preventive Maintenance	SolTrans	\$1,000,000	\$0	\$1,000,000
Transit Capital Rehabilitation				
<i>Specific Projects TBD by Commission</i>				
Advanced Communications and Information System (ACIS)	GGBHTD	\$828,539	\$0	\$828,539
MS Sonoma Ferry Refurbishment	GGBHTD	\$1,171,461	\$0	\$1,171,461
BART Car Exchange Preventative Maintenance	BART	\$2,831,849	\$0	\$2,831,849
Clipper Fare Collection Equipment Replacement	MTC	\$9,994,633	\$0	\$9,994,633
Clipper Back Office Fare Collection Equipment Replacement	MTC	\$2,684,772	\$0	\$2,684,772
Clipper Next Generation Fare Collection System	MTC	\$636,763	\$0	\$636,763
SFMTA - New 60' Flyer Trolley Bus Replacement	SFMTA	\$5,502,261	\$0	\$5,502,261
SFMTA - New 40' Neoplan Bus Replacement	SFMTA	\$10,000,000	\$0	\$10,000,000
VTA Preventive Maintenance (for vehicle replacement)	VTA	\$3,349,722	\$0	\$3,349,722
SUBTOTAL		\$37,000,000	\$0	\$37,000,000
Transit Performance Initiative (TPI) Incentive Program				
<i>Specific Projects TBD by Commission</i>				
TPI - AC Transit Spectrum Ridership Growth	AC Transit	\$1,802,676	\$0	\$1,802,676
TPI - AC Transit - East Bay Bus Rapid Transit	AC Transit	\$4,547,305	\$0	\$4,547,305
TPI - LAVTA - Wheels Marketing Initiatives	LAVTA	\$423,798	\$0	\$423,798
TPI - ACE Positive Train Control	SJRR/ACE	\$502,214	\$0	\$502,214
TPI - Union City - South Alameda County Major Corridors Travel Time Imps	Union City	\$160,587	\$0	\$160,587
TPI - CCCTA - 511 Real-Time Interface	CCCTA	\$100,000	\$0	\$100,000
TPI - CCCTA - Implementation of Access Improvement	CCCTA	\$685,196	\$0	\$685,196
TPI - CCCTA - Remix Software Implementation	CCCTA	\$35,451	\$0	\$35,451
TPI - ECCTA - Hydrogen Fueling Maintenance Infrastructure Upgrade	ECCTA	\$817,297	\$0	\$817,297
TPI - WCCTA - Purchase of Automatic Vehicle Locator System	WCCTA	\$344,513	\$0	\$344,513
TPI - GGBHTD - Building Ridership to Meet Capacity Campaign	GGBHTD	\$387,440	\$0	\$387,440
TPI - GGBHTD - Regional Customer Study: On-Board Bus and Ferry Surveys	GGBHTD	\$402,572	\$0	\$402,572
TPI - Marin Transit Preventive Maintenance (for low income youth pass)	Marin Transit	\$99,289	\$0	\$99,289
TPI - MCTD Preventative Maintenance (Youth Pass Program)	Marin Transit	\$239,808	\$0	\$239,808

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03/23/22-C

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$438,146,000	\$53,080,000	\$492,046,000
TPI - Relocate Transit Maintenance Facility (PE only) (Youth Pass Program)	Marin Transit	\$122,249	\$0	\$122,249
TPI - NVTA - Am. Canyon Priority Signal Interconnection on SR 29	NVTA	\$91,757	\$0	\$91,757
TPI - NVTA - Bus Mobility Device Retrofits	NVTA	\$120,988	\$0	\$120,988
TPI - NVTA - Imola Ave and SR 29 Express Bus Improvements	NVTA	\$96,058	\$0	\$96,058
TPI - BART Train Car Accident Repair	BART	\$1,493,189	\$0	\$1,493,189
TPI - BART - Metro Priority Track Elements	BART	\$3,459,057	\$0	\$3,459,057
TPI - BART - Concord Shop Wheel Truing	BART	\$7,165,450	\$0	\$7,165,450
TPI - Caltrain - Off-peak Marketing Campaign	Caltrain	\$44,200	\$0	\$44,200
TPI - WETA - Central Bay Operations and Maintenance	WETA	\$1,325,466	\$0	\$1,325,466
TPI - BART 24th Street Train Control Upgrade	BART	\$2,000,000	\$0	\$2,000,000
TPI - SFMTA Light Rail Vehicle Rehabilitation	SFMTA	\$5,120,704	\$0	\$5,120,704
TPI - SFMTA - Light Rail Vehicle (LRV) Propulsion System	SFMTA	\$9,285,937	\$0	\$9,285,937
TPI - SFMTA Preventive Maintenance (for low income youth pass)	SFMTA	\$1,600,000	\$0	\$1,600,000
TPI - SFMTA Light Rail Vehicle Overhaul	SFMTA	\$5,337,401	\$0	\$5,337,401
TPI - Caltrain - Control Point Installation	Caltrain	\$1,802,415	\$0	\$1,802,415
TPI - Caltrain - Postitive Train Control	Caltrain	\$2,332,747	\$0	\$2,332,747
TPI - SamTrans - Preventative Maintenance (Service Plan Implementation)	SMCTD	\$1,344,917	\$0	\$1,344,917
TPI - VTA Preventive Maintenance (for low income fare pilot)	VTA	\$1,302,018	\$0	\$1,302,018
TPI - VTA - Montague Expressway Pedestrian Bridge at Milpitas BART	VTA	\$2,768,555	\$0	\$2,768,555
TPI - Fairfield - Expand bus service between Fairfield and Vacaville	Fairfield	\$372,216	\$0	\$372,216
TPI - Fairfield - SolanoExpress Service Vehicle Replacement (for SolanoExpress Bus Stop Imps)	Fairfield	\$333,719	\$0	\$333,719
TPI - SolTrans - 40' Electric Bus Purchase & Hybrid-Diesel Bus Replacement	SolTrans	\$399,223	\$0	\$399,223
TPI - Petaluma - Transit Signal Priority, Phase I, II & III	Petaluma	\$378,692	\$0	\$378,692
TPI - Santa Rosa - CityBus COA and Service Plan	Santa Rosa	\$100,000	\$0	\$100,000
TPI - Santa Rosa - Reimagining CityBus Implementation	Santa Rosa	\$682,177	\$0	\$682,177
TPI - Sonoma County Transit - 30-foot CNG Bus Replacements	Sonoma County	\$173,052	\$0	\$173,052
TPI - Sonoma County Transit - 40-foot CNG Bus Replacements	Sonoma County	\$199,667	\$0	\$199,667
SUBTOTAL		\$60,000,000	\$0	\$60,000,000
8. TRANSIT CAPITAL REHABILITATION PROGRAM		TOTAL: \$98,000,000	\$0	\$98,000,000

9. TRANSIT PERFORMANCE INITIATIVE (TPI)				
TPI - Capital Investment Program				
<i>TPI - Round 1</i>				
AC Transit Line 51 Corridor Speed Protection and Restoration	AC Transit	\$10,515,624	\$0	\$10,515,624
SFMTA Potrero Ave Fast Track Transit and Streetscape Imps	SFMTA	\$4,133,031	\$0	\$4,133,031
SFMTA Colored Lanes on MTA Rapid Network	SFMTA	\$3,000,000	\$0	\$3,000,000
SFMTA Mission Mobility Maximization	SFMTA	\$5,383,109	\$0	\$5,383,109
SFMTA N-Judah Mobility Maximization	SFMTA	\$2,383,860	\$0	\$2,383,860
VTA Light Rail Transit Signal Priority	VTA	\$1,587,176	\$0	\$1,587,176
VTA Stevens Creek - Limited 323 Transit Signal Priority	VTA	\$712,888	\$0	\$712,888
<i>TPI - Round 2</i>				
AC Transit South Alameda County Corridors Travel Time Imps	AC Transit	\$5,000,000	\$0	\$5,000,000
MTC Clipper Phase III Implementation	MTC	\$8,000,000	\$0	\$8,000,000
LAVTA Dublin Blvd Transit Performance Initiative	LAVTA	\$1,009,440	\$0	\$1,009,440
SFMTA Colored Lanes on MTA Rapid Network	SFMTA	\$1,000,000	\$0	\$1,000,000
SFMTA Geary BRT Phase 1: Near-Term Improvements	SFMTA	\$3,990,560	\$0	\$3,990,560
VTA Prev. Maint. (for Mountain View Double Track Phase 1)	VTA	\$8,000,000	\$0	\$8,000,000
<i>TPI - Round 3</i>				
AC Transit San Pablo and Telegraph Ave Rapid Bus Upgrades	AC Transit	\$3,881,319	\$0	\$3,881,319
BART Train Seat Modification	BART	\$1,503,239	\$0	\$1,503,239
SamTrans Traffic Signal Priority on El Camino Real	SamTrans	\$3,459,000	\$0	\$3,459,000
SFMTA Geary BRT Phase 1: Near-Term Improvements	SFMTA	\$5,618,681	\$0	\$5,618,681
VTA Light Rail Crossovers & Switches	VTA	\$500,000	\$0	\$500,000
BBF - AC Transit Double Decker Bus Wash	AC Transit	\$1,600,000	\$0	\$1,600,000
BBF - AC Transit Higher Capacity Bus Fleets-Increased Service Freq.	AC Transit	\$7,400,000	\$0	\$7,400,000
BBF - West Grand Ave Transit Signal Priority	MTC	\$1,000,000	\$0	\$1,000,000
<i>TPI - Round 4</i>				
Fairfield Solano Express Service Vehicle Repl. (for SolanoExpress Fairgrounds Dr/SR 37 Bus Stop)	Fairfield	\$1,000,000	\$0	\$1,000,000
Novato Pavement Rehabilitation (for Novato Downtown SMART Station)	Novato	\$500,000	\$0	\$500,000
NVTA Imola Ave and SR 29 Express Bus Improvements	NVTA	\$411,073	\$0	\$411,073
Santa Rosa CityBus New Transit System Optimization	Santa Rosa	\$411,000	\$0	\$411,000
9. TRANSIT PERFORMANCE INITIATIVE (TPI)		TOTAL: \$82,000,000	\$0	\$82,000,000

10. PRIORITY CONSERVATION AREA (PCA)				
North Bay PCA Program				
<i>Specific projects TBD by North Bay CMAs</i>				
Marin PCA - Mill Valley - Sausalito Pathway Preservation	Marin County	\$320,000	\$0	\$320,000
Marin PCA - Bayfront Park Recreational Bay Access	Mill Valley	\$140,000	\$0	\$140,000
Marin PCA - Thatcher Ranch Easement Acq. (Vineyard Rd Improvements)	Novato	\$250,000	\$0	\$250,000

Attachment B-1

OBAG 1 Regional Programs
FY 2012-13 through FY 2016-17
March 2022

MTC Res. No. 4035, Attachment B-1
Adopted: 05/17/12-C
Revised: 10/24/12-C
11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C
11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C 12/17/14-C 03/25/15-C
05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C
01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C
01/25/17-C 04/26/17-C 06/28/17-C 07/26/17-C 10/25/17-C 11/15/17-C
02/28/18-C 03/28/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C
01/23/19-C 04/24/19-C 09/25/19-C 03/25/20-C 09/23/20-C 11/20/20-C
03/23/22-C

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$438,146,000	\$53,080,000	\$492,046,000
Marin PCA - Pacheco Hill Parkland Acq. (Vinyard Rd. Improvements)	Novato	\$500,000	\$0	\$500,000
Marin PCA - Sunny Hill Ridge and Red Hill Trails	San Anselmo	\$40,000	\$0	\$40,000
Napa PCA: Napa Soscol Headwaters Preserve Acq. (SilveradoTrail Phase G Overlay)	Napa County	\$1,107,000	\$0	\$1,107,000
Napa PCA - Silverado Trail Yountville-Napa Safety Imps	Napa County	\$143,000	\$0	\$143,000
Solano PCA - Suisun Valley Bicycle and Pedestrian Imps	Solano County	\$1,175,000	\$0	\$1,175,000
Solano PCA - Solano PCA Assessment Plan	STA	\$75,000	\$0	\$75,000
Sonoma PCA - Sonoma County Urban Footprint Planning	Sonoma County	\$250,000	\$0	\$250,000
Sonoma PCA - Bodega Hwy Roadway Preservation	Sonoma County	\$1,000,000	\$0	\$1,000,000
SUBTOTAL		\$5,000,000	\$0	\$5,000,000
Peninsula, Southern and Eastern Counties PCA Program				
Bay Trail Shoreline Access Staging Area	Berkeley	\$500,000	\$0	\$500,000
Breuner Marsh Restoration and Public Access	EBRPD	\$1,000,000	\$0	\$1,000,000
SF Bay Trail, Pinole Shores to Bay Front Park	EBRPD	\$119,711	\$0	\$119,711
Coyote Creek Trail: Brokaw Road to Union Pacific Railroad	San Jose	\$712,700	\$0	\$712,700
Pier 70 - Crane Cove Park	Port of SF	\$1,000,000	\$0	\$1,000,000
Twin Peaks Connectivity Conceptual Plan	SF Rec. and Parks	\$167,589	\$0	\$167,589
Southern Skyline Blvd. Ridge Trail Extension	SF PUC	\$1,000,000	\$0	\$1,000,000
SUBTOTAL		\$4,500,000	\$0	\$4,500,000
10. PRIORITY CONSERVATION AREA (PCA)		TOTAL: \$9,500,000	\$0	\$9,500,000
OBAG 1 REGIONAL PROGRAMS TOTAL		TOTAL: \$438,146,000	\$53,080,000	\$492,046,000

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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
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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 12/15/21-C 01/26/22-C
02/23/22-C 03/23/22-C

ABSTRACT

Resolution No. 4202, Revised

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

The resolution includes the following attachments:

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

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

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

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

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

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MTC Resolution No. 4202, Revised

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Operations and Maintenance to TMS Implementation (\$2,910,000), Performance-Based Intelligent Transportation Systems Device Maintenance and Rehabilitation (\$5,940,000), Transportation Management Center Asset Upgrade and Replacement (\$4,000,000), I-880 Communication Upgrade and Infrastructure Gap Closures (\$4,000,000) and a Detection Technology Pilot (\$5,000,000) within the Regional Active Operational Management program; and remove \$290,556 in un-programmed balances from the Regional Active Operational Management program to address over-programming in a previous cycles of the STP/CMAQ regional programs.

On June 28, 2017, Attachments B-1 and B-2 were revised to reprogram \$1,000,000 from the SMART Pathway – 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

ABSTRACT

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\$16,000,000 for three corridors within the Freeway Performance Program, with \$8,000,000 for I-680, \$3,000,000 for I-880, and \$5,000,000 for SR-84.

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

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

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

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

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

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On March 28, 2018, Attachment B-1 was revised to distribute the \$1.5 million Community-Based Transportation Planning Program among the nine county Congestion Management Areas (CMAs); clarify the limits of three Freeway Performance Program projects within the Regional Active Operational Management Program; and reflect the programming of \$30,000 in MTC exchange funds for Bay Area Greenprint Functionality Improvements, as part of the PCA program.

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

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

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MTC Resolution No. 4202, Revised

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exchange agreement; remove Rohnert Park's \$65,000 Central Rohnert Park PDA/Creekside Neighborhood Subarea Connector Path Technical Assistance grant from the Regional PDA Planning Grant program as it will be funded through a prior cycle; reduce the funding for Windsor's PDA Planning and Implementation Staffing Assistance grant by \$85,000 as this project will receive an equivalent amount of funds through a prior cycle; a total of \$150,000 balance created by these two revisions was returned to the Regional PDA Planning Grant Program un-programmed balance.

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

On November 28, 2018, Attachment B-1 was revised to make adjustments related to the MTC/SCVTA Funding Exchange Agreement MTC Resolution No. 4356 and to the MTC/CCTA Funding Exchange Agreement MTC Resolution No. 4357, and to program \$4,000,000 in MTC exchange funds in accordance with MTC Resolution 3989, to the following projects: \$619,000 to

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CCTA for Innovative Deployment for Enhanced Arterials; \$621,000 to the city of Walnut Creek for innovative Deployment for Enhanced Arterials; \$500,000 to the city of Richmond for the Richmond-San Rafael Bridge Bikeway Access; \$1,160,000 to MTC for Richmond-San Rafael Bridge Forward; and \$1,100,000 to MTC for Napa Valley Transportation Demand.

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

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

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

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

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On June 26, 2019, Attachment B-2 was revised to program \$822,000 in unprogrammed Safe Routes to School Program (SRTS) balances within the Contra Costa County Program to six existing projects; and to redirect \$251,000 within the San Mateo County Program from Atherton's Middlefield Road Class II Bike Lanes to its James Avenue Rehabilitation.

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

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

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On October 23, 2019, Attachment B-1 was revised to redirect \$3 million from MTC's Detection Technology Pilot project to establish the InterConnect Bay Area grant program within the Connected Bay Area program; direct \$5 million (\$4 million Solano County and \$1 million other North Bay counties) within the Housing Incentive Pool program to establish the Sub-HIP program, with specific projects to be recommended through future programming actions; and program \$1 million to BART for AB2923 Implementation from unprogrammed balances within the PDA Planning & Implementation program.

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

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

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

On July 22, 2020, Attachment B-1 was revised to program \$5 million to five projects in Solano, Marin, Napa, and Sonoma Counties within the Housing Incentive Pool Pilot Program (Sub-HIP)

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and program \$1 million to the Napa Valley Forward Traffic Calming and Multimodal Improvements project within the Freeway Performance Program (FPP); and incorporate \$7,681,887 in federal Highway Infrastructure Program apportionment provided through the Department of Transportation Appropriations Act, 2020 to the Golden Gate Bridge Suicide Deterrent.

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

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

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

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

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MTC Resolution No. 4202, Revised

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On April 28, 2021, Attachment B-1 was revised to change the fund source of \$13,942,852 from Federal Highway Infrastructure Program (FHIP) funds to Surface Transportation Block Grant (STP) funds for the Gate Bridge Highway and Transportation District (GGBHTD) for the Golden Gate Bridge Suicide Deterrent System project; program \$61,708,245 in STP/CMAQ funds, and \$13,942,852 in FHIP funds redirected from the GGB suicide deterrent system, to the Transportation Authority of Marin (TAM) for the US-101 Marin-Sonoma Narrows Segment B7 project as part of the SB1/RMS alternative funding plan; and program \$99,840,510 in STP/CMAQ funds to the Solano Transportation Authority (STA) for the Solano I-80 Express Lanes project as part of the SB1/RMS alternative funding plan. The programmed funding to TAM and STA serves as a loan to the project sponsors to permit the projects to move to construction while Regional Measure 3 funds are unavailable. The loaned funds shall be repaid to MTC as non-federal funds and will be subject to future OBAG programming.

On May 26, 2021, Attachment B-1 and Appendix A-11 were revised to program \$34,593,076 in Federal Highway Infrastructure Program funds made available through federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) to augment the Regional Safe and Seamless Mobility Quick-Strike program framework; and to program \$7,775,000 in Priority Development Area (PDA) Planning and Implementation grants and \$87,000 in Regional PDA Supportive Studies within the Regional PDA Planning and Implementation program.

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

On July 28, 2021, Attachments A, B-1, and B-2 were revised to: temporarily increase the delegated authority amount the Executive Director may authorize for STP/CMAQ exchanges from \$2 million per region to \$100 million in total for federal fiscal year 2020-2021; to program \$4,667,000 to AC Transit for Bus Purchases and to reflect changes in program amounts and projects proposed for MTC regional exchange funds (in accordance with MTC Resolution No. 3989) as part of the funding arrangement for the Solano I-80 Express Lanes project; to program \$1,750,000 within the Regional Safe and Seamless Mobility Quick-Strike program; to transit integration planning efforts in Solano, Sonoma, and East Bay Counties; redirect \$130,000 in project savings from the County of Contra Costa Local Streets and Roads Preservation project to

ABSTRACT

MTC Resolution No. 4202, Revised

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the City of Danville's San Ramon Valley Blvd. Improvements project (in lieu of the Diablo Road Trail project which will be provided an equivalent amount of non-federal funds from CCTA) and redirect \$350,000 in project savings from the County of Contra Costa Local Streets and Roads Preservation project to the City of Pinole's Safety Improvements at Appian Way and Marlesta Rd project within the Contra Costa County program; and to cancel the \$4,655,000 El Camino Real Pedestrian Safety & Streetscape Improvements project in Palo Alto, direct \$41,428 from the cancelled project to Campbell's Harriet Avenue Sidewalk project, and leave the remaining \$4,614,572 balance unprogrammed within the Santa Clara county program.

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

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.

On December 15, 2021, Attachment B-2 was revised to program \$4,613,572 in unprogrammed balances from the Santa Clara County Program to the following projects: Campbell's PDA Enhancements (\$550,000), Mountain View's Shoreline Boulevard Pathway Improvements (\$1,996,000), and San Jose's Julian and St. James Livable Streets Couplet Conversion (\$2,067,572). In the San Mateo County Program, the project title for Millbrae's Park Blvd, San Anselmo Ave, and Santa Teresa Way Improvements was revised to clarify the project scope.

On January 26, 2022, Attachment B-1 was revised to direct \$12,000,000 in unprogrammed balances from the Freeway Performance Program to MTC's Bay Bridge Forward Preliminary Engineering project, and to revise SCTA/MTC's \$750,000 Sonoma Integration and Coordination Implementation Planning project to reflect that these funds will be used to advance the Blue Ribbon Transit Transformational Action Plan as part of a fund swap with SCTA.

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MTC Resolution No. 4202, Revised

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On February 23, 2022, Attachment B-2 was revised to redirect \$120,000 in project savings within the Contra Costa County Program, from El Cerrito's Carson Boulevard and Central Avenue Pavement Rehabilitation project to the El Cerrito's El Cerrito del Norte TOD Complete Streets Improvements project.

On March 23, 2022, Attachment B-1 was revised to redirect \$251,000 within the Priority Conservation Area grant program from Albany's Albany Hill Access Improvements project and \$249,000 in regional program balances to Santa Clara Valley Transportation Authority's (VTA's) Highway 17 Bicycle/Pedestrian Trail and Wildlife Overcrossing Project as part of a fund exchange agreement with the Midpeninsula Regional Open Space District; revise \$2,322,000 in Regional Active Operational Management program funds to reflect the amounts awarded to projects, technical advisory services, and project evaluations through the MTC's Connected Vehicles/Automated Vehicles program; and direct \$14,495 in unprogrammed balances within the Climate Initiatives program to the Bay Area Rapid Transit (BART) MacArthur BART Station Mobility Hub project as part of a fund source change between fund cycles, with no net change in the total amount programmed to the project.

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; 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; the Planning Committee dated May 14, 2021; the Programming and Allocations Committee dated June 9, 2021, July 14, 2021; and September 8, 2021; the Planning Committee dated September 10, 2021; and the Programming and Allocations Committee dated November 10, 2021, December 8, 2021, January 12, 2022, February 9, 2022; Operations Committee dated February 11, 2022; and the Programming and Allocations Committee dated March 9, 2022.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4202

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

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

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
March 2022

MTC Res. No. 4202 Attachment B-1
 Adopted: 11/18/15-C

Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C
 07/26/17-C 09/27/17-C 10/25/17-C 12/20/17-C 01/24/18-C 02/28/18-C 03/28/18-C
 04/25/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C 12/19/18-C
 02/27/19-C 03/27/19-C 06/26/19-C 09/25/19-C 10/23/19-C 11/20/19-C 02/26/20-C
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OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$652,265,885	\$131,433,260
1. REGIONAL PLANNING ACTIVITIES			
Regional Planning	MTC	\$9,555,000	
1. REGIONAL PLANNING ACTIVITIES	TOTAL:	\$9,555,000	
2. PAVEMENT MANAGEMENT PROGRAM			
Pavement Management Program	MTC	\$1,500,000	
Pavement Technical Advisory Program (PTAP)	MTC	\$7,500,000	
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	\$250,000	
2. PAVEMENT MANAGEMENT PROGRAM	TOTAL:	\$9,250,000	
3. PDA PLANNING & IMPLEMENTATION			
PDA Planning and Implementation			
PDA Implementation	MTC	\$2,000,000	
PDA Supportive Studies	MTC	\$587,000	
PDA Planning			
Berkeley: San Pablo Avenue PDA Plan	MTC	\$750,000	
Oakland: MacArthur Transit Village PDA; North Oakland/Golden Gate PDA Plan	MTC	\$800,000	
Oakland: Eastmont Town Center/International Blvd; Fruitvale & Dimond; MacArthur Blvd	MTC	\$800,000	
Union City: Decoto Industrial Parkway Study Area Specific Plan 2.0	MTC	\$800,000	
El Cerrito: San Pablo Avenue Specific Plan and EIR Update/Amendments	MTC	\$308,000	
Moraga: Moraga Center Specific Plan Implementation Project	MTC	\$140,000	
Richmond: Hilltop PDA Plan	MTC	\$750,000	
San Pablo: Rumrill Blvd PDA Plan	MTC	\$250,000	
Marin County: Urbanized Corridor/Marin City PDA Plan	MTC	\$300,000	
San Rafael: Downtown Precise Plan	MTC	\$500,000	
San Francisco: HUB Area EIR	MTC	\$500,000	
San Francisco: Transit Corridors Study	MTC	\$500,000	
Burlingame: Broadway Planning Area PDA Plan	MTC	\$400,000	
South San Francisco: Downtown Station Area PDA Plan	MTC	\$500,000	
Cupertino: VTA Cores and Corridors PDA Plan	MTC	\$400,000	
Milpitas: Midtown PDA Plan	MTC	\$500,000	
Palo Alto: University Ave/Downtown PDA Plan	MTC	\$800,000	
San Jose/VTA: Diridon Integrated Station Area Concept Plan	MTC	\$800,000	
San Jose: SW Expressway/Race Street Light Rail Urban Village Plans	MTC	\$500,000	
Santa Clara: Downtown PDA Plan	MTC	\$400,000	
Vacaville: Downtown Specific Plan	MTC	\$350,000	
Santa Rosa: Downtown Station Area Specific Plan Update/Amendment	MTC	\$800,000	
Staffing Assistance			
Emeryville: Mitigate Regulation-Induced Displacement, Streamlined Asset Mng	MTC	\$180,000	
Fremont: SB743 Implementation	MTC	\$150,000	
Hayward: SB743 Implementation	MTC	\$150,000	
Oakland: ADU Initiative	MTC	\$200,000	
Oakland: Innovative Construction Initiative	MTC	\$200,000	
Concord: VMT-based Transportation Impact Standards	MTC	\$150,000	
Concord: Galindo Street Corridor Plan	MTC	\$200,000	
Lafayette: Updated Parking Ordinance and Strategies	MTC	\$150,000	
San Jose: PDA/Citywide Design Guidelines	MTC	\$200,000	
Windsor: Parking Management and Pricing	MTC	\$35,000	
Technical Assistance			
Marin/Sonoma VMT Implementation Group	MTC	\$170,000	
Napa/Solano VMT Implementation Group	MTC	\$170,000	
Various Jurisdictions: VMT Implementation Group	MTC	\$140,000	
Emeryville: Developing the Highest and Best Use of the Public Curb	MTC	\$65,000	
Hayward: Micro Mobility/Safety Program	MTC	\$75,000	
Oakland: General Plan Framework - PDA Community Engagement Program	MTC	\$65,000	
San Leandro: BayFair TOD Infrastructure Design/Finance	MTC	\$150,000	

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
March 2022

MTC Res. No. 4202 Attachment B-1
 Adopted: 11/18/15-C

Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C
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OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$652,265,885	\$131,433,260
San Francisco: Mission-San Jose PDA Housing Feasibility Analysis	MTC	\$65,000	
San Francisco: PDA Density Bonus Program	MTC	\$65,000	
Belmont: Transportation Demand Management Program	MTC	\$65,000	
San Mateo: TDM Ordinance	MTC	\$150,000	
Santa Rosa/Sonoma County: Renewal Enterprise District	MTC	\$150,000	
San Jose: Urban Villages District Parking & Rezoning	MTC	\$120,000	
BART AB2923 Implementation	BART	\$1,000,000	
Community-Based Transportation Plan (CBTP) Updates	MTC		
ACTC: CMA Planning (for Community-Based Transportation Plans)	MTC	\$300,000	
CCTA: Community-Based Transportation Plans	MTC	\$215,000	
TAM: Community-Based Transportation Plans	MTC	\$75,000	
NVTA: Community-Based Transportation Plans	MTC	\$75,000	
SFCTA: Community-Based Transportation Plans	MTC	\$175,000	
C/CAG: Community-Based Transportation Plans	MTC	\$120,000	
VTa: Community-Based Transportation Plans	MTC	\$300,000	
STA: Community-Based Transportation Plans	MTC	\$95,000	
SCTA: Community-Based Transportation Plans	MTC	\$110,000	
CBTP Program Evaluation	MTC	\$35,000	
3. PDA PLANNING & IMPLEMENTATION	TOTAL:	\$20,000,000	
4. CLIMATE INITIATIVES			
Climate Initiatives (revised)		\$9,012,406	
Spare the Air & EV Program Outreach (for Electric Vehicle Programs)	BAAQMD	\$10,000,000	
Mobility Hubs Pilot Program			
Mobility Hubs Technical Assistance	MTC	\$150,000	
BART: MacArthur BART Station (revised)	BART	\$539,084	
San Ramon: Bishop Ranch Business Park	San Ramon	\$387,600	
SFMTA: Temporary Transbay Terminal (Vacant Site)	SFMTA	\$340,760	
Burlingame: Caltrain Station - Burlingame Square Transit Hub	Burlingame	\$500,000	
Millbrae: BART and Caltrain Station - Millbrae Transit Center	Millbrae	\$345,150	
Mountain View: Caltrain Station - Mountain View Transit Center	Mountain View	\$200,000	
Vallejo: Vallejo Ferry Terminal	Vallejo	\$200,000	
Targeted Transportation Alternatives	MTC	\$325,000	
Spare the Air Youth Program - 2	MTC	\$1,417,000	
4. CLIMATE INITIATIVES	TOTAL:	\$23,417,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT			
Active Operational Management			
AOM Implementation	MTC	\$23,737,000	
Bay Area 511 Traveler Information			
511 Next Gen	MTC	\$26,148,000	
511 Implementation	MTC	\$7,450,000	
Rideshare			
Rideshare Implementation	MTC	\$720,000	
Carpool Program	MTC	\$7,280,000	
Vanpool Program	MTC	\$2,000,000	
Commuter Benefits Implementation	MTC	\$674,000	
Commuter Benefits Program	MTC	\$1,111,000	
Napa Valley Transportation Demand Strategies (Fund Exchange)	MTC/NVTA		\$1,100,000
Bay Bridge Forward 2018			
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	AC Transit	\$1,200,000	
Pilot Transbay Express Bus Routes	AC Transit	\$800,000	
Eastbay Commuter Parking	MTC	\$2,500,000	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	WestCat	\$2,000,000	
Bay Bridge Forward 2020			
Preliminary Engineering	MTC	\$12,000,000	

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
March 2022

MTC Res. No. 4202 Attachment B-1
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OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$652,265,885	\$131,433,260
Dumbarton Forward			
SR 84 (US 101 to I-880) Dumbarton Forward	MTC	\$4,375,000	
Richmond-San Rafael Bridge Forward			
Richmond-San Rafael Bridge Bikeway Access (Fund Exchange)	Richmond		\$500,000
Richmond-San Rafael Bridge Forward (Fund Exchange)	MTC		\$1,160,000
Freeway Performance Program			
Freeway Performance Program	MTC	\$2,240,000	
FPP: I-880 (I-80 to I-280)	MTC	\$3,000,000	
FPP: I-580 WB HOV Lane Extension (SR 24 to I-80/SFOBB approach) PL & ENV	MTC	\$625,000	
FPP: I-80 (Carquinez Bridge to Fremont St., SF) PL only	MTC	\$3,000,000	
FPP: CC I-680 NB HOV/Express Lanes (Ala Co. to Sol Co.)	MTC	\$10,000,000	
FPP: I-80 Central Ave Interchange Improvements	Richmond	\$2,000,000	
FPP: SR 37 (US 101 to I-80) PL only	MTC	\$1,000,000	
FPP: Napa Valley Forward Traffic Calming & Multimodal Imps.	MTC	\$1,000,000	
FPP: US 101 (SR 85 to San Francisco Co. Line)	MTC	\$3,000,000	
FPP: SCTA US 101/Marin Sonoma Narrows (MSN) B2 Phase 2	SCTA	\$1,000,000	
Program for Arterial System Synchronization (PASS)	MTC	\$5,000,000	
Innovative Deployments for Enhanced Arterials (IDEA)			
IDEA Technical Assistance	MTC	\$1,532,000	
IDEA Category 1			
AC Transit: Dumbarton Express Route (SR84)	MTC	\$2,300,000	
Alameda: Webster & Posey Tubes (SR 260), Park St	MTC	\$276,000	
Hayward: Various Locations	MTC	\$302,000	
Oakland: Bancroft Ave	MTC	\$310,000	
Pleasanton: Various Locations	MTC	\$290,000	
Union City: Union City Blvd & Decoto Rd	MTC	\$710,000	
San Ramon: Bollinger Canyon Rd & Crow Canyon Rd	MTC	\$563,000	
San Rafael: Downtown San Rafael	MTC	\$830,000	
South San Francisco: Various Locations	MTC	\$532,000	
San Jose: Citywide	MTC	\$1,400,000	
IDEA Category 2			
LAVTA/Dublin: Citywide	MTC	\$385,000	
Emeryville: Powell, Shellmound, Christie & 40th St	MTC	\$785,000	
Concord: Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	MTC		\$589,000
MTC Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	MTC		\$30,000
Walnut Creek: Various locations (Fund Exchange)	MTC		\$621,000
Los Gatos: Los Gatos Blvd	MTC	\$700,000	
VTA: Veterans Admin. Palo Alto Medical Center	VTA	\$845,000	
Connected Vehicles/Automated Vehicles (CAV) (Revised)	MTC	\$178,000	
VTA: Palo Alto Advanced Transit Passenger Management (New)	MTC	\$826,000	
SFCTA/TIMMA: Treasure Island Automated Shuttle Pilot (New)	MTC	\$828,000	
Technical Advisory Services (New)	MTC	\$268,000	
Project Evaluations (New)	MTC	\$400,000	
Shared Use Mobility	MTC	\$2,500,000	
Connected Bay Area			
TMS Implementation	MTC	\$2,910,000	
TMC Asset Upgrade and Replacement	MTC	\$1,150,000	
I-880 Communication Upgrade and Infrastructure Gap Closures	MTC/Caltrans	\$11,940,000	
InterConnect Bay Area Program	MTC	\$3,000,000	
Incident Management			
Incident Management Implementation	MTC	\$4,160,000	
I-880 ICM Northern	MTC	\$6,200,000	
I-880 ICM Central	MTC	\$2,640,000	
Unprogrammed Balance	TBD	\$380,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT	TOTAL:	\$173,000,000	\$4,000,000

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
March 2022

MTC Res. No. 4202 Attachment B-1
 Adopted: 11/18/15-C

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 04/25/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C 12/19/18-C
 02/27/19-C 03/27/19-C 06/26/19-C 09/25/19-C 10/23/19-C 11/20/19-C 02/26/20-C
 05/27/20-C 07/22/20-C 11/20/20-C 01/27/21-C 02/24/21-C 04/28/21-C 05/26/21-C
 06-23-21-C 07-28-21-C 09/22/21-C 01/26/22-C 03/23/22-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$652,265,885	\$131,433,260
6. TRANSIT PRIORITIES			
BART Car Replacement/Expansion	BART	\$99,800,000	
GGB Suicide Deterrent (for BART Car Replacement/Expansion)	GGBH&TD	\$9,760,668	\$30,239,332
Clipper	MTC	\$34,200,000	
Unprogrammed Balance		\$15,283,000	
6. TRANSIT PRIORITIES	TOTAL:	\$159,043,668	\$30,239,332
7. PRIORITY CONSERVATION AREA (PCA)			
<i>Regional Peninsula, Southern and Eastern Counties PCA Grant Program</i>			
Bay Area GreenPrint: PCA Functionality Imps	MTC/GreenInfo Network		\$30,000
PCA Grant Implementation	MTC/Coastal Conservancy		\$500,000
Alameda County: Niles Canyon Trail, Phase 1	Alameda County		\$321,000
Albany: Albany Hill Access Improvements (Removed)	Albany		\$251,000
Livermore: Arroyo Road Trail	Livermore		\$400,000
WOEIP/Urban Biofilter: Adapt Oakland Urban Greening in West Oakland	WOEIP/Urban Biofilter		\$300,000
EBRPD: Bay Trail at Point Molate (RSR Bridge to Point Molate Beach Park)	EBRPD		\$1,000,000
JMLT: Pacheco Marsh/Lower Walnut Creek Restoration and Public Access	John Muir Land Trust		\$950,000
SFCTA: Yerba Buena Island Multi-Use Pathway (PE/ENV)	SFCTA	\$1,000,000	
San Francisco: McLaren Park and Neighborhood Connections Plan	SF Recreation and Parks		\$194,000
San Francisco/Coastal Conservancy: Twin Peaks Trail Improvement	SF Rec and Park/Conservancy		\$74,000
GGNPC/NPS: Rancho Corral de Tierra Unit Management Plan Engagement	National Parks Service		\$200,000
SMCHD: Pillar Point Public Access Improvements	San Mateo Co. Harbor District		\$298,000
Menlo Park: Bedwell Bayfront Park Entrance Improvements	Menlo Park		\$520,000
San Mateo Co.: Colma Creek Adaptation Study (Colma Creek Connector)	San Mateo Co.		\$110,000
San Mateo Co.: San Bruno Mtn. Habitat Conservation Plan Grazing Pilot	San Mateo Co.		\$137,900
South San Francisco: Sign Hill Conservation and Trail Master Plan	South San Francisco		\$135,100
Point Blue: Pajaro River Watershed: Habitat Restoration and Climate Resilient I	Point Blue Conservation Science		\$379,000
SCVOSA: Coyote Ridge Open Space Preserve Public Access, Phase 1	Point Blue Conservation Science		\$400,000
SCVOSA: Tilton Ranch Acquisition	Santa Clara Valley Open Space Auth.		\$1,000,000
VTA: Highway 17 Bicycle/Pedestrian Trail and Wildlife Overcrossing (Fund Exchange) (Added)	VTA	\$251,000	
<i>North Bay PCA Grant Program</i>			
Marin Co: Hicks Valley/Wilson Hill/Marshall-Petaluma Rehab. (for Corte Mader Marin County		\$312,000	
Marin Co: Hicks Valley/Wilson Hill/Marshall-Petaluma Rd Rehab	Marin County	\$869,000	
Novato: Nave Dr/Bell Marin Keys Rehabilitation (for Hill Recreation Area Imps.)	Novato	\$104,000	
Novato: Vineyard Rd Improvements (for Hill Recreation Area Imps.)	Novato	\$265,000	
National Parks Service: Fort Baker's Vista Point Trail	NPS	\$500,000	
NVTA: Vine Trail - St. Helena to Calistoga	NVTA	\$711,000	
Napa: Vine Trail - Soscol Ave Corridor	Napa	\$650,000	
Napa County: Silverado Trail Rehabilitation - Phase L	Napa County	\$689,000	
Solano County: Suisun Valley Farm-to-Market - Phase 3 Bike Imps	Solano County	\$2,050,000	
Sonoma County: Crocker Bridge Bike/Pedestrian Bridge	Sonoma County	\$1,280,000	
Sonoma County: Joe Rodota Trail Bridge Replacement	Sonoma County	\$770,000	
7. PRIORITY CONSERVATION AREA (PCA)	TOTAL:	\$9,451,000	\$6,949,000
8. BAY AREA HOUSING INITIATIVES			
Bay Area Preservation Pilot (BAPP)	MTC		\$10,000,000
Housing Incentive Pool	TBD	\$25,000,000	
<i>Sub-HIP Pilot Program</i>			
Fairfield: Pavement Preservation/Rehabilitation (for One Lake Apts. Linear Park Fairfield		\$2,100,000	
Vacaville: Pavement Preservation/Rehabilitation (for Allison PDA Affordable Hc Vacaville		\$1,900,000	
Marin County: Marin City Pedestrian Crossing Imps.	Marin County	\$300,000	
NVTA: Imola Park and Ride	NVTA	\$300,000	
Santa Rosa: Downtown Multi-modal and Fiber Improvements	Santa Rosa	\$400,000	
8. BAY AREA HOUSING INITIATIVES	TOTAL:	\$30,000,000	\$10,000,000

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
March 2022

MTC Res. No. 4202 Attachment B-1
 Adopted: 11/18/15-C

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

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$652,265,885	\$131,433,260
9. SAFE & SEAMLESS MOBILITY QUICK-STRIKE			
County & Local			
Alameda			
CTA planning & programming (for Youth and Adult Bicycle Promotion & Educatic	ACTC	\$160,000	
Alameda County Safe Routes to Schools	ACTC	\$1,500,000	
CTA planning & programming	ACTC	\$354,000	
AC Transit Tempo Quick Build Transit Lane Delineation	AC Transit	\$300,000	
AC Transit Quick Builds Transit Lanes	AC Transit	\$954,000	
Anita Avenue Safe and Accessible Route to School and Transit	Alameda County	\$2,000,000	
BART Fare Collection Equipment (for Oakland East Bay Greenway Segment II)	BART/Oakland		\$1,000,000
Fremont Boulevard/Walnut Avenue Protected Intersection	Fremont	\$1,271,000	
Fremont Boulevard/Grimmer Boulevard Protected Intersection	Fremont	\$1,415,000	
LAVTA Passenger Facilities Enhancements	LAVTA		\$2,000,000
Oakland 14th Street Complete Streets	Oakland		\$1,000,000
Contra Costa			
CTA planning & programming	CCTA	\$242,000	
BART Fare Collection Equipment (for Lafayette Town Center Pathway and BART f	BART / Lafayette		\$1,825,000
BART Fare Collection Equipment (for Bicycle, Pedestrian, and ADA Imps. at Pittsb	BART		\$1,510,000
East Downtown Concord PDA Access & Safe Routes to Transit	Concord	\$2,164,000	
Richmond 13th Street Complete Streets	Richmond		\$2,821,000
Marin			
CTA planning & programming	TAM	\$141,000	
Marin County Bus Stop Improvements	Marin Transit	\$1,200,000	
SMART Pathway - San Rafael McInnis Pkwy to Smith Ranch Road	SMART	\$1,858,000	
Napa			
CTA planning & programming	NVTA	\$162,000	
Napa Valley Safe Routes to School	NVTA	\$100,000	
Napa Valley Forward: SR 29/Rutherford & Oakville Roundabouts	MTC	\$1,000,000	
San Francisco			
CTA planning & programming	SFCTA	\$180,000	
Downtown San Francisco Congestion Pricing Study	SFCTA	\$200,000	
Embarcadero Station Platform Elevator Capacity & Redundancy	BART	\$3,144,000	
San Francisco Folsom Streetscape	SFMTA		\$5,000,000
Safe Routes to School Non-Infrastructure Program	SFMTA	\$2,100,000	
San Mateo			
CTA planning & programming	C/CAG	\$183,000	
Planning and Programming of safe and seamless mobility	C/CAG	\$200,000	
Burlingame City-Wide Pedestrian Safe Routes and Mobility Imps	Burlingame	\$200,000	
San Bruno Transit Corridor Pedestrian Connection Phase 4	San Bruno	\$385,000	
Broadmoor SRTS Pedestrian Safety & Mobility Imps	San Mateo County	\$1,419,000	
El Camino Real Grand Boulevard Initiative Phase III	South San Francisco	\$2,120,000	
East of 101 Transit Expansion Project	South San Francisco	\$49,924	\$430,076
Santa Clara			
CTA planning & programming	VTA	\$419,000	
Evaluating on-demand shuttle strategies for improved transit access	VTA	\$200,000	
VTA Electronic Locker Upgrade and Replacement	VTA	\$1,987,000	
Mountain View Stierlin Road Bicycle and Pedestrian Improvements	Mountain View	\$2,521,000	\$1,486,000
San Jose Julian Street & McKee Road Vision Zero Complete Streets	San Jose		\$705,000
San Jose Bascom Avenue Protected Bike Lanes & Complete Street	San Jose		\$690,000
En Movimiento Quick Build Network for East San Jose	San Jose		\$1,325,000
San Jose - Downtown Bikeways	San Jose		\$4,025,000
Saratoga Blue Hills Elementary Pedestrian Crossing at UPRR	Saratoga	\$1,800,000	
Sunnyvale Bicycle, Pedestrian and SRTS Safety Improvements	Sunnyvale		\$1,900,000
Solano			

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
March 2022

MTC Res. No. 4202 Attachment B-1
 Adopted: 11/18/15-C

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

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$652,265,885	\$131,433,260
CTA planning & programming	STA	\$110,000	
STA Mobility Planning	STA	\$200,000	
Solano Safe Routes to School Non-Infrastructure Program	STA	\$600,000	
Fairfield/Vacaville Hannigan Station Capacity Improvements	Fairfield	\$1,900,000	
Vallejo Bay Trail/Vine Trail Gap Closure Segment	Vallejo	\$1,800,000	
Sonoma			
CTA planning & programming	SCTA	\$135,000	
Countywide Active Transportation Plan	SCTA	\$200,000	
Cotati Downtown- Civic Center Connectivity and Safety Improvements	Cotati	\$242,000	\$1,008,000
Healdsburg Bike Share	Healdsburg	\$250,000	
Rohnert Park Pedestrian and Bicycle Safety Improvements	Rohnert Park	\$522,000	
Santa Rosa Transit Mall Roadbed Rehabilitation	Santa Rosa		\$868,000
Sebastopol SR 116 and Bodega Ave Pedestrian Access and Mobility Enhancemen	Sebastopol	\$476,000	
SMART Pathway - Petaluma Payran to Lakeville	SMART	\$806,000	
Regional & Corridor			
Regional Planning			
FasTrak START Pilot Evaluation Study	MTC	\$900,000	
Diridon Station Planning & Studies	MTC	\$1,000,000	
Regional and Corridor			
Bay Bridge Forward: I-580 WB HOV Lane Extension	MTC/ACTC		\$7,000,000
San Pablo Giant Road Cycletrack Quick-Build	San Pablo	\$700,000	
Napa Valley Forward: SR 29/Rutherford & Oakville Roundabouts	MTC	\$6,000,000	
Redwood City Roosevelt Avenue Quick-Build	Redwood City	\$755,000	
Transit Recovery Blue Ribbon Task Force			
East Bay Integration and Coordination Implementation Planning	CCTA	\$500,000	
Solano Integration and Coordination Implementation Planning	STA	\$500,000	
Blue Ribbon Transit Recovery Action Plan	MTC	\$750,000	
Accessibility: Centralized Program Eligibility Verification	MTC	\$1,400,000	
Customer Information: Mapping & Wayfinding	MTC	\$2,791,538	
9. SAFE & SEAMLESS MOBILITY QUICK-STRIKE	TOTAL:	\$54,466,462	\$34,593,076
10. REGIONAL STRATEGIC INVESTMENTS (RSI)			
AC Transit Bus Purchase (for Solano I-80 Express Lanes)	AC Transit	\$4,667,000	
CC I-680 NB HOV/Express Lanes Ala Co to Sol Co (Fund Exchange)	CCTA/MTC	\$4,000,000	
GGB Suicide Deterrent System	GGBHTD	\$7,910,000	
Pavement Rehab (for Downtown Novato SMART Station)	Novato	\$617,000	
Old Redwood Highway Multi-Use Pathway	Larkspur	\$1,120,000	
Grand Ave Bridge	San Rafael	\$763,000	
Grand Ave Bike/Ped Imps (for SMART 2nd to Andersen Pathway)	San Rafael	\$1,000,000	
US 101 Marin-Sonoma Narrows	TAM	\$2,000,000	
US 101 Marin-Sonoma Narrows (MSN) B7 (Loan for RM3)	TAM	\$61,708,245	\$13,942,852
Diridon Station Planning & Studies	MTC	\$1,000,000	
<u>VTA: Highway 17 Bicycle/Pedestrian Trail and Wildlife Overcrossing (Fund Exchange) (Added)</u>	<u>VTA</u>	<u>\$249,000</u>	
Broadmoor SRTS Pedestrian Safety & Mobility Imps	San Mateo County	\$184,000	
I-80 Express Lanes in Solano County (Loan for RM3)	STA	\$63,464,510	\$3,255,000
I-80 Express Lanes in Solano County (Toll System)	BAIFA		\$28,454,000
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (Fund Exchange)	SCTA	\$15,400,000	
10. REGIONAL STRATEGIC INVESTMENTS (RSI)	TOTAL:	\$164,082,755	\$45,651,852
OBAG 2 REGIONAL PROGRAMS	TOTAL:	\$652,265,885	\$131,433,260

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Date: February 23, 2011
W.I.: 1512
Referred by: PAC
Revised: 10/26/11-C 02/26/14-C 12/21/16-C
07/26/17-C 02/28/18-C 03/28/18-C
11/28/18-C 03/27/19-C 06/26/19-C
09/25/19-C 11/20/19-C 03/25/20-C
11/20/20-C 05/26/21-C 06/23/21-C
07/28/21-C 03/23/22-C

ABSTRACT

Resolution No. 3989, Revised

This resolution establishes the procedures governing the MTC Exchange Program. This resolution supersedes MTC Resolution No. 3018.

Attachment B was revised on October 26, 2011 to provide \$376,000 in Exchange Program funding to the intertribal Electric Vehicle project.

Attachments B and C were respectively revised on February 26, 2014 to include \$10 million in Exchange Program funding for Transit Oriented Affordable Housing (TOAH), and update final balances of the initial STP Exchange Program (Resolution 3018) to reflect final project close out.

Attachments A and B were revised on December 21, 2016 to program \$1.1 million to the Bay Bridge Forward Commuter Parking Initiative and update the name of the Transit Oriented Affordable Housing Program.

Attachments A and B were revised on July 26, 2017 to program \$8.2 million to the Regional Priority Conservation Area (PCA) program and \$2.8 million to the Regional Active Operational Management Program. An additional \$1 million in exchange funds will be committed to a specific project or program through a future Commission action. This action and associated agreement and programming actions are contingent upon California Transportation Commission (CTC) approval of the amendment to the baseline agreement for the Marin Sonoma Narrows project to accept STP/CMAQ funds rather than local funds.

Attachment B was revised on February 28, 2018 to program \$10 million to the Bay Area Preservation Pilot; \$1,024,000 to Richmond's Bike Share Capital and Outreach project; \$826,000 for the joint Transportation Authority of Marin/Sonoma County Transportation Authority (TAM/SCTA) Bike Share Capital and Outreach project along the SMART Corridor;

ABSTRACT

MTC Resolution No. 3989

Page 2

and redirect \$2,800,000 from Regional Active Operational Management to the Bay Bridge Forward Commuter Parking Initiative project.

Attachment B was revised on March 28, 2018 to program \$30,000 to the Bay Area Greenprint Priority Conservation Area (PCA) Improvements.

Attachments A and B were revised on November 28, 2018 to add the SCVTA SR 85 Transit Guideway Study and the CCTA I-680 NB HOV/Express Lane exchange agreements, and to program \$4,000,000 in Exchange funds to the following projects: \$619,000 to CCTA for Innovative Deployment for Enhanced Arterials; \$621,000 to the city of Walnut Creek for innovative Deployment for Enhanced Arterials; \$500,000 to the city of Richmond for the Richmond-San Rafael Bridge Bikeway Access; \$1,160,000 to MTC for Richmond-San Rafael Bridge Forward; and \$1,100,000 to MTC for Napa Valley Transportation Demand Management Strategies.

Attachment B was revised on March 27, 2019 to change the recipient of the Concord IDEA project from CCTA to the City of Concord and reduce the funding from \$619,000 to \$589,000; and reduce the funding amount for the MTC Richmond-San Rafael Bridge Forward project from \$1,160,000 to \$1,046,000; and redirect these funds to a new project with MTC as the recipient for the Concord IDEA project for \$144,000. The matching funds for the Concord IDEA project as identified in MTC Resolution 4357, are included within the \$144,000 amount. These changes result in no net change to total funds committed to-date.

Attachment A was revised on June 26, 2019 to cancel the \$1,200,000 exchange agreement with the SCVTA for the SR 85 Transit Guideway Study as the funds provided through the exchange are no longer needed.

Attachment B was revised on September 25, 2019 to reflect MTC as the direct recipient of exchange funds for the Concord and Walnut Creek IDEA projects; funds will be provided on a reimbursement basis to each project sponsor pursuant to their respective funding agreements with MTC.

Attachment B was revised on November 20, 2019 to program \$6,023,000 to 13 projects as part of the Priority Conservation Area (PCA) Grant program; funds will be provided on a

reimbursement basis to each project sponsor pursuant to their respective funding agreements with MTC.

Attachment B was revised on March 25, 2020 to redirect \$25,000 from MTC's Bay Bridge Forward Commuter Parking Initiative to MTC's Fruitvale Quick Build project.

Attachment B was revised on November 20, 2020 to program \$647,000 to four projects as part of the Priority Conservation Area (PCA) Grant program. For the Yerba Buena Island Multi-Use Pathway, which provides access to the San Francisco-Oakland Bay Bridge, \$1 million of federal OBAG 2 funds are being provided at this time for cash flow purposes. The Bay Area Toll Authority will repay non-federal funds to the MTC Exchange Program within three years. MTC's funds for the Twin Peaks trail will be provided to the Coastal Conservancy for management of the two fund sources for this project. Because the Conservancy is a state entity, the funds will be provided as an up-front grant rather than on a reimbursement basis. Funds for projects other than the Twin Peaks Trail will be provided on a reimbursement basis to each project sponsor pursuant to their respective funding agreements with MTC.

Attachment A was revised on May 26, 2021 to add the Transportation Authority of Marin's (TAM's) US 101 Marin-Sonoma Narrows (MSN) High-Occupancy Vehicle (HOV) Lanes project for \$75,651,097.

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

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

Attachment A and B were revised on March 23, 2022 to add the \$500,000 exchange agreement with Midpeninsula Regional Open Space District for programming an equal amount of federal funds to VTA's Highway 17 Bicycle/Pedestrian Trail and Wildlife Crossing project; and to remove the \$251,000 funding commitment for Albany's Albany Hill Access Improvements project, as the sponsor will not be moving forward with the project scope as originally proposed.

Further discussions are contained in the Programming and Allocations Committee summary sheet dated February 9, 2011, October 12, 2011, February 12, 2014, December 14, 2016, July 12, 2017, February 14, 2018, March 7, 2018, November 14, 2018, March 6, 2019, June 12, 2019, September 4, 2019, November 8, 2019, March 11, 2020, November 4, 2020, May 12, 2021, June 9, 2021, July 14, 2021, and March 9, 2022.

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

Re: MTC Exchange Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3989

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

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

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

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

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

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

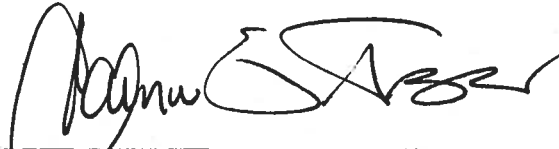
RESOLVED that Attachments A and B reflect the Exchange program balance and agreements approved by the Commission subject to this resolution; and be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

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

**MTC Exchange Program
Funding Agreements
Attachment A
March 23, 2022**

Agency	Project	Res No.	Res Date	Funding Provided by MTC To-Date		Funding Provided by Others To- Date	
SCTA	SON US 101 Steele Lane HOV	3731	2/22/2006	CMAQ	\$1,500,000	Meas M	\$1,500,000
TAM	MRN US 101 HOV Gap Closure	3842	11/28/2007	CMAQ	\$12,500,000	Meas A	\$13,253,049
SFMTA	SFPark Parking Pricing	3963	5/26/2010	CMAQ	\$22,000,000	Parking Rev	\$22,799,802
CCTA	I-80 San Pablo Dam Road I/C	4264	12/21/2016	STP	\$1,100,000	Meas J	\$1,100,000
SCTA	SON US 101 MSN Phase B	4305	7/26/2017	STP	\$12,000,000	Meas M	\$4,000,000
CCTA	CC I-680 NB HOV/Express Lane	4357	9/26/2018	STP	\$4,000,000	Meas J	\$4,000,000
TAM	MRN US 101 MSN HOV Lane	4468	5/26/2021	STP/CMAQ/FHIP	\$75,651,097	Unrestricted Funds	
STA	SOL I-80 Managed Lanes	4469	6/23/2021	STP/CMAQ/FHIP	\$63,464,510	Unrestricted Funds	
STA	SOL I-80 Managed Lanes	4479	7/28/2021	Toll Savings	\$1,845,000	Unrestricted Funds	
BAIFA	SOL I-80 Managed Lanes	4480	7/28/2021	Toll Savings	\$2,822,000	Unrestricted Funds	
Midpen	<u>VT A: Highway 17 Bike/Ped Trail and Wildlife Crossing</u>	<u>4202</u>	<u>3/23/2022</u>	<u>STP</u>	<u>\$500,000</u>	<u>Unrestricted Funds</u>	
Total:					\$197,382,607		\$46,652,851

MTC Exchange Program Funding Commitments Attachment B

March 23, 2022

Recipient	Project/Program	Res No.	Date	Committed by MTC	ID
MTC	Transit Oriented Affordable Housing Development (TOD)	3940	2/24/2010	\$10,000,000	1
SP Rancheria	Intertribal Electric Vehicle Implementation	3925	10/26/2011	\$376,000	2
MTC	Affordable Housing Jumpstart	4260	12/21/2016		
MTC	Alameda Jumpstart	4260	11/28/2018	\$2,000,000	3
MTC	San Francisco Jumpstart	4260	11/28/2018	\$5,000,000	3
MTC	Santa Clara Jumpstart	4260	11/28/2018	\$3,000,000	3
MTC	Bay Bridge Forward Commuter Parking Initiative	4035	12/21/2016	\$3,875,000	4
MTC	Fruitvale Quick Build	4035	3/25/2020	\$25,000	4
MTC	Regional Priority Conservation Area (PCA) Program	4202	7/26/2017		
MTC	Alameda County: Niles Canyon Trail, Phase 1	4202	11/20/2019	\$321,000	5
MTC	Albany: Albany Hill Access Improvements	4202	11/20/2019	\$251,000	5
MTC	Livermore: Arroyo Road Trail	4202	11/20/2019	\$400,000	5
MTC	WOEIP/Urban Biofilter: Adapt Oakland Urban Greening in West Oakland	4202	11/20/2020	\$300,000	5
MTC	EBRPD: Bay Trail at Point Molate (RSR Bridge to Point Molate Beach Park)	4202	11/20/2019	\$1,000,000	5
MTC	JMLT: Pacheco Marsh/Lower Walnut Creek Restoration and Public Access	4202	11/20/2019	\$950,000	5
MTC	San Francisco: McLaren Park and Neighborhood Connections Plan	4202	11/20/2019	\$194,000	5
MTC	State Coastal Conservancy (for SF Rec & Park): Twin Peaks Trail Imps.	4202	11/20/2020	\$74,000	5
MTC	GGNPC/NPS: Rancho Corral de Tierra Unit Management Plan Engagement	4202	11/20/2019	\$200,000	5
MTC	Half Moon Bay: Pillar Point Public Access Improvements	4202	11/20/2019	\$298,000	5
MTC	Menlo Park: Bedwell Bayfront Park Entrance Improvements	4202	11/20/2019	\$520,000	5
MTC	San Mateo County: Colma Creek Adaptation Study	4202	11/20/2019	\$110,000	5
MTC	San Mateo Co.: San Bruno Mtn. Habitat Conservation Plan Grazing Pilot	4202	11/20/2020	\$137,900	5
MTC	South San Francisco: Sign Hill Conservation and Trail Master Plan	4202	11/20/2020	\$135,100	5
MTC	Point Blue: Pajaro River Watershed Habitat Rest. & Climate Resilient Imps.	4202	11/20/2019	\$379,000	5
MTC	SCVOSA: Coyote Ridge Open Space Preserve Public Access, Phase 1	4202	11/20/2019	\$400,000	5
MTC	SCVOSA: Tilton Ranch Acquisition	4202	11/20/2019	\$1,000,000	5
MTC	PCA Grant Implementation	4202	11/20/2019	\$500,000	5
MTC	Bay Area Greenprint PCA Improvements	4202	3/28/2018	\$30,000	6
TAM/SCTA	Bike Share Capital and Outreach - SMART Corridor	3925	2/28/2018	\$826,000	7
Richmond	Bike Share Capital and Outreach - Richmond	3925	2/28/2018	\$1,024,000	8
MTC	Bay Area Preservation Pilot (BAPP)	4311	2/28/2018	\$10,000,000	9
MTC	IDEA - Concord: Concord Blvd, Clayton Rd & Willow Pass Rd	4202	11/28/2018	\$589,000	10
MTC	IDEA - Walnut Creek: Various Locations	4202	11/28/2018	\$621,000	11
Richmond	Richmond-San Rafael Bridge Bicycle Access	4202	11/28/2018	\$500,000	12
MTC	Richmond-San Rafael Bridge Forward	4202	11/28/2018	\$1,046,000	13
MTC	Napa Valley Transportation Demand Strategies	4202	11/28/2018	\$1,100,000	14
MTC	IDEA - Concord Blvd, Clayton Rd & Willow Pass Rd	4202	3/27/2019	\$144,000	15
Total Committed:				\$47,075,000	



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-0277 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 1/26/2022 **In control:** Programming and Allocations Committee

On agenda: 3/9/2022 **Final action:**

Title: MTC Resolution No. 4179, Revised. Revision to the Lifeline Transportation Program (LTP) Cycle 4 Program of Projects

Sponsors:

Indexes:

Code sections:

Attachments: [11e - 22-0277 - MTC Reso-4179 - LTP Cycle 4 Program of Projects.pdf](#)
[2d - 22-0277 - Reso 4179 - LTP Cycle 4 Program of Projects.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4179, Revised. Revision to the Lifeline Transportation Program (LTP) Cycle 4 Program of Projects

Presenter:

Judis Santos

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee****March 9, 2022****Agenda Item 2d - 22-0277****MTC Resolution No. 4179, Revised. Revision to the Lifeline Transportation Program
(LTP) Cycle 4 Program of Projects**

Subject:

Revision to the Lifeline Transportation Program (LTP) Cycle 4 Program of Projects.

Background:

Since 2005, MTC's Lifeline Transportation Program (LTP) funds projects that improve mobility for the region's low-income communities. The program is administered by the nine county transportation agencies (CTAs), and in Santa Clara County.

Staff recommends the following changes to the county program, as requested by Santa Clara County:

- Santa Clara Valley Transportation Authority (VTA) is requesting that \$1 million in State Transit Assistance (STA) funds from VTA's Route 22 Oversight Service project from LTP Cycle 4 be reprogrammed to the new VTA Rapid 568 project.

Due to an immediate decline in operator availability and ridership demand brought on by the pandemic, VTA implemented a series of transit service reductions. Included in these reductions was a suspension of the Route 22 Overnight Service on April 6, 2020. While VTA restores service across the network in phases as new operators are hired and trained, the Route 22 Overnight Service is due to be restored in the short term at full pre-pandemic service levels, however, the restoration in service may not be in time to fully expend the programmed funds prior to their expiration.

To avoid forfeiture and promote timely use of funds, VTA proposes the inclusion of the Rapid 568 project that will add service identified in both the Morgan Hill and Gilroy Community-Based Transportation Plans. It is a new transit route providing all-day bidirectional bus service connecting South County to San Jose. This fixed bus route operates on weekdays, serving limited stops along its path to provide faster, more direct service between Gilroy, Morgan Hill,

downtown San Jose, and the Diridon Station. This service responds to the needs and requests of members of the south county Equity Priority Communities.

Issues:

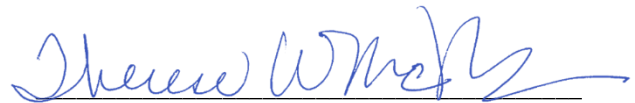
None.

Recommendations:

Staff requests the Commission approve MTC Resolution No. 4179, Revised.

Attachments:

MTC Resolution No. 4179, Revised



Therese W. McMillan

Date:	March 25, 2015	
W.I.:	1311	
Referred by:	PAC	
Revised:	04/22/15-C	07/22/15-C
	05/25/16-C	05/24/17-C
	12/19/18-C	06/24/20-C
	03/23/22-C	

ABSTRACT

Resolution No. 4179, Revised

This resolution adopts the FY2013-14 through FY2015-16 Program of Projects for MTC's Cycle 4 Lifeline Transportation Program, funded with State Transit Assistance (STA), Proposition 1B Transit, and FTA Section 5307 Urbanized Area/Job Access Reverse Commute (JARC) funds. The initial program consists of \$4.9 million in Proposition 1B Transit funds programmed to AC Transit, NCTPA and CCCTA. This resolution will be amended to add the remainder of the Cycle 4 program in April 2015.

The evaluation criteria established in Resolution 4159 were used by the local entities administering the program to develop the program of projects.

The following attachments are provided with this resolution:

Attachment A — Cycle 4 Lifeline Transportation Program of Projects -
FY2014 - FY2016

This resolution was amended on April 22, 2015 to add approximately \$59 million in programming for STA, 5307/JARC and Proposition 1B projects.

This resolution was amended on July 22, 2015 to add two pedestrian/bicycle projects in Napa County, and to add three operations projects in Marin County.

This resolution was amended on May 25, 2016, to program \$528,650 in State Transit Assistance funds to Marin Transit, which involves a funding exchange with local Measure A funds through the Transportation Authority of Marin.

This resolution was amended on May 24, 2017 to reflect programming changes in the Lifeline Transportation Cycle 4 Program for AC Transit, to add the East Bay Bus Rapid Transit (BRT) Vehicles, Design & Construction project to the FY 2014-15 Proposition 1B project list and Lifeline Transportation Cycle 4 project list, and to transfer \$1,000,000 in cost savings from AC Transit's Vehicle Replacement project to AC Transit's BRT project. The BRT is a Lifeline Transportation Cycle 3 project.

This resolution was amended on December 19, 2018, to reflect programming changes in the Lifeline Transportation Cycle 4 Program for San Mateo and Santa Clara Counties. These changes include for San Mateo County, to transfer \$300,000 in State Transit Assistance funds from the Mobility Management/Transportation Voucher program to the added Cycle 4 Menlo Park Crosstown Shuttle; and for Santa Clara County, to transfer \$1,308,909 in FTA 5307 funds from Outreach and Escort's Family Transportation Services to the added Cycle 4 Valley Transportation Authority's Mobility Assistance Program.

This resolution was amended on June 24, 2020, to reflect programming changes in the Lifeline Transportation Cycle 4 Program for Outreach & Escort, Inc. in Santa Clara County. Changes include redirecting STA funds of \$1,000,000 from the cancelled Family Transportation Services project to the added Cycle 4 VTA Route 22 Overnight Service and redirecting \$2,132,935 from the Senior Transportation & Resources project and \$1,463,608 from the Together We Ride project to the VTA Americans with Disabilities Act Transition Plan program.

This resolution was amended on March 23, 2022, to reflect programming changes in the Lifeline Transportation Cycle 4 Program for Santa Clara County. Changes include redirecting STA funds of \$1,000,000 from VTA's Route 22 Overnight Service project to the added Cycle 4 VTA Rapid 568 project.

Further discussion of this action is contained in the Programming and Allocations Committee summary sheets dated March 11, 2015, April 8, 2015, July 8, 2015, May 11, 2016, May 10, 2017, December 12, 2018, June 10, 2020, and March 9, 2022.

Date: March 25, 2015
W.I.: 1311
Referred by: PAC

RE: Cycle 4 Lifeline Transportation Program of Projects – FY2014 – FY2016

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4179

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

WHEREAS, MTC adopted Resolution 4159, which establishes program guidelines to be used for the funding and oversight of the Cycle 4 Lifeline Transportation Program, Fiscal Years 2014-2016; and

WHEREAS, MTC used the process and criteria set forth in Attachment A of Resolution 4159 to fund a Program of Projects for the Cycle 4 Lifeline Transportation Program with State Transit Assistance (STA), Proposition 1B Transit, and Section 5307 Urbanized Area/Job Access Reverse Commute (JARC) funds; and

WHEREAS, the Cycle 4 Lifeline Transportation Program of Projects is set forth in Attachment A of this resolution, attached hereto and incorporated herein as though set forth at length: now therefore be it

RESOLVED, that MTC approves the Program of Projects for the Cycle 4 Lifeline Transportation Program, as set forth in Attachment A of this resolution: and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on March 25, 2015.

Cycle 4 Lifeline Transportation Program of Projects (FY 2014-2016)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA (95%) ¹	STA (5% Conting.) ¹	5307/JARC		
Alameda County									
1	Preservation of Existing Services in Communities of Concern	AC Transit	The Lifeline funds will be used to restructure and/or continue existing service to several key Communities of Concern in the Southern, Central and Northern portions of Alameda County. Project routes to be funded include Lines 31, 40, 45, 62, 98, 800 and 801.Request is for 3 years of service.		3,583,129		1,416,871	5,000,000	
2	A Quicker, Safer Trip to the Library to Promote Literacy	Oakland Public Library, City of Oakland (via BART)	"A Quicker, Safer Trip to the Library to Promote Literacy" will transport preschool and kindergarten students, teachers and interested parents by bus to the West Oakland Library for story time and to check out library books. Program will transport approximately 7 classes per week to the library by bus. Request is for 3 years of program operations.		249,813			249,813	
3	Ashland and Cherryland Transit Access Improvements	Alameda County Public Works (via AC Transit)	This capital project will close gaps in existing sidewalks to improve the pedestrian access to transit routes, and subsequently to jobs, in the Ashland and Cherryland unincorporated areas. The project areas are along 164th Avenue between 14th St and Liberty Ave and on Blossom Way between Meekland and Haviland Aves. The project will also provide needed bus shelters.		450,000			450,000	
4	Additional Preservation of Existing Services in Communities of Concern	AC Transit	The Lifeline funds will be used to restructure and/or continue existing service to several key Communities of concern in the Southern, Central and Northern portions of Alameda County. Project routes to be funded include Lines 1/1R, 14, 73, and 88. Request is for 3 years of service.		1,740,785	349,062		2,089,847	
5	WHEELS Route 14 Operating Assistance	LAVTA	The WHEELS Route 14 provides essential transportation service to residents and employees of the Central District of Livermore by connecting low-income communities to employment opportunities and regional transportation services via the Livermore Transit Center. Funding request is for Rte 14 operations which has previously received both Lifeline and JARC funding. Request is for 2 years of service.		388,467		129,033	517,500	
6	City of Oakland Broadway Shuttle	City of Oakland (via AC Transit)	The B Shuttle provides a key “last-mile” link in downtown Oakland to AC Transit’s Uptown Transit Center, two BART stations, Amtrak Capitol Corridor and the SF Bay Ferry. The Broadway Shuttle currently operates Monday-Thursday 7am-10pm; Friday 7am-1am; and Saturday 6pm-1am, every 10-15 minutes. Daytime service runs between Embarcadero West (Jack London Square) and Grand Avenue. After 7pm, service runs between Jack London Square and 27th Street. Request is for 3 years of program operations.				405,368	405,368	
7	Operations Support for Route 2	Union City Transit, City of Union City	Service operations for Route 2, the main east-west route in the area that connects the Union City Intermodal Station with job centers along the Whipple Road corridor. The route runs six days a week from approximately 5:15am to 10pm weekdays and 7:30am to 7pm on Saturdays. The Lifeline request is for 3 years of service.		220,000			220,000	
8	Transit Center Upgrades and Improvements	LAVTA	Repair and improve facilities and external amenities at the Livermore Transit Center. The Transit Center serves as an intermodal local and regional connection providing residents with access to jobs, services, and community opportunities. LAVTA’s 2007 ridership study shows that 41% of Wheels riders report a household income below \$15,000. For riders identifying transit as their sole mode of transportation, the low income ridership number rises to 58%.	125,625				125,625	
9	19th Street Wayfinding and Lighting	BART	Project will provide wayfinding signage throughout 19th Street Station and LED pedestrian lighting at 19th Street Station entrances. Distribute 100+ signs at the street, concourse, mid-platform, and lower platform levels at 19th Station. This is almost double the number of signs required at most BART stations, as this station has an extra platform level. Project will also include six street-level station identification pylons; and real-time transit displays and transit information displays at the concourse level.	2,072,000				2,072,000	
County Bid Target				N/A*	6,632,194	349,062	1,951,272		
Proposed Programming				2,197,625	6,632,194	349,062	1,951,272	11,130,153	
Unprogrammed Balance				N/A*	-	-	-	-	

Cycle 4 Lifeline Transportation Program of Projects (FY 2014-2016)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA (95%) ¹	STA (5% Conting.) ¹	5307/JARC		
Contra Costa County									
10	Preserve Operations in Community of Concern	County Connection (CCCTA)	Maintain existing service on Routes 11, 14, 16, 18, 19, 311, 314, 316. These routes provide basic transportation services to County Connection riders, 35 percent of whom are low income. All lines serve and/or are predominantly located in Communities of Concern. All lines presently provide service to employment, services, retail, schools, health care and coordination to BART stations. Funding this project would preserve existing headways and service span.		1,162,836	61,202	375,962	1,600,000	
11	Route 200 and 201	Tri Delta Transit	Provide continued and expanded service between Bay Point (Community of Concern) and central Concord and Martinez. Participation in the Bay Point community Based Transportation Planning exercise, the CC County Low-Income Transportation Plan and the TEACH workshops in Bay Point led to the development of Route 201 and changes to Route 200 to better serve that community.		810,250	42,645	347,105	1,200,000	
12	Preserve Operations in Community of Concern	AC Transit	Maintain existing service on Lines 71, 76, 376, 800. These routes provide basic transportation services to AC Transit riders, 70 percent of whom are low income. All lines serve and/or are predominantly located in Communities of Concern. All lines presently provide service to employment, services, retail, schools, health care and coordination to BART stations. Funding this project would preserve existing headways and service span.		1,999,404	105,232	245,364	2,350,000	
13	C3 Operations	WestCAT	Increase frequency on Route C3, which operates between Hercules Transit Center and Contra Costa College in San Pablo. The Lifeline funding under this grant would allow WestCAT to decrease headways from 60 minutes to 30 minutes. WestCAT estimates the increased service will increase low income ridership 35-40% or approximately 26,000 new low income passenger trips annually.		221,432	11,654	245,363	478,449	
14	City of Concord - Bus Stop Access Improvements	County Connection (CCCTA)	Improve access to five (5) bus stops in the Monument Corridor. Improvements include: reconstructing concrete sidewalks, reconstructing driveways, installing red curb, installing concrete surfaces (pedestrian landings), reconstructing ADA ramps, installing concrete bus pads, installing pedestrian scale light posts, and adding street furniture including shelters and benches to improve the safety and accessibility of existing County Connection bus stops.	255,194				255,194	
15	Replacement and Expansion Vehicles	Tri Delta Transit	Bus (fixed route and dial-a-ride) replacement and expansion vehicles for enhancements to route 200 and 201 serving Antioch, Pittsburg and Martinez.	178,754				178,754	
16	Dial-A-Ride Vehicle Replacements	WestCAT	Replacement of Dial-A-Ride Vehicles	81,113				81,113	
17	Lighting Enhancements at El Cerrito del Norte Station	BART	Pedestrian scale lighting and wayfinding along the Ohlone Greenway and into the El Cerrito del Norte Station to improve safety and security in the station area and to and from the faregates.	1,312,326				1,312,326	
County Bid Target				N/A*	4,193,922	220,733	1,213,794		
Proposed Programming				1,827,387	4,193,922	220,733	1,213,794	7,455,836	
Unprogrammed Balance				N/A*	-	-	-	-	

Cycle 4 Lifeline Transportation Program of Projects (FY 2014-2016)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA (95%) ¹	STA (5% Conting.) ¹	5307/JARC		
Marin County									
18	Novato Transit Facility at Redwood Boulevard and Grant Avenue	GGBHTD/Marin Transit	Redesign and upgrade the bus facility at Redwood Boulevard and Grant Avenue. The improvements reconfigure the two stops into one location to improve pedestrian safety and transit operations by installing new shelters, security lighting, and other bus stop amenities	787,196				787,196	
19	Route 257 Shuttle Service	Marin Transit	This project will support Route 257 shuttle service to connect welfare recipients and other low income individuals to jobs and employment-related services.				222,210	222,210	
20	The Ride to School for Parents Program	San Rafael Schools (via GGBHTD)	Provides scheduled shuttle or van services for parents to access San Pedro Elementary School during the school day, in the evenings and on weekends to attend school-related meetings and special events. Taxi service to address emergencies (such as a picking up a sick child or address a matter around a behavioral concern).		120,605	6,348		126,953	
21	On-Demand Shuttle Project (ODSP)	Marin City Community Service District (via GGBHTD)	ODSP establishes a specialized demand-responsive shuttle service that offers specific trips for Marin City residents to shop, conduct business, and recreate. ODSP trips will be identified by residents and community groups. The Marin City Community Services District will administer the shuttle operations.		144,963	7,630		152,593	
22	Operating Assistance (funding exchange project)	Marin Transit	This project will support Marin County Local Fixed route service operations to help fund existing service expansion plans. (Funding exchange with 2 projects: Novato and Marin County projects)		502,218	26,433		528,651	(5)

County Bid Target	787,196	767,786	40,410	222,210	
Proposed Programming	787,196	767,787	40,410	222,210	1,817,603
Unprogrammed Balance	-	(1)	0	-	(0)

Napa County									
23	Operating Assistance	NCTPA	Continue VINE Transit fixed route service. The operating assistance will address numerous issues listed in the community based transportation plan, specifically improving travel times, connectivity between routes, frequency of buses, and on-time performance.		<u>595,503</u>	31,342	<u>90,657</u>	717,502	<u>(4)</u>
24	Computer-Aided Dispatch (CAD)/Automatic Vehicle Location (AVL) Project	NCTPA	Napa VINE identified the need to implement technological tools to assist in managing their operations and serving their customers through the collection, analysis and dissemination of reliable data on its existing fleet of transit vehicles. Based on this high priority need, Napa VINE will deploy a state-of-the-art Automatic Vehicle Location (AVL) System and Computer-Aided Dispatch (CAD) for fixed route and demand response fleets of vehicles.	299,070				299,070	
25	Tulocay Creek Bridge/Trail Completion	City of Napa	Pave three-quarter mile of Class 1 multi-use trail between new Tulocay Creek bicycle/pedestrian bridge and Riverfront Green Park at Soscol & Third. Project connects low income housing to the south with downtown and transit hub to the north through completion of the Class 1 trail.				120,000	120,000	(4)
26	Pedestrian Safety Enhancement	City of Calistoga	Installation of crosswalk and in-pavement crosswalk lighting with advanced warning flashing beacons on Lincoln Avenue at Brannan Street-Wappo Avenue.				80,000	80,000	(4)

County Bid Target	N/A*	595,503	31,342	290,657	
Proposed Programming	299,070	595,503	31,342	290,657	1,216,572
Unprogrammed Balance	N/A*	-	-	-	-

Cycle 4 Lifeline Transportation Program of Projects (FY 2014-2016)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA (95%) ¹	STA (5% Conting.) ¹	5307/JARC		
San Francisco County									
27	Potrero Hill Pedestrian Safety and Transit Stop Improvements	SFMTA	Improve pedestrian safety, transit access, and a sense of place by defining pedestrian bulbouts with high-impact planting barriers at five intersections in the Potrero Terrace and Annex Public Housing sites (25th at Connecticut and Texas-Dakota; 23rd at Dakota-Missouri and Arkansas, and Missouri at Watchman Way), as recommended through the Potrero Hill Neighborhood Transportation Plan efforts. This space will shorten crossing distances; force traffic to make slower turns; and create space for temporary bus bulbs, seating, and plantings.	See footnote (3)	159,854			159,854	(3)
28	Expanding Late Night Transit Service to Communities in Need	SFMTA	Support emerging recommendations from the Late Night Transportation Study by improving late-night Owl transit service in key communities of concern for three years by: (1) upgrading the 108-Treasure Island Owl frequency; (2) closing gaps in the Owl network through short lines of the 48-Quintara/24th Street (Mission to Dogpatch) and 44-O’Shaughnessy (Bayview to Glen Park); (3) investing in additional service hours, maintenance and supervision in the existing Owl Network to improve performance; and (4) increasing the number of real-time information displays for late-night customers.		3,511,930	193,252	1,062,678	4,767,860	
29	Van Ness Bus Rapid Transit (BRT)	SFMTA	The Van Ness BRT project calls for dedicated bus lanes on Van Ness Avenue from Lombard to Mission streets, mainly used by Muni’s 49 and 47 lines and Golden Gate Transit. All-door boarding, elimination of most left turns, transit signal priority, and traffic signal optimization will help reduce transit travel time on the corridor by as much as 33 percent. Strengthening transit along this two-mile stretch of Van Ness will also positively affect the efficiency of connecting routes. In addition, pedestrian improvements, signal upgrades, new streetlights, new landscaping, and roadway resurfacing will be implemented throughout the corridor to improve safety and aesthetics.	6,189,054				6,189,054	
30	Wayfinding Signage and Pit Stop Initiative	BART	Install wayfinding signage at the 16th/Mission and 24th/Mission Stations, similar to those recently installed in the downtown San Francisco stations. In addition, provide high quality portable toilets and sinks with solar-powered lighting, used needle receptacles, and dog waste stations at the 16th/Mission and Civic Center stations through the San Francisco Public Works’ Pit Stop Initiative. The scope includes one year of service to operate and monitor the facility Tuesday through Friday from 2 pm to 9 pm.	1,220,326				1,220,326	

County Bid Target	N/A*	3,671,784	193,252	1,062,678	
Proposed Programming	7,409,380	3,671,784	193,252	1,062,678	12,337,094
Unprogrammed Balance	N/A*	-	-	-	-

Cycle 4 Lifeline Transportation Program of Projects (FY 2014-2016)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA (95%) ¹	STA (5% Conting.) ¹	5307/JARC		
San Mateo County									
31	San Mateo County Transportation Assistance for Low-Income Residents	San Mateo County Human Services Agency (via SamTrans local agency fund exchange)	Provide bus tokens, bus tickets and bus passes for low income families and individuals participating in Self-Sufficiency and Family Strengthening activities such as: employment seeking, employment workshops, skill based training programs, emergency and health related needs, parenting skills workshops, anger management classes, and family counseling.		350,000			350,000	
32	Operating Support for Fixed Route 17 and SamCoast Service	SamTrans	Continue funding transit operations on the coastside of San Mateo County: (1) Expanded service on Route 17. The existing Lifeline-funded expanded service provides service to Montara, additional peak commute period service, Sunday service, and later evening hours 7 days a week; (2) SamCoast, a general public demand response system on the coastside of San Mateo County centered in Pescadero.		905,326	129,954		1,035,280	
33	Menlo Park Midday Shuttle	City of Menlo Park (via SamTrans)	Operate the Menlo Park Midday Shuttle, which has been providing the Belle Haven community and other neighborhoods with reliable local transit since 1998. The shuttle primarily serves the low income community by providing access to essential destinations not otherwise available.		354,100			354,100	
34	Daly City Bayshore Shuttle	City of Daly City (via SamTrans)	Provide a circulator shuttle service connecting the Bayshore neighborhood in Daly City with transit and important destinations in the western portion of Daly City. The shuttle is free for passengers and operates ten hours per day on weekdays and will operate for six hours per day on weekends.		559,704			559,704	
35	Mobility Management/Transportation Voucher Program	Outreach & Escort, Inc.	Provide mobility management services and transportation vouchers to seniors, veterans & individuals with disabilities to access mobility options offered by third parties including: nonprofit transportation providers, volunteer driver programs, taxis, etc. Vouchers address travel for urgent, basic needs trips. Project targets residents of Communities of Concern and areas with CBTP's.		-			-	(7)
35	Menlo Park Crosstown Shuttle	City of Menlo Park (via SamTrans)	The Menlo Park Crosstown Shuttle is a proposed expansion to the current "Midday Shuttle" (M1-Menlo Midday and M2-Belle Haven routes), which has been providing the Belle Haven community and other neighborhoods with reliable local transit since 1998. The shuttle primarily serves the low-income community by providing all-day access to essential destinations not otherwise available.		300,000			300,000	(7)
36	Expansion of Fixed Route 122	SamTrans	Route 122 provides trips for customers between San Mateo County and the Stonestown Shopping Center. Currently, the service ends before the Center closes, so Center employees cannot ride public transit home after work. JARC funds will be used to expand Route 122 service so that service is available for Center workers to return home after work and provide additional trips for customers. Sam Trans will add approximately 5.4 hours to daily weekday and Saturday service and 1.1 hours for Sunday service.				439,400	439,400	
37	Fixed Route Bus Procurement	SamTrans	Replace the articulated bus fleet, which has reached the end of its useful life. Replacement vehicles will provide reliable bus service to the County's most at-risk populations. The majority of Sam Trans riders are low income and are dependent on public transportation to meet their daily transportation needs. The mean household income of the average SamTrans bus rider is \$36K per year; only 26% of all SamTrans riders own or have access to a car.	1,230,533			275,209	1,505,742	
County Bid Target				N/A*	2,469,130	129,954	714,609		
Proposed Programming				1,230,533	2,469,130	129,954	714,609	4,544,226	
Unprogrammed Balance				N/A*	-	-	-	-	

Cycle 4 Lifeline Transportation Program of Projects (FY 2014-2016)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA (95%) ¹	STA (5% Conting.) ¹	5307/JARC		
Santa Clara County									
38	Vehicle Loan Program - Santa Clara County	Peninsula Family Service (via Santa Clara VTA)	Provide low-interest auto loans to individuals who are unable to access affordably priced consumer loan financing. The loans, coupled with financial education and credit repair assistance, help address transportation barriers so that individuals can pursue efforts at self-sufficiency, including work, education, asset building, and job training.				689,629	689,629	
39	Family Transportation Services	Outreach & Escort, Inc.	Provide a range of no-cost transportation alternatives for Cal Works participants, veterans, older adults and other low-income individuals to assist them in finding and retaining employment. Services include: door-to-door rides to work, training, school and/or support services; support of public transit use; and vehicle repairs. This program offers a menu of subprograms referred to as Guaranteed Ride Program, Jump Start, and Mobility Management.			356,388	-	356,388	(8) (9)
40	Route 22 Overnight Service	Valley Transportation Authority	Continue providing overnight service on Route 22 which serves low-income riders (2017 VTA on-board survey). Overnight service between 1am-4am consists of six trips (3 in each direction) seven days a week. Route 22 is one of VTA's most utilized routes between Palo Alto and Eastridge Transit Center in San Jose. Staff estimates the project would provide at least 40,000 trips to low-income residents annually.					-	(9) ' (11)
41	Route 568	Valley Transportation Authority	This project adds service identified in both the Morgan Hill and Gilroy Community-Based Transportation Plans. It is a new transit route providing all-day bidirectional bus service connecting South County to San Jose. This fixed bus route operates on weekdays, serving limited stops along its path to provide faster, more direct service between Gilroy, Morgan Hill, downtown San Jose, and Diridon Station. In doing so, it serves those south county Equity Priority Communities.		1,000,000			1,000,000	' (11)
42	Mobility Assistance Program	Valley Transportation Authority	This program seeks to provide several reduced cost and no-cost transportation options to all qualified low-income individuals and families in Santa Clara County with an emphasis on CalWORKSs Program participants, older adult workers, and disabled and low income individuals. Programs include door-to-door rides, supporting public transit use with a focus on residents of MTC's designated Communities of Concern.				1,308,909	1,308,909	(8)
43	Senior Transportation & Resources	Outreach & Escort, Inc.	Provide door-to-door transportation and other mobility alternatives that prevent isolation and enable the County's older adults, veterans and persons with disabilities to maintain their necessary schedules and appointments with a sense of independence. A major component of this project is the cooperative working relationships with senior centers that resulted in a successful shared ride program. The demand-response rides offer individual transportation options with enrollment and advance scheduling. The program offers individualized transportation planning, especially for use of public transit.		1,467,065			1,467,065	(10)
44	Together We Ride	Outreach & Escort, Inc.	Provide transportation assistance to homeless individuals and families, veterans, emancipated foster youth, persons with disabilities and other vulnerable populations in the County's Communities of Concern. The program offers demand-response (dial-a-ride) services not available by fixed route public transit; individualized public transit transportation plans; shared rides/carpools; group trips; and mobility management. These services are provided at no-cost to low-income riders every day of the year.		707,753			707,753	(10)
45	Americans with Disability Act Transition Plan	VTA	The goals and objectives of this project are to enhance access to VTA's accessible transportation services by removing barriers that might dissuade persons with disabilities from using fixed route service. VTA will engage with the public to develop a schedule and budget to remove these barriers. More than 300 bus stops, at least five transit centers, two customer service centers, and VTA's administrative offices will be fully accessible.		3,596,543			3,596,543	(10)
46	Replacement Vehicles	VTA	Purchase 60-ft articulated hybrid diesel-electric buses to replace the existing articulated bus fleet. These vehicles will provide mobility to transit dependent riders on VTA's most heavily used routes by expanding the fleet and replacing aging diesel buses with hybrid buses.	4,832,062				4,832,062	
County Bid Target				N/A*	6,771,361	356,388	1,998,538		
Proposed Programming				4,832,062	6,771,361	356,388	1,998,538	13,958,349	
Unprogrammed Balance				N/A*	-	-	-	-	

Cycle 4 Lifeline Transportation Program of Projects (FY 2014-2016)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA (95%) ¹	STA (5% Conting.) ¹	5307/JARC		
Solano County									
47	Solano County Intercity Taxi Scrip Program	Solano Transportation Authority (STA)	For Solano County's ADA paratransit certified, ambulatory residents, the Intercity Taxi Scrip Program provides 24-hour on-call service between cities in Solano County for only 15% of the regular taxi fare. This request would fund the continuation of this successful program and potentially include adding ADA paratransit certified non-ambulatory residents into the program.		190,000	10,000		200,000	(2)
48	Sustaining Route 85	SolTrans	Provide Route 85 service in Vallejo, with non-stop express service between the Vallejo Transit Center, Sereno Transit Center, Kaiser Hospital and Fairgrounds (Six Flags/Marine World), and operating express service along I-80 with stops at Suisun Valley Road at Kaiser Drive, Solano Community College in Fairfield, Fairfield Transportation Center and Solano Mall. Route 85 operates weekdays 5:05a.m. to 1 0:55 p.m. and Saturdays 6:05a.m. to 9:55p.m.		754,477	39,709		794,186	(2)
49	Sustaining Route 1	SolTrans	Provide service on SolTrans Route 1 which operates seven days a week and provides service from North West Vallejo to the Vallejo Transit Center. Major destinations along this route include the Vallejo High School, Raley's Shopping Center, Seafood City and Food-4-Less.		706,977	37,209		744,186	(2)
50	Volunteer Driver Program 60 Years	Faith in Action (via STA)	Provide services to seniors 60 years and over living in Solano County through three volunteer-based programs: (1) Caregiver Respite – 1:1 escort door-through-door or door-to-door for primarily medical appointments; (2) Ride with Pride – curb-to-curb shuttle services to both medical appointments and life enhancement destinations; and (3) Senior Peer Counseling – curb-to-curb for mental health appointments.		71,758	3,777		75,535	(2)
51	East Tabor Ave Sidewalk Gap Closure	City of Fairfield/ Fairfield and Suisun Transit	Funding will be used for the design and construction of a sidewalk on the north side of East Tabor Avenue across the railroad tracks owned by the Union Pacific Railroad, connecting to existing sidewalk on both sides of the tracks, as well as improvements to the intersection of East Tabor Avenue and Railroad Avenue, and East Tabor Avenue and the		152,000	8,000		160,000	(2)
52	Sustaining Route 30 Saturday Service	Fairfield and Suisun Transit	Continue funding Route 30 bus service on Saturdays between Fairfield and the City of Davis, serving Vacaville and Dixon along the route. The route serves UC Davis and key transit centers that connect to local transit routes and regional providers, such as SolTrans.				84,060	84,060	(2)
53	ADA Local Taxi Scrip Program	Fairfield and Suisun Transit	Provide a subsidized taxi fare program for seniors over age 60 and ADA qualified residents of Fairfield and Suisun City. Taxi trips within the City of Fairfield and Suisun City are subsidized by 50% for qualified residents. Subsidized trips support employment, shopping,				300,000	300,000	(2)
54	Sustaining Route 2 (SCC-Vallejo)	SolTrans	Provide continued funding of the Solano Community College/SolTrans Bus Project (SolTrans Route 2), which provides transit bus service to and from the Solano College Vallejo campus for the benefit of low-income, transit dependent students.				560,389	560,389	(2)
55	Sustaining Route 20	Fairfield and Suisun Transit	Fund Route 20, which provides intercity service between Fairfield and Vacaville and serves Solano Town Center, Fairfield Transportation Center, Vacaville Transportation Center, and Vacaville Davis Street Park and Ride lot. 76 percent of Route 20 riders are low-income (income less than \$35,000 a year).				166,660	166,660	(2)
56	Replacement Vehicle	City of Dixon	Replace one cutaway bus to be deployed to all locations of the City of Dixon, including low-income communities within the service area.	8,421				8,421	
57	Replacement Vehicles	SolTrans	Replace three buses that will be deployed on Lifeline routes serving low-income communities within the SolTrans service area. The timely replacement of these buses will ensure comfortable and reliable public transit service to improve the mobility of low-income residents.	890,796				890,796	

County Bid Target	899,217	1,875,212	98,695	1,111,109	
Proposed Programming	899,217	1,875,212	98,695	1,111,109	3,984,233
Unprogrammed Balance	-	-	-	-	-

Cycle 4 Lifeline Transportation Program of Projects (FY 2014-2016)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA (95%) ¹	STA (5% Conting.) ¹	5307/JARC		
Sonoma County									
58	Weekend Service	Petaluma Transit	Project will support continued fixed route bus service on Saturday and Sunday for two years, in order to meet the needs of riders who have employment and other weekend travel needs.		270,360	14,229	76,934	361,523	
59	Lifeline Vehicle Replacement	Santa Rosa CityBus	Project includes partial funding for the replacement of up to ten (10) fixed route buses in the aging Santa Rosa CityBus fleet. Procuring new buses would allow Santa Rosa CityBus to further enhance rider experience not only on Lifeline routes but the system as a whole.	671,975			162,506	834,481	
60	Roseland Lifeline Operations	Santa Rosa CityBus	Project will support continued operations of Lifeline transit routes serving the Roseland community of the City of Santa Rosa and unincorporated Sonoma County. The need for higher levels of transit service in Roseland was identified in the Roseland Community Based Transportation Plan completed in 2007.		800,881	42,152		843,033	
61	CNG Bus Purchase	Sonoma County Transit	Project will assist with the purchase of two compressed natural gas (CNG) transit coaches. The new CNG buses would be deployed on routes primarily serving the Healdsburg, Lower Russian River and Sonoma-Springs CBTP areas. The timely replacement of Sonoma County Transit's CNG buses ensures comfortable and reliable public transit service throughout the fixed-route system.	373,086	300,973	15,841	173,388	863,288	
62	Feeder Bus Service in Healdsburg, Lower Russian River and Sonoma-Springs CBTP Areas	Sonoma County Transit	Project will implement expanded feeder bus service during peak commute times on routes providing service within the Healdsburg, Lower Russian River and Sonoma – Springs CBTP areas. Expanded feeder service on SCT's routes 20, 22, 26, 30, 40, 60, and 62 will be designed to provide connections to SMART's service and provide enhanced peak commute service between various outlying low-income areas and where the majority of jobs and services are located within the cities of Santa Rosa and Petaluma.		938,416	49,390		987,806	
County Bid Target				1,045,061	2,310,630	121,612	412,828		
Proposed Programming				1,045,061	2,310,630	121,612	412,828	3,890,131	
Unprogrammed Balance				-	-	-	-	-	

Cycle 4 Lifeline Transportation Program of Projects (FY 2014-2016)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA (95%) ¹	STA (5% Conting.) ¹	5307/JARC		
Multi-County & Regional Projects									
63	Vehicle Replacements	AC Transit	Replacement vehicles to be used District-wide. Newer fleet will ensure improved AC Transit Bus Service in Communities of Concern. This strategy meets the criteria of increased reliability of AC Transit service as discussed in multiple CBTPs.	3,299,828				3,299,828	
64	Regional Means-Based Fare Project	MTC	Potential development and implementation of a regional means-based transit fare program. In Lifeline Cycle 3, MTC set aside \$300,000 for Phase 1 of this project to develop the regional concept, including identifying who would be eligible, costs, funding, relationship to other discounts, and other policy elements. Depending on the results of the Phase 1 study, funds from this set-aside may be used for Phase 2 implementation activities. If the set-aside is not needed for Phase 2 of the Means-Based project, it would be used for other Lifeline projects.		665,000	35,000		700,000	
63	East Bay Bus Rapid Transit (BRT) Vehicles, Design & Construction	AC Transit	Procure (27) 60' Diesel Electric Hybrid for BRT Service, Design and Construct the East Bay BRT Project	1,000,000				1,000,000	
Multi-County & Regional Target				N/A*	665,000	35,000	-		
Proposed Programming				4,299,828	665,000	35,000	-	4,999,828	
Unprogrammed Balance				N/A*	-	-	-	-	
Regional Grand Totals									
Lifeline Program Revenue Sources				24,827,359	29,952,522	1,576,448	8,977,695	65,334,024	
Total Proposed Programming				24,827,359	29,952,523	1,576,448	8,977,695	65,334,025	
Unprogrammed Balance				-	(1)	0	-	(0)	

* In most cases, Proposition 1B Transit funds are allocated directly to transit operators by MTC. Upon concurrence from the applicable CMA, transit operators may program funds to any capital project that is consistent with the Lifeline Transportation Program and goals, and is eligible for the Proposition 1B funds. In Marin, Solano and Sonoma Counties, the CMA programs the Proposition 1B funds to transit operator projects.

Notes

(1) Because the STA amounts are continually changing, only 95 percent of each county's STA amount will be available to be claimed by project sponsors until further notice. The County Lifeline Program Administrators programmed 95 percent of their county's STA amount, and then developed a contingency plan for the remaining five percent should it be available.

(2) Solano County projects are pending STA Board approval on April 15, 2015

(3) On 4/22/15, the Potrero Hill Pedestrian Safety and Transit Stop Improvements was recommended to receive \$216,000 in Lifeline Cycle 2 Proposition 1B funds (see MTC Res. 3880, Revised and 3881, Revised). The \$216,000 in Lifeline Cycle 2 (FY2009-10) Prop 1B funds were advanced to the Proposition 1B Urban Core category by the Proposition 1B Lifeline category in 2011 and are now being repaid to the Lifeline category. SFCTA programmed the \$216,000 as part of their Cycle 4 programming effort, which is why the project is listed in both this resolution and in the Lifeline Cycle 2 resolution (MTC Res. 3881).

(4) On 7/22/15, the NCTPA Operating Assistance project STA amount was increased by \$200,00 (from 395,503 to 595,503) and the 5307/JARC amount was reduced by \$200,000 (from 290,657 to 90,657). The \$200,000 in 5307/JARC funds remaining were then assigned to the City of Napa Tulocay Creek Bridge/Trail project (\$120,000) and the City of Calistoga Pedestrian Safety Enhancement project (\$80,000). The Napa County Lifeline Program Administrator had originally programmed \$200,000 in STA funds to the City of Napa and City of Calistoga bike/ped projects, but the projects were found to be ineligible for STA funds, so are instead being programmed Section 5307 funds.

(5) The Marin County Lifeline Program Administrator (Transportation Authority of Marin (TAM)) had originally programmed \$318,000 in STA funds to the City of Novato Pedestrian Access to Transit Crosswalk Improvements project and \$210,650 to the Lower Marin County Drainage for Access Improvements Study, but these projects were found to be ineligible for STA funds. As a result, TAM pursued and approved a funding swap with Marin Transit. Marin Transit will receive \$528, 650 in STA funds for transit operations and in

(6) On 5/24/2017, \$1,000,000 in Proposition 1B funding was transferred from AC Transit's Vehicle Replacement project (from project cost savings) to a newly added project to Cycle 4: AC Transit's East Bay Bus Rapid Transit (BRT) Vehicles, Design & Construction project. The EBBRT project is currently an existing Cycle 3 project and the Cycle 4 funds add additional funds to the previously committed funding from Cycle 3.

(7) On 12/19/18, \$300,000 in STA funds were reprogrammed from the Outreach and Escort: Mobility Management/Transportation Voucher Program to the newly added Menlo Park Crosstown Shuttle (also a Lifeline Cycle 5 project).

(8) On 12/19/18, \$1,308,909 in FTA 5307 funds were reprogrammed from the Outreach and Escort: Family Transportation Services program to the newly added Mobility Assistance Program (also a Lifeline Cycle 5 project).

(9) On 6/24/20, \$1,000,000 in STA funds were reprogrammed from the Outreach and Escort: Family Transportation Services program to the newly added VTA Route 22 Overnight Service project.

(10) On 6/24/20, \$2,132,935 in STA funds were reprogrammed from Outreach and Escort's, Senior Transportation & Resources project to VTA's American with Disabilities Act Transition Plan program. Additionally, \$1,463,608 in STA funds were reprogrammed from Outreach and Escort's, Together We Ride project to VTA's Americans with Disabilities Act Transition Plan program.

(11) On 3/23/22, \$1,000,000 in STA funds were reprogrammed from VTA's Route 22 Overnight Service project to the newly added VTA Route 568 project.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-0412 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 2/9/2022 **In control:** Programming and Allocations Committee

On agenda: 3/9/2022 **Final action:**

Title: MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letters of No Prejudice to the San Mateo County Transportation Authority for the Highway 101/State Route 92 Interchange Project.

Sponsors:

Indexes:

Code sections:

Attachments: [11f - 22-0412 - MTC Reso-4412 - RM3 LONP to San Mateo County Transit.pdf](#)
[2e - 22-0412 - Reso 4412 - RM3 LONP to San Mateo County Transit.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letters of No Prejudice to the San Mateo County Transportation Authority for the Highway 101/State Route 92 Interchange Project.

Presenter:

Kenneth Kao

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee****March 9, 2022****Agenda Item 2e - 22-0412****MTC Resolution No. 4412, Revised**

Subject:

Regional Measure 3 (RM3) Letters of No Prejudice to the San Mateo County Transportation Authority for the Highway 101/State Route 92 Interchange Project.

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

Bay Area voters approved Regional Measure 3 (RM3) on June 5, 2018, and on December 19, 2018, the Bay Area Toll Authority (BATA) adopted a toll schedule phasing in the resulting toll increase. The first and second dollars of the toll increase were implemented on January 1, 2019 and January 1, 2022, respectively. RM3 is under litigation and collected RM3 revenue is being held in an escrow account. No allocations of RM3 funds are anticipated until and unless litigation is resolved in favor of RM3. In December 2019, MTC approved a Letter of No Prejudice (LONP) process as part of the overall RM3 Policies and Procedures to allow project sponsors to move projects forward with alternate funds, at-risk, while maintaining RM3 eligibility if and when RM3 funds are available.

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

Highway 101/State Route 92 Interchange Project

The San Mateo County Transportation Authority (SMCTA) submitted RM3 LONP requests for about \$2 million for the environmental and right of way phases of the Highway 101/State Route 92 Interchange Project, RM3 project 18. The project aims to reduce congestion and associated travel delays, and eliminate/minimize congestion spillover onto local streets. SMCTA proposes to segment the project into two subprojects.

Subproject 18.1: Highway 101/State Route 92 Interchange Area Improvements Project. SMCTA submitted an RM3 LONP request for \$25,000 for the right of way phase of the 101/92

Interchange Area Improvements project. The project includes four elements that will improve the operations and reduce congestion in and around the Interchange, including ramp improvements and intersection modifications. The project completed the environmental phase in September 2021. The right of way phase is expected to last 18 months starting in April 2022.

Subproject 18.2: Highway 101/State Route 92 Interchange Direct Connector Project. SMCTA submitted an RM3 LONP request for \$2 million for the environmental phase of the 101/92 Interchange Direct Connector project. The project aims to implement long-term direct connection improvements within the 101/92 Interchange to facilitate movement between SR 92 and the 101 Express Lanes. The proposed managed lane direct connectors will encourage carpooling, promote transit access, and reduce demand on the existing interchange ramp connections. The environmental phase is expected to last about two years starting in early 2022.

LONP Funding Source

The RM3 Policies and Procedures require that the project sponsor provide a non-RM3 source of funding to cover the portion that would be covered by RM3 funds, and that a plan be provided in case the RM3 funds never become available. In lieu of RM3 funds at this time, SMCTA will use its local option sales tax (Measures A and W) to complete the environmental and right of way phases of the two subprojects within the Highway 101/State Route 92 Interchange project. SMCTA understands the risk that RM3 funds may never become available.

Staff has reviewed the Initial Project Reports and LONP requests and recommend issuing the LONPs. Issuing the LONPs will preserve the eligibility of activities related to the above-mentioned projects in San Mateo County occurring after the issuance of the LONP, for future RM3 allocation and reimbursement if RM3 legislation is resolved favorably.

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

Issues:

While SMCTA is the lead sponsor and implementing agency, the RM3 enabling legislation lists both SMCTA and the City/County Association of Governments of San Mateo County (C/CAG)

as project sponsors. As such, both agencies must approve LONP requests. SMCTA approved the LONP requests in January 2022, while C/CAG's LONP requests will be considered in March 2022. MTC staff proposes the LONPs be contingent upon C/CAG's approval of the LONP requests.

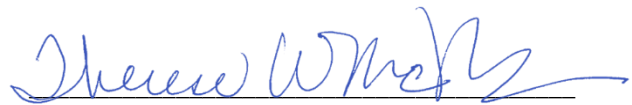
If the RM3 litigation is not resolved favorably, funds may never become available to reimburse SMCTA. SMCTA has acknowledged this risk in their agency resolution and MOU.

Recommendation:

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

Attachments:

- MTC Resolution No. 4412, Revised



Therese W. McMillan

Date: March 25, 2020
Referred by: PAC
Revised: 05/27/20-C 07/22/20-C
10/28/20-C 12/16/20-C
02/24/21-C 04/28/21-C
06/23/21-C 07/28/21-C
09/22/21-C 01/26/22-C
02/23/22-C 03/23/22-C

ABSTRACT

MTC Resolution No. 4412, Revised

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

This resolution includes the following attachments:

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

Attachment L – US-101 Marin-Sonoma Narrows Project (Transportation Authority of Marin) LONP Summary

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

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

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

Attachment P – I-680 Southbound Express Lane (ACTC) LONP Summary

Attachment Q – Next Generation Clipper Regional Fare Payment System Integrator (MTC) LONP Summary

Attachment R – Highway 101/State Route 92 Interchange Area Improvement Project (San Mateo County Transportation Authority) LONP Summary

Attachment S – Highway 101/State Route 92 Interchange Direct Connector Project (San Mateo County Transportation Authority) LONP Summary

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

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

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

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

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

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

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

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

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

This resolution was revised by Commission Action on January 26, 2022 to amend Attachment D, LONP Summary for the I-80/680/SR-12 Interchange Project in Solano County.

This resolution was revised by Commission Action on February 23, 2022 to add Attachment Q, LONP Summary for the Next Generation Clipper Fare Payment System Integrator.

This resolution was revised by Commission Action on March 23, 2022 to add Attachment R, LONP Summary for the Highway 101/State Route 92 Interchange Area Improvement Project, and Attachment S, LONP Summary for the Highway 101/State Route 92 Interchange Direct Connector Project.

Additional discussion of this allocation is contained in the Programming and Allocations Committee Summary sheets dated March 11, 2020, May 13, 2020, July 10, 2020, October 14, 2020, December 9, 2020, February 10, 2021, April 14, 2021, June 9, 2021, July 14, 2021, September 8, 2021, January 12, 2022, February 9, 2022, and March 9, 2022.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4412

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

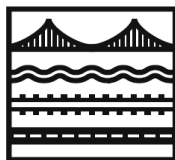
RESOLVED, that a certified copy of this resolution and applicable attachments shall be forwarded to the project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

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

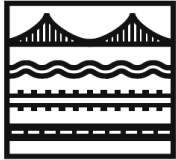


Regional Measure 3

Letter of No Prejudice Project Summary

Project Information

RM3 Project Number	18.1	
Project Title	Highway 101/State Route 92 Interchange: Area Improvements Project	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
San Mateo County Transportation Authority (SMCTA)	City/County Assoc. Governments of SM Co.	SMCTA
Legislated Project Description		RM3 Legislated Funding (in \$1,000s)
Fund improvements to the interchange of Highway 101 and State Route 92 in the County of San Mateo. The project is jointly sponsored by the City/County Association of Governments of San Mateo County and the San Mateo County Transportation Authority. Fifty million dollars (\$50,000,000).		\$50,000
Sponsor Programming and LONP Request Action		
SMCTA approved Resolution No. 2022-4 on 1/6/2022, approving a \$25,000 RM3 LONP request.		
Detailed Project Description		
The San Mateo County Transportation Authority (SMCTA) in partnership with the cities of Foster City and San Mateo and the City/County Association of Governments of San Mateo County (C/CAG), and in cooperation with Caltrans, propose to provide improvements at the US 101 and State Route (SR) 92 interchange and its vicinity. The US 101 / SR 92 Interchange Area Improvements Project (Project) considers four build improvements within the project limits that can either be implemented independently or together.		
LONP Phase	LONP Amount (in \$1,000s)	LONP Approval Date
ROW	\$25	23-Mar-22
Scope - Activities eligible for future allocation and reimbursement if RM3 funds become available		
The LONP preserves future RM3 eligibility for costs related to the right of way phase of the 101/92 Interchange Area Improvements project incurred after the LONP approval date.		
Conditions - In addition to the successful outcome of RM3 litigation, eligibility for future allocation and reimbursement is conditioned upon the following:		
1	The allocation is contingent upon San Mateo City/County Association of Governments approving an LONP authorizing request for the project.	



Regional Measure 3

Letter of No Prejudice Project Summary

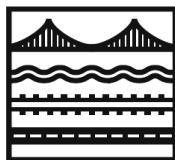
Project Funding Plan and Schedule

RM3 Project Number	18.1
Project Title	Highway 101/State Route 92 Interchange: Area Improvements Project
RM3 Replacement Funding Source	Measure W, SMCTA's Local Option Sales Tax

Project Funding Plan

Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV	STIP	Yes	\$ 2,411	Jan-19	Dec-21
	ENV Subtotal		\$ 2,411		
PSE	STIP	Yes	\$ 3,200	Mar-22	Jul-23
	Measure W	Yes	\$ 750		
	PSE Subtotal		\$ 3,950		
ROW	Measure W (RM3 Replacement)	Yes	\$ 25	Mar-22	Jul-23
	Measure W	Yes	\$ 200		
	ROW Subtotal		\$ 225		
CON	RM3	No	\$ 26,875	Aug-23	Mar-24
	STIP	Yes	\$ 1,600		
	Measure W	Yes	\$ 4,125		
	CON Subtotal		\$ 32,600		
Capital Funding Total			\$ 39,186		

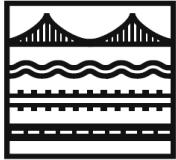


Regional Measure 3

Letter of No Prejudice Project Summary

Project Information

RM3 Project Number		18.2
Project Title		Highway 101/State Route 92 Interchange: Direct Connector Project
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
San Mateo County Transportation Authority (SMCTA)	City/County Assoc. Governments of SM Co.	SMCTA
Legislated Project Description		RM3 Legislated Funding (in \$1,000s)
Fund improvements to the interchange of Highway 101 and State Route 92 in the County of San Mateo. The project is jointly sponsored by the City/County Association of Governments of San Mateo County and the San Mateo County Transportation Authority. Fifty million dollars (\$50,000,000).		\$50,000
Sponsor Programming and LONP Request Action		
SMCTA approved Resolution No. 2022-4 on 1/6/2022, approving a \$2,000,000 RM3 LONP request.		
Detailed Project Description		
The San Mateo County Transportation Authority (SMCTA) is the lead agency in submitting this LONP Request. SMCTA in partnership with the Cities of Foster City and San Mateo and the City/County Association of Governments (C/CAG), and in cooperation with California Department of Transportation (Caltrans), propose to provide direct connector ramps at the US 101 and SR 92 Interchange. The project aims to implement long-term direct connection improvements within the 101/92 Interchange to facilitate movement between SR 92 and the 101 Express Lanes. The proposed managed lane direct connectors will encourage carpooling, promote transit access, and reduce demand on the existing interchange ramp connections.		
LONP Phase	LONP Amount (in \$1,000s)	LONP Approval Date
ENV	\$2,000	23-Mar-22
Scope - Activities eligible for future allocation and reimbursement if RM3 funds become available		
The LONP preserves future RM3 eligibility for costs related to the environmental phase of the 101/92 Interchange Direct Connector project incurred after the LONP approval date.		
Conditions - In addition to the successful outcome of RM3 litigation, eligibility for future allocation and reimbursement is conditioned upon the following:		
1	The allocation is contingent upon San Mateo City/County Association of Governments approving an LONP authorizing request for the project.	



Regional Measure 3

Letter of No Prejudice Project Summary

Project Funding Plan and Schedule

RM3 Project Number	18.2
Project Title	Highway 101/State Route 92 Interchange: Direct Connector Project
RM3 Replacement Funding Source	Measures A and W, SMCTA's Local Option Sales Taxes

Project Funding Plan

Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV	Measures A/W (RM3 Replacement)	Yes	\$ 2,000	Mar-22	Jan-24
	Measures A/W	Yes	\$ 10,200		
	ENV Subtotal		\$ 12,200		
PSE	RM3	No	\$ 2,000	Feb-24	Feb-26
	TBD	No	\$ 10,200		
	PSE Subtotal		\$ 12,200		
ROW	RM3	No	\$ 500	Feb-24	Feb-26
	TBD	No	\$ 3,300		
	ROW Subtotal		\$ 3,800		
CON	RM3	No	\$ 18,600	Apr-26	Feb-28
	TBD	No	\$ 146,300		
	CON Subtotal		\$ 164,900		
Capital Funding Total			\$ 193,100		



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-0402 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 2/8/2022 **In control:** Programming and Allocations Committee
On agenda: 3/9/2022 **Final action:**
Title: MTC Resolution No. 4508. Regional Early Action Planning Grants (REAP 2.0) Advance Allocation Request.

Adoption of Resolution No. 4508, authorizing MTC to submit an advance allocation request to California Housing and Community Development for REAP 2.0 formula funds.

Sponsors:

Indexes:

Code sections:

Attachments: [11g - 22-0402 - MTC Reso-4508 - REAP 2.0.pdf](#)
[4b - 22-0402 - Reso 4508 - REAP 2.0.pdf](#)

Date	Ver.	Action By	Action	Result
3/9/2022	1	Programming and Allocations Committee		

Subject:

MTC Resolution No. 4508. Regional Early Action Planning Grants (REAP 2.0) Advance Allocation Request.

Adoption of Resolution No. 4508, authorizing MTC to submit an advance allocation request to California Housing and Community Development for REAP 2.0 formula funds.

Presenter:

Alix Bockelman

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee****March 9, 2022****Agenda Item 4b - 22-0402****MTC Resolution No. 4508**

Subject:

Regional Early Action Planning Grants (REAP 2.0) Advance Allocation Request. Adoption of Resolution No. 4508, authorizing MTC to submit an advance allocation request to California Housing and Community Development for REAP 2.0 formula funds.

Background:

The State's REAP 2.0 program is a one-time investment of state and federal funds to advance implementation of adopted regional plans by funding transformative planning and implementation activities to accelerate infill housing and reductions in per capita vehicle miles traveled. The program is administered by California Department of Housing and Community Development (HCD), in collaboration with California Office of Planning and Research (OPR), Strategic Growth Council (SGC), and California Air Resources Board (CARB).

MTC is anticipated to receive approximately \$103 million in REAP 2.0 formula funds for eligible projects and subgrantees throughout the region. Last month, staff presented an overall framework, principles, and proposed focus areas for these funds to the Committee.

Recommended focus areas and proposed shares include growth framework implementation (55%), community choice projects and programs (10%), Blue Ribbon priority initiatives (30%), and program administration (5%).

Based on lessons learned with REAP 1.0, staff found it helpful to direct a portion of the initial resources to establishing program procedures for smooth and expedient funding distribution and administration. MTC is now eligible to request an allocation of up to 10% of our anticipated formula share for this purpose. According to HCD, the eligible uses for the 10% portion of the REAP 2.0 program include:

- Administration (up to 5%);
- Program development and initial priority setting; and
- Education and outreach, including targeted outreach to historically underserved communities, inter- and intra-regional engagement, and coordination with Tribal entities.

This month, staff seeks authorization to request up to 10%, or approximately \$10 million, to develop and further refine the proposed framework for REAP 2.0 funds, including priority setting and outreach, as well as resources for fund and program administration.

Next Steps

Following release of final REAP 2.0 guidelines from the state, as well as input from the Joint MTC Planning and ABAG Administration Committee this spring, staff will return to the Committee with a full proposal for the remaining REAP 2.0 funding.

Issues:

None.

Recommendation:

Refer MTC Resolution No. 4508 to the Commission for approval and authorize the Executive Director or designee to submit an advanced allocation request to HCD.

Attachments:

MTC Resolution No. 4508



Therese W. McMillan

Date: March 23, 2022
W.I.: 1511
Referred by: PAC

ABSTRACT

Resolution No. 4508

Authorization to request an advance allocation of up to 10% of the amount available to MTC, not to exceed \$10,284,210, through the Regional Early Action Planning grants program (REAP 2.0). The advance allocation will be used to develop and accelerate the implementation of the requirements of the program, including regional engagement in the development of the full application, an education and outreach strategy, and program administration.

This authorizing resolution is required by the Department of Housing and Community Development as part of the advance allocation request.

Further discussion of the REAP 2.0 advance allocation request is contained in the memorandum to the Programming and Allocations Committee dated March 9, 2022.

Date: March 23, 2022
W.I.: 1511
Referred by: PAC

RE: Regional Early Action Planning Grants Program (REAP 2.0)

METROPOLITAN TRANSPORTATION COMMISSION

MTC RESOLUTION NO. 4508

WHEREAS, the State of California Department of Housing and Community Development (Department) is authorized to provide up to \$510,000,000 to Metropolitan Planning Organizations and Councils of Government listed in Health and Safety Code Section 50515.08, subdivisions (a)(1)-(6) under the Regional Early Action Planning grants program (REAP 2.0), as detailed in Health and Safety Code Section 50515.08-10; and

WHEREAS, the Department issued a Notice and Request for Advance Allocation on January 3, 2022 for REAP 2.0 grants available to Metropolitan Planning Organizations and Councils of Government; and

WHEREAS, MTC is a Metropolitan Planning Organization or Council of Government eligible to submit a Request for Advance Allocation pursuant to Health and Safety Code Section 50515.08(c)(3) to develop and accelerate the implementation of the requirements described in Health and Safety Code section 50515.08(c)(1) including, but not limited to, regional engagement in the development of the full application and of an education and outreach strategy; and

WHEREAS, the Department shall approve the advance allocation request, subject to the terms and conditions of Eligibility, Guidelines, Notice of Funding Availabilities, Program requirements, and the Standard Agreement by and between the Department and REAP 2.0 Grant Recipients.

NOW THEREFORE BE IT RESOLVED THAT, MTC is hereby authorized and directed to request an advance allocation not to exceed 10% of the amount allocated pursuant to Health and Safety Code section 50515.07(a) consistent with the methodology described in 50515.09(a).

1. The Executive Director or designee is authorized to execute the Advance Allocation Request, on behalf of the MTC as required by the Department for receipt of REAP 2.0 funds.
2. When MTC receives an advance allocation of REAP 2.0 funds from the Department pursuant to the above referenced Advanced Allocation Request, it represents and certifies that it will use all such funds only for eligible activities as set forth in Health and Safety Code section 50515.08(c)(1), as approved by the Department and in accordance with all REAP 2.0 requirements, guidelines, all applicable state and federal statutes, rules, regulations, and the Standard Agreement executed by and between the MTC and the Department.
3. The Executive Director or designee is authorized to enter into, execute, and deliver a State of California Standard Agreement for the advanced amount, and any and all other documents required or deemed necessary or appropriate to evidence and secure the REAP 2.0 Advance Allocation, MTC's obligations related thereto and all amendments the Department deems necessary and in accordance with REAP 2.0.

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 March 23, 2022.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-0273 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 1/26/2022 **In control:** Programming and Allocations Committee
On agenda: 3/9/2022 **Final action:**
Title: MTC Resolution No. 4512. Short Range Transit Plan (SRTTP): Bay Area Transit Recovery Scenario Planning

Guidelines for a revised approach to Short Range Transit Plans, and funding allocations to support this work for FY 2022-23.

Sponsors:

Indexes:

Code sections:

Attachments: [11h - 22-0273 - MTC Reso-4512 - Short Range Transit Plan.pdf](#)
[11h - 22-0273 - Presentation - Attachment 2.pdf](#)
[5a - 22-0273 - Reso 4512 - Short Range Transit Plan.pdf](#)
[5a - 22-0273 - Attachment 2 - Presentation.pdf](#)

Date	Ver.	Action By	Action	Result
3/9/2022	1	Programming and Allocations Committee		

Subject:

MTC Resolution No. 4512. Short Range Transit Plan (SRTTP): Bay Area Transit Recovery Scenario Planning

Guidelines for a revised approach to Short Range Transit Plans, and funding allocations to support this work for FY 2022-23.

Presenter:

Terence Lee

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

March 9, 2022

Agenda Item 5a - 22-0273

MTC Resolution No. 4512**Short Range Transit Plan: Bay Area Transit Recovery Scenario Planning**

Subject:

Guidelines for a revised approach to Short Range Transit Plans, and funding allocations to support this work for FY2022-23.

Background:

MTC provides Federal Transit Administration (FTA) Section 5303 funding to transit operators to support the development of SRTPs. These plans assist agencies with operations and capital planning in the interest of meeting federal planning requirements related to the Regional Transportation Plan/Plan Bay Area 2050 (RTP) and the Transportation Improvement Program (TIP).

The amounts recommended for each agency are listed below. Operators may elect to coordinate and submit a combined SRTP, in which case the funding for which each participating operator is eligible will be pooled.

Reimagined Approach:

The COVID-19 pandemic has significantly impacted transit operations, ridership, and revenues. The decrease in ridership, changes in travel patterns and uncertainties in farebox revenues have created enormous planning and operational challenges for Bay Area transit operators. While federal relief funds provided a significant stop gap, it is anticipated that these funds will be exhausted within the next two fiscal years for many transit operators. In light of the current crisis, the SRTP is being reimagined and restructured for FY 2022-23 to help plan for and navigate through the continued uncertainties.

The revised approach narrows the scope of the SRTPs from a ten-year to a five-year planning horizon with a focus on financial and service planning. In another departure from past practice, all transit operators will be required to prepare an SRTP in this cycle to facilitate a regional understanding of transit priorities and plans over the next five years. This revised approach will also include scenario planning, which asks operators to consider how service plans might be adapted under different revenue scenarios. This reduction in the scale of the deliverables is intended to facilitate the development of a more narrowly focused SRTP for this planning cycle on a much shorter timeline than has been required for traditional SRTPs.

Funding:

\$640,000 of FTA 5303 funds have been budgeted to support SRTPs, with the seven largest operators receiving \$40,000 each, and small and medium-sized operators receiving \$20,000 each. These funds have a local match requirement of 11.47%. Operators may elect to coordinate and submit a combined SRTP, in which case the total amount of FTA 5303 funds for which operators are eligible would be pooled for the group of operators. Submissions from combined SRTPs must still include data responses and narratives for each participating operator.

Issues:

None identified.

Recommendations:

Refer MTC Resolution No. 4512 to the Commission for approval and authorize staff to enter into funding agreements with operators based on funding levels detailed in Attachment 2.

Attachments:

MTC Resolution No. 4512

Attachment 1: Proposed Short-Range Transit Plan Funding by Operator

Attachment 2: Presentation Slides



Therese W. McMillan

Proposed FY 2022-23 Short Range Transit Plan (SRTP) Funding			
Operator	FTA 5303 Funds ¹	Local Match	Total Contract Amount
AC Transit (Alameda-Contra Costa Transit District)	\$40,000	\$4,588.00	\$44,588.00
ACE (Altamont Corridor Express)	\$20,000	\$2,294.00	\$22,294.00
BART (Bay Area Rapid Transit District)	\$40,000	\$4,588.00	\$44,588.00
Caltrain (Peninsula Corridor Joint Powers Board)	\$40,000	\$4,588.00	\$44,588.00
City of Dixon Redit-Ride	\$20,000	\$2,294.00	\$22,294.00
County Connection (Central Contra Costa Transit Authority)	\$20,000	\$2,294.00	\$22,294.00
FAST (Fairfield and Suisun Transit)	\$20,000	\$2,294.00	\$22,294.00
Golden Gate Transit (Golden Gate Bridge, Highway and Transportation District)	\$40,000	\$4,588.00	\$44,588.00
LAVTA (Livermore-Amador Valley Transit Authority / Wheels)	\$20,000	\$2,294.00	\$22,294.00
Marin Transit (Marin County Transit District)	\$20,000	\$2,294.00	\$22,294.00
Petaluma Transit	\$20,000	\$2,294.00	\$22,294.00
Rio Vista Delta Breeze	\$20,000	\$2,294.00	\$22,294.00
SamTrans (San Mateo County Transit District)	\$40,000	\$4,588.00	\$44,588.00
San Francisco Bay Ferry (WETA/Water Emergency Transportation Authority)	\$20,000	\$2,294.00	\$22,294.00
Santa Rosa CityBus	\$20,000	\$2,294.00	\$22,294.00
SFMTA (San Francisco Municipal Transportation Agency)	\$40,000	\$4,588.00	\$44,588.00
SMART (Sonoma Marin Area Rail Transit)	\$20,000	\$2,294.00	\$22,294.00
SolTrans (Solano County Transit)	\$20,000	\$2,294.00	\$22,294.00
Sonoma County Transit	\$20,000	\$2,294.00	\$22,294.00
Tri Delta (Eastern Contra Costa Transit Authority)	\$20,000	\$2,294.00	\$22,294.00
Union City Transit	\$20,000	\$2,294.00	\$22,294.00
Vacaville City Coach	\$20,000	\$2,294.00	\$22,294.00
VINE (Napa Valley Transportation Authority)	\$20,000	\$2,294.00	\$22,294.00
VTA (Santa Clara Valley Transportation Authority)	\$40,000	\$4,588.00	\$44,588.00
WestCAT (Western Contra Costa Transit Authority)	\$20,000	\$2,294.00	\$22,294.00
Total Funding Provided by MTC	\$640,000		

1. Operators may elect to coordinate and submit a combined SRTP, in which case the total amount of FTA 5303 funds for which operators are eligible would be pooled for the group of operators. Submissions from combined SRTPs must still include data responses and narratives for each participating operator.

Date: March 23, 2022
W.I.: 1517
Referred by: PAC

ABSTRACT

MTC Resolution No. 4512

This resolution adopts the Short-Range Transit Plan Guidelines for FY 2022-23.

Further discussion of these actions is contained in the Programming and Allocations Committee summary sheet dated March 9, 2022.

Date: March 23, 2022
W.I.: 1517
Referred by: PAC

RE: Short Range Transit Plan Guidelines

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4512

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the San Francisco Bay Area, charged with carrying out the metropolitan transportation planning and fund programming processes required to maintain the region's eligibility for federal funds for transportation planning, capital improvements, and operations; and

WHEREAS, the federal Infrastructure Investment and Jobs Act (IIJA) requires MPOs to work cooperatively with the state and public transit operators to develop regional transportation plans and Transportation Improvement Programs (TIP) for urbanized areas of the state; and

WHEREAS, MTC has developed, in cooperation with the State, and with public transit operators in the region, a work program for carrying out continuing, comprehensive, and cooperative transportation planning; and

WHEREAS, an Overall Work Program (OWP) for planning activities in the Bay Area is annually prepared by MTC, the Association of Bay Area Governments, and the California Department of Transportation; and

WHEREAS, the OWP describes MTC's annual unified work program to achieve the goals and objectives of the Regional Transportation Plan (RTP), also known as Plan Bay Area 2050; and

WHEREAS, in accordance with the goals and objectives of the RTP, MTC's Transportation Improvement Program (TIP) includes funds programmed for projects sponsored by public transit operators in the MTC region; and

WHEREAS, MTC, in cooperation with the FTA Region IX office requires that public transit operators in the MTC region which are FTA grantees prepare and regularly update a Short Range Transit Plan (SRTP) as input to regional transportation planning programming activities; and

WHEREAS, MTC enters into a funding agreement with each public transit operator required to prepare and update an SRTP; and

WHEREAS, MTC desires to promulgate detailed SRTP guidelines that more precisely explain the scope of work included in the SRTP funding agreement, are supportive of the recovery of public transit agencies from the COVID-19 pandemic, and which are in accord with and the planning, fund programming and policy requirements of the TIP and the RTP; now, therefore, be it

RESOLVED, that MTC does hereby adopt the “Short Range Transit Plan Guidelines,” attached hereto as Attachment A to this Resolution and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was adopted by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations, on March 23, 2022.

Date: March 23, 2022
W.I.: 1517
Referred by: PAC

Attachment A
Resolution No. 4512
Page 1 of 4

Short Range Transit Plan (SRTP): Bay Area Transit Recovery Scenario Planning Guidelines

1. BASIS OF THE SRTP REQUIREMENT

Federal statutes require that the Metropolitan Transportation Commission (MTC), in partnership with the state and with local agencies, develop and periodically update a long-range Regional Transportation Plan (RTP), and a Transportation Improvement Program (TIP) which implements the RTP by programming federal funds to transportation projects contained in the RTP. To effectively execute these planning and fund programming responsibilities, MTC, in cooperation with Region IX of the Federal Transit Administration (FTA), requires each transit operator receiving federal funding through the TIP (federal grantees within the MTC region) to prepare, adopt, and submit an SRTP to MTC. Transit operators are required by MTC to prepare an SRTP every four years in order to remain eligible to receive federal funding.

2. REIMAGINED APPROACH

The COVID-19 pandemic has significantly impacted transit operations, ridership, and revenues. The decrease in ridership, changes in travel patterns and uncertainties in farebox revenues have created enormous planning and operational challenges for Bay Area transit operators. While federal relief funds provided a significant stop gap, it is anticipated that these funds will be exhausted within the next two fiscal years for most transit operators. In light of the current crisis, the SRTP is being reimagined and restructured for FY 2022-23 to help plan for and navigate through the continued uncertainties.

The revised approach narrows the scope to a five-year planning horizon with a focus on financial and service planning. In another departure from past practice, all transit operators will be required to prepare an SRTP in this cycle to facilitate a regional understanding of transit priorities and plans over the next five years. This revised approach will also include scenario planning, which asks operators to consider how service plans might be adapted under different revenue scenarios. This reduction in the scale of the deliverables is intended to facilitate the development of a more narrowly focused SRTP for this planning cycle on a much shorter timeline than has been required for traditional SRTPs.

3. SRTP PURPOSE

- A. To serve as a management and policy document for the transit operator, as well as a means of providing FTA and MTC with information necessary to meet regional fund programming and planning requirements.

- B. To understand the status and outlook of transit service in the Bay Area, both by operator and regionally
- C. To understand the impacts of varying levels of funding on transit service
- D. To develop actionable information to support funding advocacy, including the ability to articulate service benefits and tradeoffs at different funding levels

4. SCENARIO PLANNING

Core to this revised SRTP approach is developing an understanding of how service plans might be adapted under different revenue constraints. Accordingly, this SRTP asks operators to consider and make projections of service levels under three scenarios:

1. **Robust Recovery:** There is adequate funding to return overall revenue to 100% of pre-pandemic levels, with escalation. This would not assume proportionate recovery across all revenue sources.
2. **Revenue Recovery, with Fewer Riders:** Federal relief funds are eventually exhausted, although other funds recover to pre-pandemic levels. However, farebox revenue remains stagnant (20-50% below pre-pandemic levels, depending on current status) for the next five years.
3. **Some Progress:** Federal relief funds are eventually exhausted and total revenue available to the agency is 15% below pre-pandemic levels for the next five years.

5. SCOPE

The deliverables include data on service and operating projections and a brief supporting narrative document to describe pre-pandemic service, changes made since the pandemic, and priorities and plans in the next five years. A data response template and specific revenue forecasts for each operator and for each scenario will be distributed directly to operators.

A. Data Request

Complete the data template which requests the following categories of data:

- Revenue Vehicle Hours
- Revenue Vehicle Miles
- Number of Routes Operated
- Total Route Miles
- Ridership
- Total Operating Budget
- Total Revenue Vehicles
- Vehicles Required for Maximum Service
- Employees

Criteria

- Data should be separated by mutually exclusive and comprehensively exhaustive modes (no overlap between modes and sums to operator totals)

- Data should be completed for FY19 (pre-pandemic), FY23 (since the pandemic), and for FY24-28 for each of the three revenue scenarios
- Data should be provided in whole numbers and dollars
- The Excel document should be completed as provided. Fields may be left blank if not applicable, but the document, fields, rows, and columns should not be altered

B. Narrative

The supporting narrative document is an opportunity to expand upon and contextualize the responses to the data request. It should briefly describe pre-pandemic service, discuss service and operations changes since the pandemic, and elaborate on the considerations that drive the service projections made in the data request. The document should be structured as follows:

1. Pre-pandemic State of Service – FY 2018-19

- What did operations look like before the pandemic?
- How much service was available?
- Where, when, and how was service deployed?
- What did ridership levels and travel patterns look like?

2. Current State of Service – FY 2022-23

- How have service and operations changed since the pandemic?
- What were the priorities, goals and processes that informed decisions to adjust service or for budgeting decisions in FY23?
- How much service is available now?
- How has the distribution of service changed by geography? Time of day? Mode?
- Describe changes to ridership and travel patterns since the start of the pandemic.
- How have equity priority communities been considered in service planning or changes?
- How has the operating budget changed?

3. Scenario Planning Concepts – FY 2023-24 through FY 2027-28

For each of the three scenarios, questions to consider include:

- How would priorities and goals change with revenue constraints? What would inform or trigger service change decisions?
- How much service would be available?
- How would the deployment of service change by mode? Geography or route? Time of day or week?
- How would equity priority communities be considered under each scenario?
- How would these revenue constraints impact staffing and budgeting?
- How would different service levels impact fleet requirements or spare ratios?

6. FUNDING

MTC has budgeted approximately \$640,000 to support SRTP development. The seven largest operators will receive \$40,000 each, and medium and small operators will receive \$20,000 each. If operators or county transportation authorities elect to submit a combined SRTP, the funding for which each operator is eligible will be pooled at the county level. Submissions from combined SRTPs must still include data responses and narratives for each participating operator.

7. TIMELINE

1. Draft SRTP: September 30, 2022
2. Final SRTP: December 29, 2022

This schedule reflects the urgency established by the rapid exhaustion of federal relief funds, as well as the opportunity to articulate regional transit funding needs in advance of the FY2023-24 state legislative agenda.

Both drafts and final versions should be submitted to MTC staff electronically srtp@bayareametro.gov. The narrative may be provided in PDF format, but the data request should be in MS Excel format.

8. REQUIRED APPROVALS

The operator's governing body must adopt the SRTP.

9. MINOR REVISIONS TO THESE GUIDELINES

Modifications to these guidelines may be approved by the Programming and Allocations Committee.

MTC Resolution No. 4512 Short-Range Transit Plan: Bay Area Transit Recovery Scenario Planning

MTC Programming and Allocations Committee

March 9, 2022



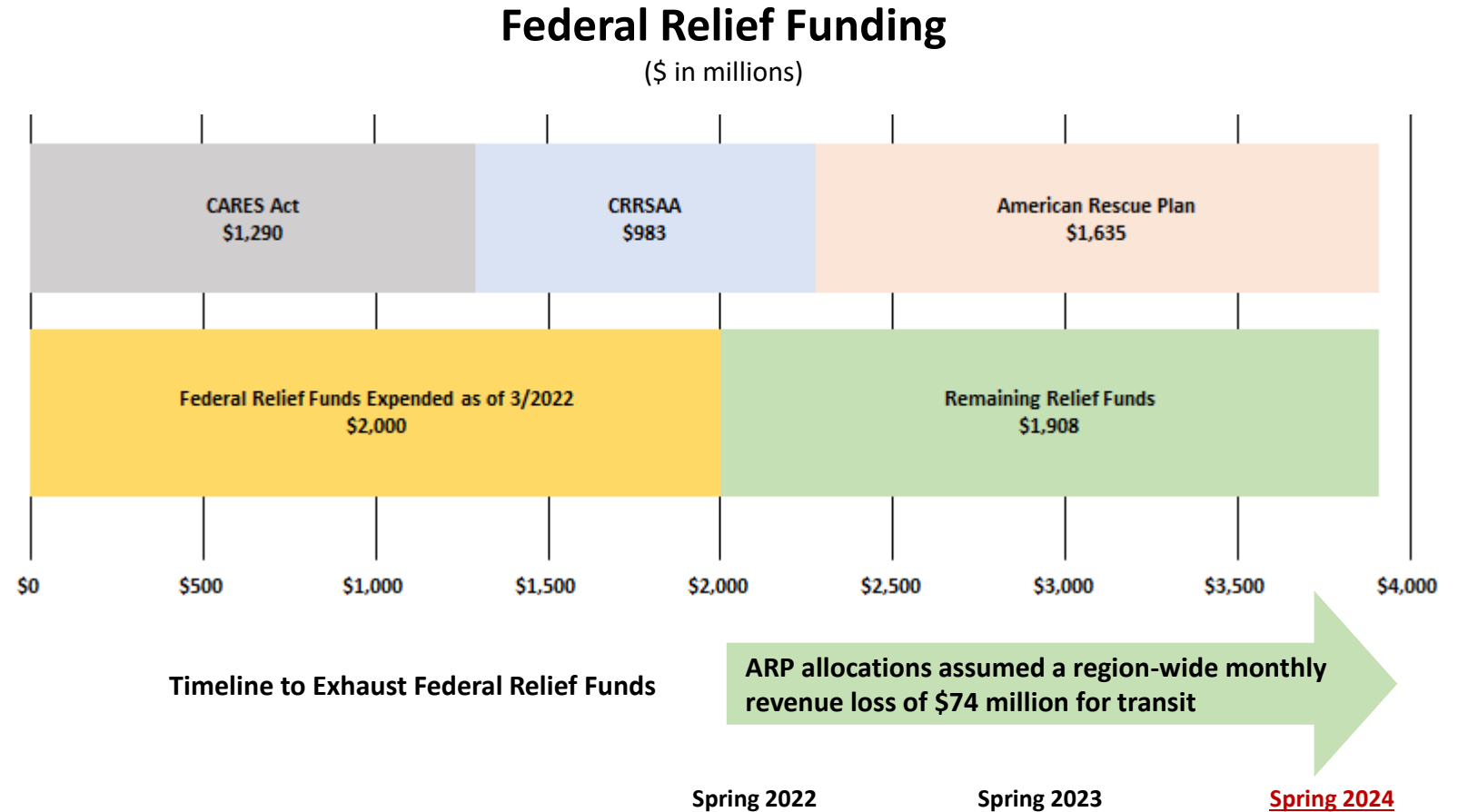
Overview

- The COVID-19 pandemic has impacted transit revenues and ridership in different ways across operators
 - The “fiscal cliff” that is approaching as federal relief funds are exhausted ranges from early 2023 to 2025 and beyond
 - Ridership recovery has also ranged from 18% to 60%
 - While sales tax revenues have been strong, farebox dependent operators are particularly exposed to revenue risk
- Considering these varied impacts and uncertainties, it is critical to understand how different revenue outcomes might affect transit service

Today’s action would reimagine and restructure the Short-Range Transit Plan (SRTP) process to develop a clearer understanding and generate actionable information to support service planning, funding advocacy, public engagement, and decision-making for all transit stakeholders

Fiscal Cliff

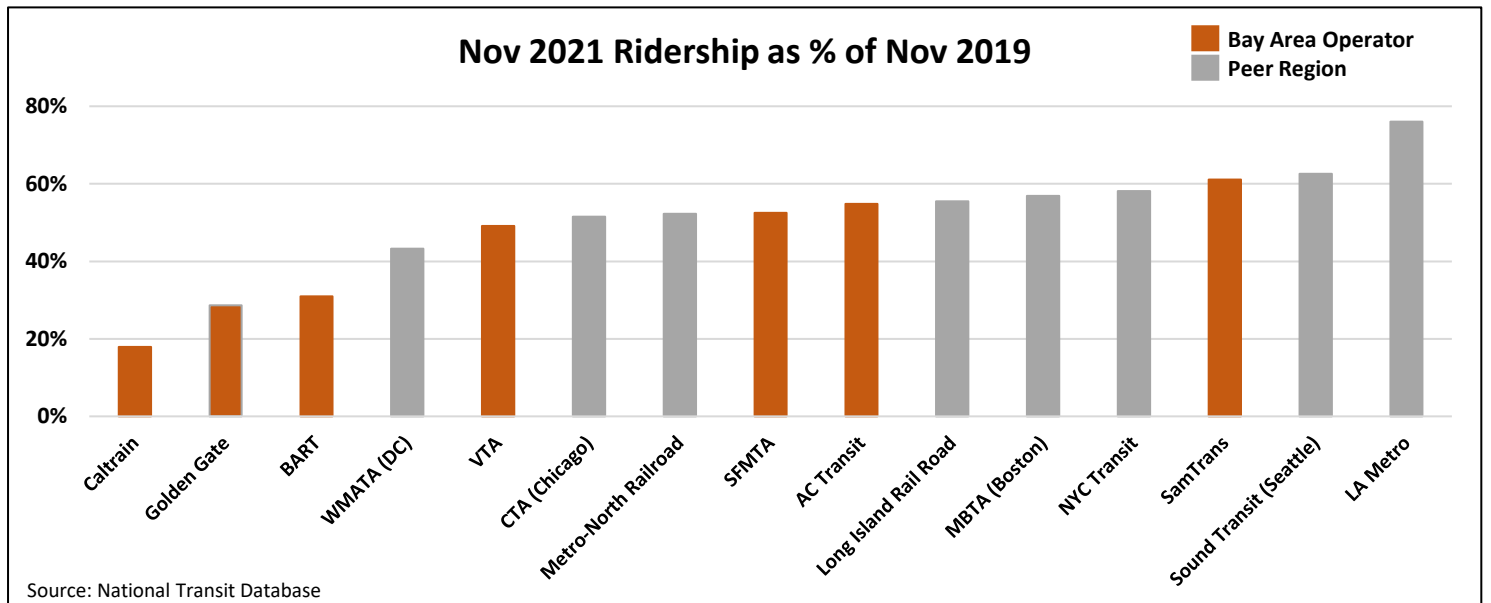
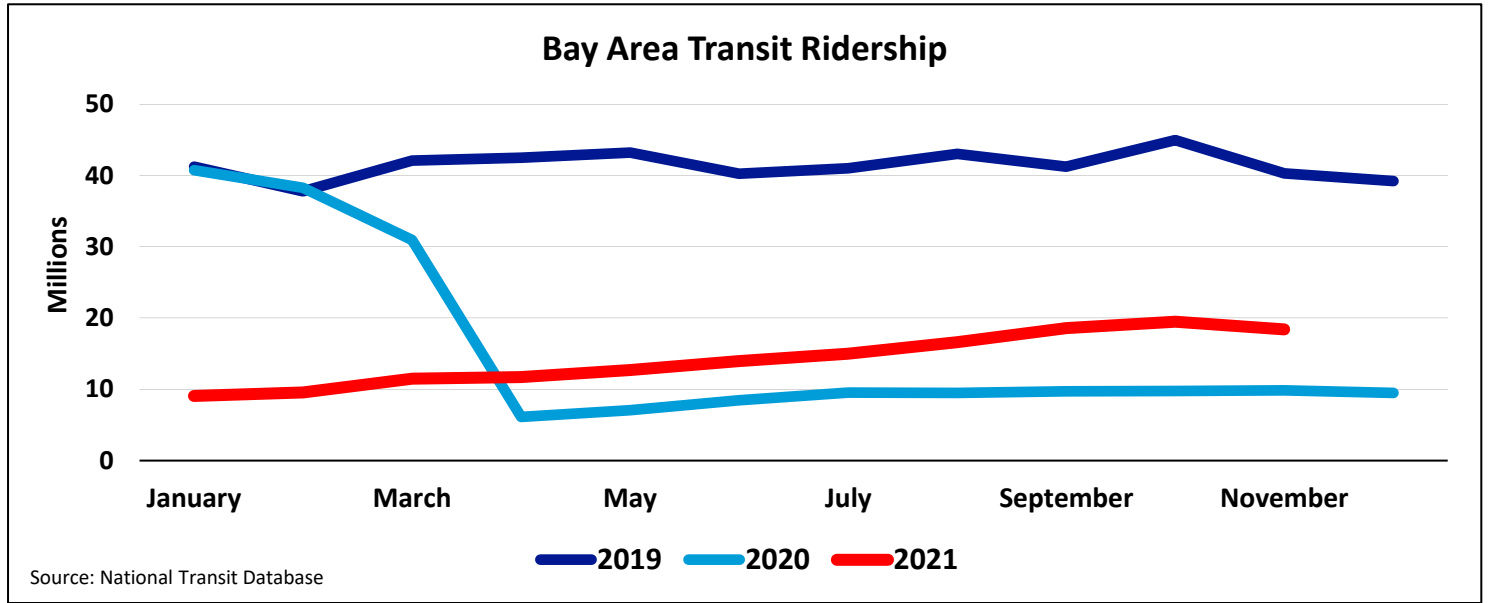
- Federal relief funds provided a critical bridge to maintaining service
- These funds are expected to be exhausted in the near term
- Need to understand how the forthcoming depletion of relief funds will impact transit service



- Based on revenue loss assumptions used for ARP, the **available federal relief funds would last for roughly two more years, roughly until Q4 of FY 2023-24 (spring 2024).**
- However, ongoing revenue losses are uneven between operators and some agencies, especially **agencies formerly dependent on fares or parking revenues, are likely to exhaust their relief funds before the end of FY 2023-24.**

Ridership

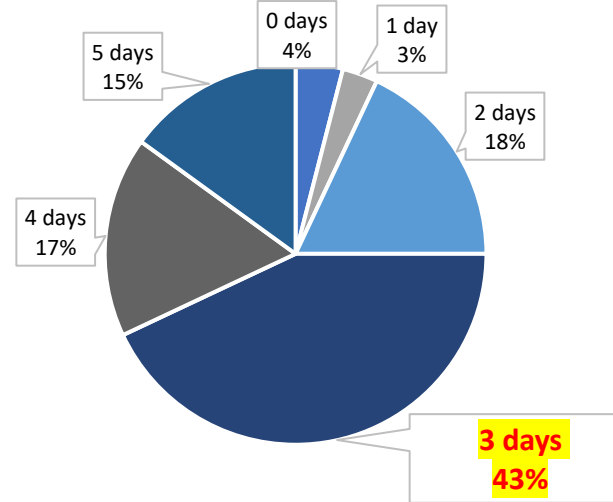
- Regionally, transit ridership remains at 46% of pre-pandemic levels
- Across operators, recovery ranges widely from 18% to 60%
- While there have been gains since the onset of the pandemic, transit ridership recovery in the Bay Area has been sluggish compared to peer regions
- Fare revenues accounted for 30% of pre-pandemic revenues



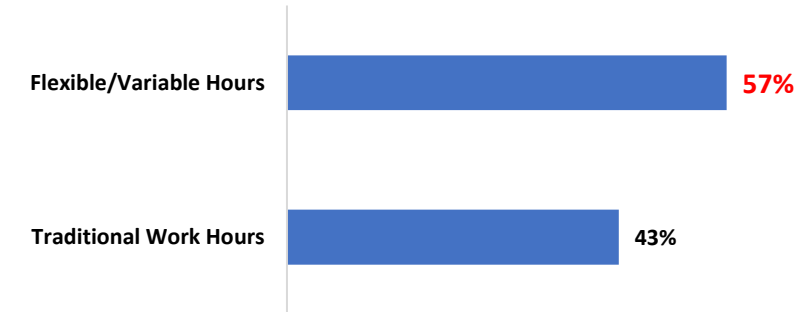
Return to Office Outlook

- The Bay Area Council has conducted monthly surveys of its Employer Network.
- The surveys try to capture expectations for when and how employees might return to the office.
- Long-term shifts in commutation patterns will impact ridership and service planning

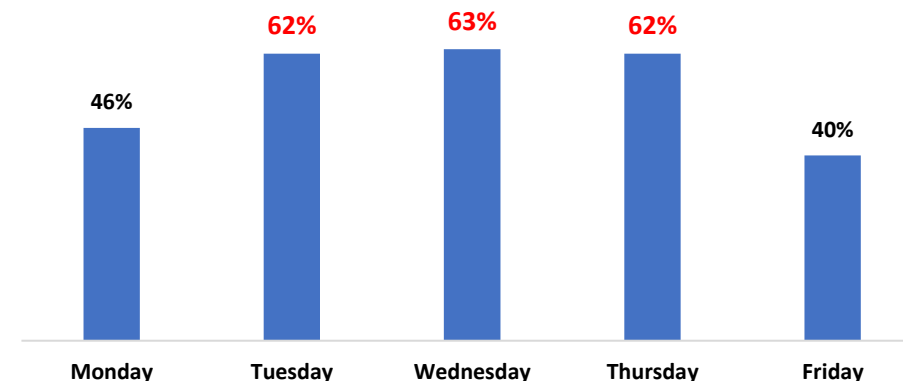
How many days per week do you expect your typical employee will come to the workplace?



Post-pandemic, do you anticipate that most of your employees will come to the workplace for traditional ~9-5 hours?



What is your best guess at the percent of your workforce that will come to the workplace each weekday?



Short-Range Transit Plans (SRTPs)

Traditional Approach



Fulfills FTA requirements



Prepared on a two-year cycle, alternating between large and small/medium-sized operators



10-year planning horizon



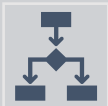
Broad array of components

Reimagined Approach

Fiscal impacts and continued uncertainties caused by the COVID-19 pandemic create a need and opportunity to **reimagine SRTPs** in the near term



Narrower focus: Five-year horizon, and primarily on service planning



Generate actionable information: What are the trade-offs and benefits of different levels of funding?



Develop a regional understanding with all operators on same SRTP cycle

Scenario Planning Concepts

The pandemic has impacted revenues differently across operators. Although uncertainty continues to prevail, MTC staff is interested in how operators might adapt service plans under different revenue scenarios.



1. Robust Recovery

There is adequate funding to return overall revenue to 100% of pre-pandemic levels, with escalation



2. Revenue Recovery, with Fewer Riders:

Federal relief funds are eventually exhausted, other funds recover to pre-pandemic levels, but farebox revenue remains 20-50% below pre-pandemic levels for next five years



3. Some Progress:

Federal relief funds are eventually exhausted and total revenue available to the agency is 15% below pre-pandemic levels for the next five years

Where are we going? What do these worlds look like?

Goals

This reimagined approach to SRTPs is designed to **generate actionable information** at both operator and regional levels to support **public engagement** and **funding advocacy** efforts by trying to address the many questions around the future of transit in the Bay Area.

For Customers

- What could transit service look like when federal relief funds are exhausted?

For Operators

- How much service could be provided under different revenue scenarios?
- How might service be deployed differently?
- What are our priorities and goals over the next five years?

For Policy Makers

- Which operators are most impacted by sluggish ridership recovery?
- How much funding should we advocate for?
- What are the benefits and tradeoffs at different levels of funding?
- How much service can we “buy” with additional funding?
- How might any additional available funds be most effectively deployed?

Additional Details and Next Steps

Funding

- **\$640,000 of FTA 5303** funds will be programmed to operators to support SRTP development
 - Seven large operators will receive \$40,000 each
 - Small and medium-sized operators will receive \$20,000 each

Timeline

- **March 2022** - MTC Commission Approval
- **September 2022** – Drafts SRTPs due to MTC
- **December 2022** - Final agency board-adopted SRTPs due

Staff Recommendation

- Refer MTC Resolution No. 4512 to the MTC Commission for approval

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	22-0421	Version:	1	Name:	
Type:	Senate Bill	Status:		Commission Approval	
File created:	2/10/2022	In control:		Joint MTC ABAG Legislation Committee	
On agenda:	3/11/2022	Final action:			
Title:	Senate Bill 922 (Wiener): Environmental Streamlining for Sustainable Transportation				

Removes the statutory sunset in current law that exempts from California Environmental Quality Act (CEQA) requirements for certain transit, bicycle and pedestrian projects that advance the state's climate, safety, and health goals; Makes changes to refine exemption eligibilities and adds equity-oriented guardrails for large projects seeking to utilize the exemption.

Sponsors:

Indexes:

Code sections:

Attachments: [11i - 22-0421 - SB_922_Wiener.pdf](#)
[2b SB 922 Wiener.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Senate Bill 922 (Wiener): Environmental Streamlining for Sustainable Transportation

Removes the statutory sunset in current law that exempts from California Environmental Quality Act (CEQA) requirements for certain transit, bicycle and pedestrian projects that advance the state's climate, safety, and health goals; Makes changes to refine exemption eligibilities and adds equity-oriented guardrails for large projects seeking to utilize the exemption.

Presenter:

Georgia Gann Dohrmann

Recommended Action:

Support / MTC Commission Approval

Attachments:

**Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC ABAG Legislation Committee**

March 11, 2022

Agenda Item 2b

Senate Bill 922 (Wiener): Environmental Streamlining for Sustainable Transportation

Subject:

Removes the statutory sunset in current law that exempts from California Environmental Quality Act (CEQA) requirements for certain transit, bicycle and pedestrian projects that advance the state's climate, safety, and health goals; Makes changes to refine exemption eligibilities and adds equity-oriented guardrails for large projects seeking to utilize the exemption.

Overview:

MTC in 2020 supported legislation by Senator Wiener (SB 288), which authorizes until January 2023 CEQA exemptions for certain transportation projects that do not add lane miles or capacity for single-occupancy automobiles and that meet goals related to shifting trips from single occupancy vehicles (SOV) to transit, carpool, bicycling and walking. The aim is to expedite project delivery for climate-friendly transportation investments; since the SB 288 technical advisory was released late last year, numerous projects have benefitted from the exemption, including transit priority and bicycle and pedestrian improvements in San Francisco. Because the CEQA process often provides an important forum for public participation, SB 288 requires public notice and meetings for those newly CEQA-exempt projects over \$100 million.

SB 922 would remove the 2023 sunset and make refinements, including:

- Expansion of bus priority project eligibilities to include a broader range of bus priority improvements than are specified in SB 288;
- Expansion of the existing zero-emission charging/refueling infrastructure exemption to publicly-owned or utility-owned facilities, even if the facilities are not on a property owned by the local agency or in the public right of way; and
- Providing that for projects over \$100 million in areas at risk of residential displacement, sponsors must complete a displacement analysis that includes mitigations for disproportionate impacts.

Recommendation:

Support (MTC)

Discussion:

MTC supported SB 288 in 2020, which has already helped expedite transit, bike/ped and other projects encouraging a shift from SOV-travel and Section 4(b) of our 2022 Advocacy Program directly supports an extension of SB 288, including supporting opportunities to broaden its provisions to include additional bus transit priority projects. SB 922 would not only permanently extend SB 288 but would also broaden the CEQA exemption to include additional bus transit priority projects. According to a 2021 survey administered by the California Transit Association (and in partnership with other SB 922 bill co-sponsors), many more Bay Area projects stand to benefit from an SB 288 extension, including:

- Zero-emission bus charging infrastructure to support bus fleet electrification, including for County Connection, Fairfield and Suisun Transit (FAST), and Santa Rosa City Bus
- AC Transit Grand Avenue bus rapid transit (BRT) and transit reliability improvements
- Part-time bus lane on Highway 101 in Marin
- Transportation Association of Marin-led bicycle projects and transit stop upgrades
- Napa Valley Vine Trail pedestrian and bicycling facilities

Accordingly, staff recommends MTC adopt a “support” position on SB 922.

Known Positions:

Support

Bay Area Council (co-sponsor), California Transit Association (co-sponsor), San Francisco Planning and Urban Research (SPUR) (co-sponsor), Silicon Valley Leadership Group (co-sponsor)

Opposition

No known opposition

Attachments:

- None



Therese W. McMillan

Metropolitan Transportation Commission

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Legislation Details (With Text)

File #:	22-0482	Version:	1	Name:	
Type:	Assembly Bill	Status:		Commission Approval	
File created:	2/21/2022	In control:		Joint MTC ABAG Legislation Committee	
On agenda:	3/11/2022	Final action:			
Title:	Assembly Bill 1944 (Lee): Brown Act Reform				
	Modifies current law related to teleconferencing by board members and remote participation for local public meetings.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	11j - 22-0482 - AB 1944 Lee.pdf 2c AB 1944 Lee.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

Assembly Bill 1944 (Lee): Brown Act Reform

Modifies current law related to teleconferencing by board members and remote participation for local public meetings.

Presenter:

Rebecca Long

Recommended Action:

Support and Seek Amendments / MTC Commission Approval
Support and Seek Amendments / ABAG Executive Board Approval

Attachments:

**Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC ABAG Legislation Committee**

March 11, 2022

Agenda Item 2c

Assembly Bill 1944 (Lee): Brown Act Reform

Subject:

Modifies current law related to teleconferencing by board members and remote participation for local public meetings.

Overview:

Assembly Bill (AB) 1944 would provide long-term flexibility for local agency board members to participate in meetings remotely outside of any state of emergency or period when social distancing is recommended. Specifically, the bill removes the requirement that board members who elect to participate in a meeting via teleconference do so from a location that is accessible to the public and that such location be indicated on the agenda. In addition, the bill requires that anytime teleconferencing is used, the legislative body must also provide a video stream accessible to the public and an option for the public to address the body remotely during public comment via a call-in or audio-visual option.

Recommendation:

Support and Seek Amendments

Discussion:

During the COVID-19 Pandemic, board members and staff at MTC/ABAG (and local agencies statewide) as well as members of the public who wish to attend and/or participate in public meetings, have experienced the many benefits of being able to attend meetings remotely from a private location. As indicated in our 2022 Advocacy Program, we support changes to the Brown Act that provide long-term flexibility to continue this option for members of the public and board members.

AB 1944 addresses major barriers to teleconferencing in the Brown Act—namely, the requirement that the teleconference location be posted with the agenda and made accessible to the public. After two years of experience with remote meetings under the flexibility provided by Executive Order and subsequently under AB 361 (Rivas, 2021), it is clearly time to revisit this requirement. There are many reasons for why it should be removed, ranging from the simple fact

that we've had two years of practice during which we and local agencies across the state have demonstrated our ability to provide reliable public access by phone and Zoom to equity considerations (e.g. why should one board member who feels comfortable making their home accessible to the public have the option to telecommute, but another whose home cannot be accessible to the public for any reason, whether the physical layout of the home, the health of its occupants or safety concerns, should not?). For these reasons, we strongly support this aspect of the bill.

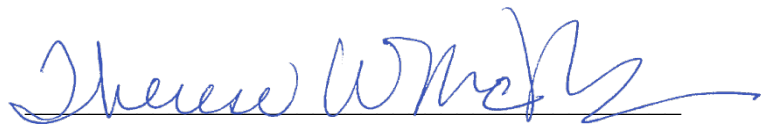
Unfortunately, as currently drafted the bill does not modify the 30-day renewal requirement in AB 361, which was a key goal in our 2022 Advocacy Program. As you know, this requirement has meant that we often need to hold meetings that would otherwise happen outside the 30-day window for the sole purpose of renewing our ability to hold the meetings remotely. We believe a simple amendment that would require local agencies to renew their findings regarding why it is necessary to hold remote meetings "at the next regularly scheduled meeting" rather than "every 30 days thereafter" would be within the spirit of the AB 361 and eliminate the need for these extra meetings, which divert time from more productive uses at the expense of the taxpayer and are confusing to the public when a meeting is being held with no substantive agenda item. For these reasons, we recommend the Committee adopt a "support and seek amendment" position on the bill, with the amendment being to request the change related to the 30-day renewal period, as described above, to be forwarded to the MTC Commission and ABAG Executive Board for approval.

Known Positions:

No known positions.

Attachments:

- None



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Legislation Details (With Text)

File #: 22-0484 **Version:** 1 **Name:**
Type: Assembly Bill **Status:** Commission Approval
File created: 2/23/2022 **In control:** Joint MTC ABAG Legislation Committee
On agenda: 3/11/2022 **Final action:**
Title: Assembly Bill 2336 (Friedman): Pilot Program to Test and Deploy Speed Safety Cameras

Revised version of legislation MTC supported in 2021 (Assembly Bill 550 (Chiu)) to create a five-year pilot program for cities to use speed cameras, under specific circumstances. Modifications include equity-driven restrictions related to fines and requirements that cities work with advocacy groups representing disadvantaged communities on the placement of cameras.

Sponsors:

Indexes:

Code sections:

Attachments: [11k - 22-0484 - AB 2336 Friedman.pdf](#)
[2d AB 2336 Friedman.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Assembly Bill 2336 (Friedman): Pilot Program to Test and Deploy Speed Safety Cameras

Revised version of legislation MTC supported in 2021 (Assembly Bill 550 (Chiu)) to create a five-year pilot program for cities to use speed cameras, under specific circumstances. Modifications include equity-driven restrictions related to fines and requirements that cities work with advocacy groups representing disadvantaged communities on the placement of cameras.

Presenter:

Rebecca Long

Recommended Action:

Support / MTC Commission Approval
Support / ABAG Executive Board Approval

Attachments:

**Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC ABAG Legislation Committee**

March 11, 2022

Agenda Item 2d

Assembly Bill 2336 (Friedman): Pilot Program to Test and Deploy Speed Safety Cameras

Subject:

Revised version of legislation MTC supported in 2021 (Assembly Bill 550 (Chiu)) to create a five-year pilot program for cities to use speed cameras, under specific circumstances.

Modifications include equity-driven restrictions related to fines and requirements that cities work with advocacy groups representing disadvantaged communities on the placement of cameras.

Overview:

Assembly Bill (AB) 2336, jointly authored by Assemblymembers Friedman and Ting, would authorize Speed Safety Camera pilot projects until January 1, 2028 in the cities of Oakland, San Jose, the City and County of San Francisco, Los Angeles and two unspecified cities. The bill limits speed safety systems to the following locations:

- Safety corridors (those roadways designated by the local jurisdictions that have the highest number of serious injuries and fatalities), pursuant to AB 43 (Friedman, 2021).
- Streets where local authorities have determined there are a high number of speed contests
- School zones.

The bill caps at 15 percent the share of a jurisdiction's streets where speed safety systems may be operational and provides further limits on the number of systems that may be deployed in a given locality depending on its population.

Recommendation:

Support

Discussion:

AB 2336 is very similar to AB 550, which MTC and ABAG supported last year but which did not advance, despite unanimous support in the Assembly Transportation Committee, due to being held in the Appropriations Committee. As noted in our memo on AB 550 last year, in a 2017 study, the National Transportation Safety Board found that speed safety cameras resulted in reduced speeding and the likelihood that a crash involved a severe injury or fatality and

recommended all states remove barriers to their use. According to The National Highway Traffic Safety Administration, a person struck by a vehicle going 20 miles per hour (mph) has a 5 percent chance of dying. That number goes up to 40% for vehicles going 30 mph, and 80% for vehicles going 40 mph. An international study cited by the Insurance Institute for Highway Safety (IIHS) found that the presence of automated speed enforcement reduced the share of vehicles traveling above the speed limit from 14-65 percent and reduced the risk of crashes resulting in injury or fatality from 11-44 percent. Speed safety cameras are currently in use in 150 communities across 16 different states, but still not allowed in California despite their proven track record of saving lives.

Privacy Protections Incorporated into Legislation

Any enforcement policy that involves cameras should have privacy protections built into it. Under AB 2336, information collected under the program is restricted to being used only to administer the program itself. Additionally, a local jurisdiction participating in the pilot program must adopt a Speed Safety System Use Policy that clearly details the uses that are authorized and those that are prohibited and requires adoption of guidelines to ensure adherence to confidentiality requirements. The bill also prohibits the use of facial recognition technology.

Use of Violation Revenue

The bill requires that revenue generated from tickets issued as a result of the speed safety cameras be used to administer the program and pay for traffic calming measures. Cities are prohibited from using the revenue to backfill existing expenditures on traffic calming measures, and if the city does not spend the money on engineering solutions within three years, the remaining revenue must be sent to the state for the Active Transportation Program to give other cities a change to build projects to enhance pedestrian and cyclist safety.

Equity Considerations

The bill requires that cities in the pilot program approve a Speed Safety System Impact Report prior to implementing the program to examine various impacts and include locations where the system may be deployed, with further analysis required for any locations in predominantly low-income neighborhoods. The bill requires the city to engage with stakeholder organizations including racial equity, privacy protection and economic justice groups, in development of the

Impact Report. Lastly, like AB 550, the bill requires that cities participating in the program offer a “diversion program” whereby fines can be paid via a payment plan, the option to enroll in community service in lieu of payment and the establishment of reduced fines and penalties for low-income individuals.

Conclusion

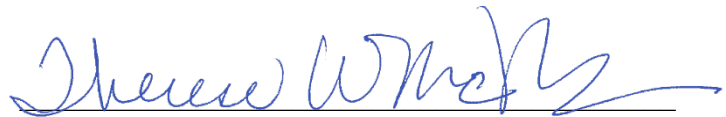
Consistent with our 2022 Advocacy Program and Plan Bay Area 2050’s goal to advance Regional Vision Zero Policy, staff recommends a support position on AB 2336.

Known Positions:

No known positions.

Attachments:

- None



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Legislation Details (With Text)

File #: 22-0483 **Version:** 1 **Name:**
Type: Assembly Bill **Status:** Commission Approval
File created: 2/22/2022 **In control:** Joint MTC ABAG Legislation Committee
On agenda: 3/11/2022 **Final action:**
Title: Assembly Bill 2120 (Ward): Local Bridge Funding

Requires that 55 percent of California's new federal bridge investment formula funding is directed to the local assistance highway bridge program, consistent with past state practice.

Sponsors:

Indexes:

Code sections:

Attachments: [11l - 22-0483 - AB 2120 Ward.pdf](#)
[3d AB 2120 Ward.pdf](#)

Date	Ver.	Action By	Action	Result
3/11/2022	1	Joint MTC ABAG Legislation Committee		

Subject:

Assembly Bill 2120 (Ward): Local Bridge Funding

Requires that 55 percent of California's new federal bridge investment formula funding is directed to the local assistance highway bridge program, consistent with past state practice.

Presenter:

Georgia Gann Dohrmann

Recommended Action:

Support / MTC Commission Approval

Attachments:

Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC ABAG Legislation Committee

March 11, 2022

Agenda Item 3d

Assembly Bill 2120 (Ward): Local Bridge Funding

Subject:

Requires that 55 percent of California's new federal bridge investment formula funding is directed to the local assistance highway bridge program, consistent with past state practice.

Overview:

The 2021 federal Bipartisan Infrastructure Law (BIL) creates a new \$27.5 billion bridge repair program to be distributed via formula to states over five years. California's share of the federal program is \$4.25 billion over the BIL's five-year period, or roughly \$850 million annually.

Assembly Bill (AB) 2120 would require that Caltrans direct 55 percent of the new federal bridge funds (\$470 million per year) to local highway bridges via Caltrans' local assistance Highway Bridge Program (HBP). The remaining 45 percent would be reserved for state-owned bridges.

Importantly, the bill also includes a maintenance of effort provision to ensure that the new federal bridge formula funding augment rather than supplant existing HBP funds. The HBP program is currently funded at approximately \$300 million per year from existing federal highway program funds. AB 2120 would more than double the HBP, growing it to approximately \$770 million over the five-year period of the BIL.

AB 2120's proposed local/state split would be consistent with established state practice, which is guided by a 1997 California Transportation Commission (CTC) resolution that splits funding from the former federal Highway Bridge Replacement and Rehabilitation (HBRR) Program 55 percent/45 percent for local and state bridges, respectively. The federal HBRR was eliminated in 2012 (when dozens of siloed funding programs were consolidated into five core federal highway programs) though since then the state has directed an amount equivalent to roughly 55 percent of the federal HBRR to the local assistance HBP. AB 2120 would codify this longstanding practice and make conforming updates to reflect current federal law.

Recommendation:

Support (MTC)

Discussion:

The HBP is an important fund source for the more than 12,000 locally owned bridges throughout the state. However, local bridge funding needs far exceed the \$300 million per year in HBP funding. According to the [August 2021 California Statewide Local Streets and Roads Needs Assessment](#), an annual funding level of \$800 million is needed just to maintain current local bridge conditions. The five-year federal bridge formula program—if implemented consistent with AB 2120—could nearly close that HBP funding gap through fiscal year 2026. Thus, AB 2120 could support the Bay Area in making progress on one of the key transportation strategies identified in Plan Bay Area 2050 — “Operate and Maintain the Existing System.”

Given this opportunity to shore up the condition of the Bay Area’s local bridge network and its alignment with Plan Bay Area 2050, we recommend that MTC support AB 2120.

Known Positions:

Support

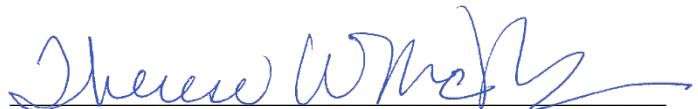
CSAC (sponsor)

Oppose

No known opposition

Attachments:

- None



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Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 22-0419 **Version:** 1 **Name:**
Type: Senate Bill **Status:** Commission Approval
File created: 2/10/2022 **In control:** Joint MTC ABAG Legislation Committee
On agenda: 3/11/2022 **Final action:**
Title: Senate Bill 1049 (Dodd): Transportation Resilience Funding Program

Establishes a new state program to invest in transportation resilience planning and projects; program to be funded from new federal resilience funding.

Sponsors:

Indexes:

Code sections:

Attachments: [11m - 22-0419 - SB_1049_Dodd.pdf](#)
[3f SB_1049_Dodd.pdf](#)

Date	Ver.	Action By	Action	Result
3/11/2022	1	Joint MTC ABAG Legislation Committee		

Subject:

Senate Bill 1049 (Dodd): Transportation Resilience Funding Program

Establishes a new state program to invest in transportation resilience planning and projects; program to be funded from new federal resilience funding.

Presenter:

Georgia Gann Dohrmann

Recommended Action:

Sponsor and Support / MTC Commission Approval

Attachments:

Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC ABAG Legislation Committee

March 11, 2022

Agenda Item 3f

Senate Bill 1049 (Dodd): Transportation Resilience Funding Program

Subject:

Establishes a new state program to invest in transportation resilience planning and projects; program to be funded from new federal resilience funding.

Overview:

The 2021 federal Bipartisan Infrastructure Law (BIL) increases California's federal highway funding to \$30 billion over five years, a more than 50 percent increase from the previous five-year law. California's National Highway Performance Program (NHPP) funds would grow from \$10 billion under the previous law to \$12.8 billion over BIL's five-year funding period (fiscal year 2022-2026). California typically directs NHPP funds to state highway system maintenance and upgrades, with a portion of the funds reserved for the local assistance Highway Bridge Program. The 2021 federal law newly allows NHPP funds to be spent on resilience, including an allowance for up to 15 percent of the funds to be spent on protective features, as defined, anywhere on the federal aid system. The BIL also creates a new resilience formula program, the Promoting Resilient Operations for Transformative, Efficient and Cost-saving Transportation (PROTECT) Program, which provides California approximately \$630 million over five years. PROTECT funds can be used for resilience improvements that protect surface transportation assets, including highway projects eligible for federal surface transportation funding, public transit, and port facilities; at least two percent must be spent on resilience planning.

Senate Bill (SB) 1049 would establish a new Transportation Resilience Program at the state level to be funded from 15 percent of California's NHPP funds (\$1.9 billion over five years) and 100 percent of the new PROTECT program. The new program would be administered by the California Transportation Commission (CTC) and would fund climate adaptation planning and resilience improvements that address or mitigate the risk of recurring damage to (or closure of) the state highway system or other federal-aid roads, public transit facilities, and other surface transportation assets as a result extreme weather events, sea level rise, or other climate change-

fueled natural hazards. For details on how funds will be distributed and projects evaluated, see Attachment A.

Recommendation:

Support / Sponsor (MTC)

Discussion:

From State Route 37 in the North Bay to the U.S. Highway 1 to the Port of Los Angeles, sea level rise and other climate-fueled hazards are threatening California's critical surface transportation infrastructure and surrounding communities. Large-scale investment will be needed make California's transportation assets and communities resilient to climate hazards. Plan Bay Area 2050 estimates a \$19 billion cost to adapt the region's infrastructure and its communities for just two feet of sea level rise.

In the Bay Area and around the state, many cities, counties, and multi-jurisdictional, multi-stakeholder groups have begun robust climate adaptation planning work. For example, in the North Bay, county leaders, MTC, and other state and regional stakeholders have developed the State Route 37 Resilient Corridor Program. SB 1 adaptation grants have helped fund climate adaptation plans to protect critical transportation infrastructure throughout the state, from Highway 1 through the Central Coast to rail infrastructure in Orange County to the San Francisco Bay Trail. However, much more is needed to support climate adaptation planning to protect our transportation infrastructure and to further develop many of the projects identified in existing multi-stakeholder plans. At the same time, funding is also needed to begin implementing resilience projects already identified through robust multistakeholder planning.

SB 1049 would provide much-needed dedicated resources for both resilience planning and project implementation. Importantly, the proposed Transportation Resilience Program would integrate the extensive climate adaptation planning already undertaken throughout the state into the program structure and it would direct the CTC to direct funding to protect high-priority vulnerable assets. In line with the approach in Plan Bay Area 2050, the CTC would additionally be directed to prioritize projects that help the state in meeting greenhouse gas reduction goals, utilize nature-based solutions, and advance equity.

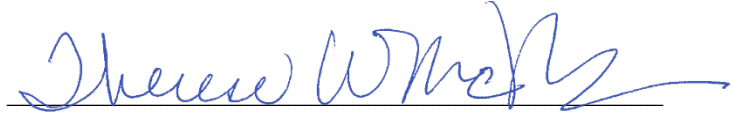
We recommend that MTC support SB 1049. Additionally, Senator Dodd, the bill author, has requested MTC sponsor the bill. Given this, we further recommend that MTC sponsor SB 1049.

Known Positions:

No known positions

Attachments:

- Attachment A: Details on SB 1049 Funding Distribution and Criteria

A handwritten signature in blue ink, appearing to read "Therese W. McMillan", is written over a horizontal line.

Therese W. McMillan

Details on Senate Bill (SB) 1049 (Dodd) Funding Distribution and Criteria

SB 1049 distributes Transportation Resilience Program funds as follows:

- 10 percent for climate adaptation planning, including development of multistakeholder regional or local adaptation plans and development of vulnerability assessments.
- 75 percent for resilience improvement projects to implement priority projects identified in multistakeholder adaptation plans, including plans funded from Senate Bill 1 (SB 1) adaptation grants, a comprehensive multimodal corridor plan that incorporates climate resilience, or other multistakeholder adaptation plan, including a plan funded from a Transportation Resilience Program planning grant.
- 15 percent for either adaptation planning or resilience improvement projects (in allocating funding, the California Transportation Commission (CTC) would be directed to consider demand for both planning and projects).

Resilience Improvement Project Selection Criteria

SB 1049 would require the CTC to prioritize resilience improvement projects that address a risk to the network's highest priority vulnerable assets. In making this determination, the commission would be directed to consider the following:

1. How vulnerable is the asset?

The degree of risk for recurring damage or asset failure due to climate threats. For projects on the state highway system, the commission would be directed to consult the [Caltrans 2020-2021 adaptation priority reports](#) or any subsequent updates;

2. How critical is it that the transportation asset is protected?

The benefits of the project to preserving or enhancing regional or statewide mobility, economy, goods movement, safety, and other benefits; and

3. What are other benefits of the project?

The benefits of the project to preserving or protecting adjacent communities, the environment, and other critical infrastructure.

In addition to the criteria above, the CTC would be directed to evaluate the extent to which the project will help the state in meeting greenhouse gas reduction goals, utilizes natural infrastructure (e.g. marsh restoration), and advances equity.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	22-0343	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	1/31/2022	In control:		Programming and Allocations Committee	
On agenda:	3/9/2022	Final action:			
Title:	MTC Resolution No. 4505, Revised. One Bay Area Grant Program Revisions.				

Revisions to the One Bay Area Grant program (OBAG 3) to adopt guidelines for the County & Local Program call for projects.

Sponsors:

Indexes:

Code sections:

Attachments: [12a - 22-0343 - MTC Reso-4505 - OBAG 3 Revisions.pdf](#)
[12a - 22-0343 - Presentation - MTC Reso-4505 - OBAG 3 Revisions.pdf](#)
[3a - 22-0343 - Reso 4505 - OBAG 3 Revisions.pdf](#)
[3a - 22-0343 - Reso 4505 - OBAG 3 Revisions - Presentation.pdf](#)

Date	Ver.	Action By	Action	Result
3/9/2022	1	Programming and Allocations Committee		

Subject:

MTC Resolution No. 4505, Revised. One Bay Area Grant Program Revisions.

Revisions to the One Bay Area Grant program (OBAG 3) to adopt guidelines for the County & Local Program call for projects.

Presenter:

Kenneth Kao

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

March 9, 2022

Agenda Item 3a - 22-0343

MTC Resolution No. 4505, Revised

Subject:

Revisions to the One Bay Area Grant program (OBAG 3) to adopt guidelines for the County & Local Program call for projects.

Background:

The OBAG 3 program, adopted by the Commission in January 2022, establishes the policy and programming framework for investing federal Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement program (CMAQ) funds for FY 2022-23 through FY 2025-26.

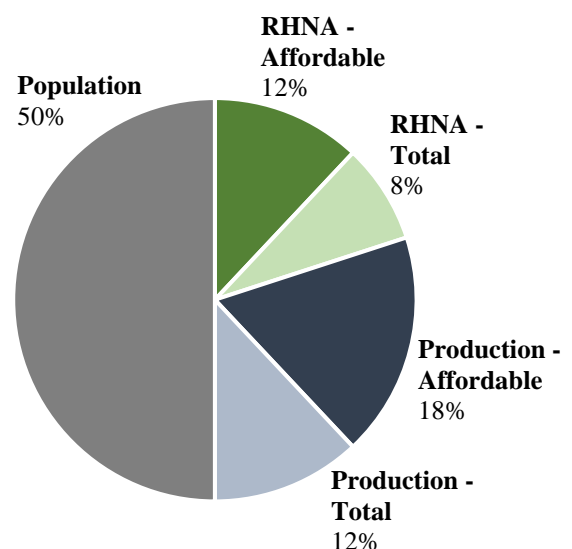
This month, staff recommends adoption of the County & Local Program guidelines for the regionwide competitive call for projects process, administered and selected by MTC in coordination with the nine Bay Area County Transportation Agencies (CTAs). The guidelines provide additional details on the procedures and project selection criteria outlined in the overall OBAG 3 programming framework, and can be reviewed in full in Appendix A-1 to the program resolution.

Nomination Targets

The call for projects guidelines include nomination targets for each county, which establish the maximum funding request that each CTA may submit to MTC in project nominations. For policy continuity and consistency, MTC staff recommend using the same factors and overall weights that were used in prior OBAG cycles to develop nomination targets, with only minimal changes to incorporate the most recently available data. However, for OBAG 3, the resulting targets do not imply or guarantee funding amounts or relative shares to any individual county or jurisdiction.

The factors, relative weighting, and source information used in developing the proposed nomination targets for each county are as follows:

- **Population:** 50% of the nomination target is based on a county's share of the regional population, using 2021 population estimates from the California Department of Finance.
- **Housing Production:** 30% of the nomination target is based on a county's share of regional



housing production during the current and previous Regional Housing Needs Allocation (RHNA) cycles (2007 to 2019), using building permit data compiled by the Association of Bay Area Governments (ABAG). Similar to OBAG 2, permitted units in each jurisdiction are capped at RHNA totals.

- **Planned Growth:** 20% of the nomination target is based on a county's share of regional housing allocations through the 2023-31 RHNA cycle.
- **Housing Affordability:** For housing production and RHNA factors, 60% of each factor is calculated based on the production or planned growth in affordable housing alone, while the remaining 40% considers all housing types. Affordable housing is defined as housing for very low-, low-, or moderate-income households, categories established by the California Department of Housing and Urban Community Development (HCD) based on county-specific housing cost as a proportion of local area median income (AMI).

To ensure a sufficient pool of project nominations for regional project selection, MTC is soliciting nominations for 120% of the available funding capacity for the County & Local Program. With a total of \$340 million available for programming, the nomination target for the call for projects totals \$408 million (120%). MTC will award \$340 million to projects selected from the larger nomination pool.

The nomination target for each CTA, calculated using the factors described above, and totaling the 120% nomination target total, is shown in the following table.

County	Nomination Target %	Nomination Target \$
Alameda	20.3%	\$82,827,000
Contra Costa	13.9%	\$56,775,000
Marin	2.8%	\$11,544,000
Napa	1.5%	\$6,143,000
San Francisco	15.2%	\$62,138,000
San Mateo	9.1%	\$37,054,000
Santa Clara	26.8%	\$109,385,000
Solano	4.7%	\$19,159,000
Sonoma	5.6%	\$22,975,000
CTA Nomination Totals 120% available funds		\$408,000,000
Funds Available County & Local Program		\$340,000,000

Note: MTC will award \$340 million to projects selected from the \$408 million nomination pool.

Outreach Requirements

The guidelines establish the public engagement and outreach requirements for MTC and the CTAs. Prior to issuing the call for projects within their county, each CTA is required to develop a public outreach and engagement plan, in coordination with MTC staff to ensure it satisfies applicable federal and regional requirements. In addition, prior to the September 30, 2022 project nomination deadline, CTAs are required to provide detailed documentation demonstrating compliance with the program's outreach requirements.

County Screening, Evaluation, and Nominations

Following MTC's release of the call for project nominations on May 1, 2022, CTAs will solicit project applications within their counties and conduct an initial screening and prioritization of projects.

Priority Development Area (PDA) Minimum Investments

In submitting project nominations to MTC, CTAs must meet the minimum PDA investment thresholds for their respective counties. For the North Bay counties of Marin, Napa, Solano, and Sonoma, the overall PDA supportive nominations must total 50% or more of the CTA's total funding request for that county. For the remaining counties of Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara, 70% or more of each CTA's funding request must consist of PDA supportive projects.

Evaluation Criteria

To prioritize projects that align with regional plans and policies, CTAs must give additional weight to projects that:

1. Are located in PDAs or Transit-Rich Areas (TRAs), identified in locally adopted plans for PDAs, or support preservation of Priority Production Areas (PPAs);
2. Are located in jurisdictions with affordable housing protection, preservation, and production strategies, including an emphasis on community stabilization and anti-displacement policies with demonstrated effectiveness;
3. Invest in historically underserved communities, including projects prioritized in a Community-Based Transportation Planning (CBTP) or Participatory Budgeting process, or projects located within Equity Priority Communities with demonstrated community support;

4. Address federal performance management requirements by supporting regional performance goals for roadway safety, asset management, environmental sustainability, or system performance; and
5. Implement multiple Plan Bay Area 2050 strategies;
6. Demonstrate consistency with other regional plans and policies, including the Regional Safety/Vision Zero policy, Equity Platform, Regional Active Transportation Plan, Transit Oriented Communities (TOC) policy update, and the Blue Ribbon Transit Transformation Action Plan.
7. Demonstrate public support from communities disproportionately impacted by past discriminatory practices, including redlining, racial covenants, urban renewal, and highway construction that divided low-income and communities of color.
8. Can be completed in accordance with MTC's Regional Project Delivery Policy (MTC Resolution No. 3606, Revised) and can meet all OBAG 3 deadlines, and federal and state delivery requirements.

In addition to these evaluation criteria, CTAs may include other local criteria into their prioritization processes. Additional project evaluation criteria must be approved by both MTC staff and the CTA's governing board prior to the release of the call for projects within the respective county.

County Nominations

After completing initial project screening and evaluations, CTAs will submit prioritized project nominations and required documentation to MTC by September 30, 2022. Prioritized nomination lists must be approved by the CTA's governing board prior to submission to MTC. On a case-by-case basis, as determined by MTC staff, CTAs may submit a draft prioritized nomination list by September 30, 2022 and submit the board approved nomination list and required documentation by October 31, 2022

Regional Project Evaluation and Selection

An evaluation panel of MTC staff will evaluate all project nominations and develop a recommended program of projects for Commission consideration and approval.

Evaluation Criteria

Following an initial screening of projects for program eligibility, the evaluation panel will score projects using the following scoring rubric:

1. CTA Prioritization (75 points): Relative CTA project rank or score, which may be scaled and normalized across CTAs to allow for regionwide comparison.

2. Regional Impact (15 points): Alignment with Plan Bay Area 2050 strategies, anticipated effectiveness in advancing regional objectives, and contribution to regionally significant networks or facilities.
3. Deliverability (10 points): Sponsor capacity to deliver the project through the Federal-aid process, including consideration of prior performance of OBAG projects and anticipated risk to the project development schedule or funding plan.
4. Air Quality (10 points): Projects eligible for CMAQ funding will also be evaluated for estimated emissions benefits, including priority for projects that reduce fine particular matter (PM_{2.5}), as well as the relative cost-effectiveness of the project to reduce transportation emissions.

Project Selection Process

All nominated projects will be scored by the evaluation panel, with CMAQ funding prioritized for high performing air quality improvement projects. After the initial regional evaluation process, MTC staff may adjust project prioritization based on the following policy and programming considerations:

- County-specific PDA investment thresholds;
- Regionwide investment targets in active transportation investments and Safe Routes to School (SRTS);
- Relative STP and CMAQ fund availability; and
- Overall program balancing for a variety of project types, equitable investments, and geographic spread.

Using this process, MTC staff will develop a recommended program of projects for Commission consideration and approval which is estimated in January 2023.

Issues:

- **Infrastructure Investment and Jobs Act (IIJA) Revenues:** Staff anticipates the STP/CMAQ apportionments from the recently enacted federal surface transportation authorization, IIJA or Bipartisan Infrastructure Law (BIL), will exceed the \$750 million in programming capacity currently estimated for the four-year OBAG 3 framework. The programming of additional STP/CMAQ funds will be considered through a future Commission action.
- **Active Transportation Investment:** The OBAG 3 framework established a \$200 million aspirational investment target that aligns with the aggressive mode shift and safety goals of *PBA 2050*. Staff will monitor the development of federal and state funding programs

that support active transportation projects in the coming months, as well as the project nominations submitted by each CTA, and may recommend adjusting this program-specific investment target accordingly.

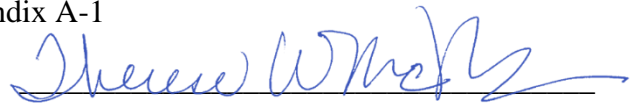
- **Federal Programming Requirements:** The County & Local Program Guidelines provide additional details on the process through which MTC will solicit, evaluate, and select projects for STP/CMAQ funds. Staff are confident that these guidelines satisfy the federal corrective action MTC received regarding its programming of STP/CMAQ funding. Staff will continue to work with federal and state partners to ensure the OBAG 3 programs are implemented consistent with federal requirements.

Recommendations:

Refer MTC Resolution No. 4505, Revised, to the Commission for approval.

Attachments:

- Presentation
- MTC Resolution No. 4505, Revised, Appendix A-1



Therese W. McMillan

Date: January 26, 2022
W.I.: 1512
Referred by: PAC
Revised: 02/23/22-C 03/23/22-C

ABSTRACT

Resolution No. 4505, Revised

Adoption of the project selection and programming policies for the third round of the One Bay Area Grant program (OBAG 3). The project selection and programming policies contain the project categories that are to be funded with various fund sources, including federal surface transportation act funding assigned to MTC for programming, to implement the Regional Transportation Plan (*Plan Bay Area 2050*) and to be included in the federal Transportation Improvement Program (TIP) for the OBAG 3 funding delivery period.

The resolution includes the following attachments:

- Attachment A – OBAG 3 Project Selection and Programming Policies
- Attachment B – OBAG 3 Project Lists

With the adoption of the project selection and programming policies, Attachments B-1 and B-2 program \$8,300,000 to Regional Planning Activities, \$37,200,000 for OBAG 3 Program and Project Implementation, and \$4,000,000 for Program and Project Implementation for transit transformation activities within the Planning and Program Implementation Regional Program; and \$35,157,000 for CTA Planning Activities within the Planning and Program Implementation County & Local Program.

On February 23, 2022, Attachment B-1 was revised to program \$30,000,000 in OBAG 3 Regional Multimodal Systems Operations and Performance Program funds to the Clipper C2 Capital project as part of an alternative funding plan for the project's Regional Measure 3 (RM3) funds.

On March 23, 2022, Appendix A-1 was added to incorporate guidelines for the County and Local Program call for projects.

Further discussion of the project selection criteria and programming policy is contained in memorandums to the Programming and Allocations Committee dated January 12, 2022; February 9, 2022 and March 9, 2022.

Date: January 26, 2022
W.I.: 1512
Referred by: PAC

RE: One Bay Area Grant Program (OBAG 3) Project Selection and Programming Policies

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4505

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, as the RTPA/MPO for the San Francisco Bay Area, is assigned programming and project selection responsibilities for certain state and federal funds; and

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

WHEREAS, the California Department of Transportation (Caltrans) Obligation Authority (OA) Management Policy allows RTPAs and MPOs to exchange regional Surface Transportation Block Grant Program (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and other federal funds assigned to the RTPA or MPO with Caltrans and other regions, when a region or Caltrans-managed local program has excess or insufficient apportionment available to deliver its annual federal program; and

WHEREAS, Title 23 CFR § 630, Subpart G, allows the advancement of federal-aid projects and expenditure of eligible costs prior to the obligation of funds (referred to as “Advance Construction” or “AC”) with reimbursement of eligible expenditures permitted following conversion of the AC to a regular obligation; and

WHEREAS, MTC, in cooperation with transit operators, Caltrans, the Bay Area Air Quality Management District (BAAQMD), Bay Area County Transportation Agencies (CTAs), counties, cities, and interested stakeholders, has developed 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 and B 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 Attachment B of this Resolution, incorporated herein as though set forth at length; and

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

RESOLVED that MTC approves the “Project Selection and Programming Policies” for projects to be funded in the OBAG 3 program as set forth in Attachments A and B of this Resolution; and be it further

RESOLVED that the funds assigned to MTC as the RTPA/MPO for programming and project selection shall be pooled and distributed on a regional basis for implementation of project selection criteria, policies, procedures, and programming, consistent with implementation of 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 changes to project sponsor, 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 Attachment B 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 is authorized to execute Advance Construction (AC) Authorizations with Caltrans and/or the Federal Highway Administration (FHWA) for federal projects sponsored or implemented by the Metropolitan Transportation Commission; and be it further

RESOLVED that the Executive Director or designee is authorized to execute agreements and Letters/Memorandums of Understanding with Caltrans and other MPOs and RTPAs for the exchange of regional Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) and other federal funds assigned to MTC for programming discretion, consistent with Caltrans' Obligation Authority (OA) Management Policy; 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

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

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in San Francisco, California and at other remote locations on January 26, 2022.

Appendix A-1: County & Local Program Call for Projects Guidelines

The One Bay Area Grant (OBAG 3) County & Local Program funding is available to projects through a competitive call for projects process, administered and selected by MTC in coordination with the nine Bay Area County Transportation Agencies (CTAs). MTC is responsible for call for projects oversight and final project selection.

To receive County & Local Program funding, CTAs and project sponsors must adhere to all OBAG 3 programming policies, including the call for projects guidelines. In the case of any conflict or inconsistency between these guidelines (MTC Resolution No. 4505, Appendix A-1) and the OBAG 3 Project Selection and Programming Policies (MTC Resolution No. 4505, Attachment A), the Project Selection and Programming Policies will be given precedence.

Program Requirements

Sponsor Requirements

Bay Area cities, counties, transit agencies, federally-recognized Tribal governments, and CTAs are eligible to apply for OBAG 3 County & Local Program funds. Cities and counties must meet the following requirements to receive program funding:

- Have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for the 2023-31 Regional Housing Needs Allocation (RHNA) cycle by December 31, 2023, and maintain certification throughout the OBAG 3 program period;
- Submit Housing Element Annual Reports to HCD each year by the April 1 deadline throughout the OBAG 3 program period;
- Adopt a resolution self-certifying compliance with state housing laws related to surplus lands, accessory dwelling units, and density bonuses by December 31, 2023;
- Maintain ongoing compliance with the Housing Accountability Act (as determined by MTC staff) throughout the OBAG 3 program period;
- Adopt a Local Roadway Safety Plan (LRSP) or equivalent safety plan, as defined by the California Highway Safety Improvement Program (HSIP) guidelines, by December 31, 2023;
- Maintain a certified Pavement Management Program (StreetSaver® or equivalent), updated as prescribed by MTC staff;
- Fully participate in statewide local streets and road needs assessment surveys (including any assigned funding contribution); and
- Provide traffic count data to MTC to support FHWA's Highway Performance Monitoring System (HPMS) on an annual basis, or as directed by MTC staff.

The above requirements do not apply to sponsors with no general plan or land use authority, such as CTAs or transit agencies under a Joint Powers Agreement (JPA) or special district.

In addition, all recipients of OBAG 3 funding, including public agencies without land use authority as well as federally-recognized Tribal governments, are required to:

- Comply with MTC's Complete Streets Policy, and its successor, including the requirement to complete a Complete Streets Checklist for each project applying for OBAG 3 funding; and

- Comply with MTC's Regional Project Delivery Policy (MTC Resolution No. 3606), including identification of a staff position to serve as the single point of contact (SPOC) for the implementation of all FHWA-administered funds within that agency. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate issues and questions that may arise from project inception to project close-out.

Project Requirements

Sponsors may apply to receive funding through the call for projects process for eligible project types, as detailed by program category in the County & Local Programs section of Attachment A. Projects must comply with OBAG 3 General Programming Policies, in addition to the programming policies specific to the County & Local Program.

For each project, sponsors must provide the following:

- A Complete Streets Checklist for each distinct project location using the Complete Streets web application (located at <https://completestreets.mtc.ca.gov/>). This checklist will be updated as part of MTC's Active Transportation Plan and Complete Streets Policy update, and sponsors will be required to complete the revised version, available by May 1, 2022. CTAs must make checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to project nomination. For projects that have already submitted a Complete Streets checklist for prior cycles of regional discretionary funding, sponsors may be required to complete an updated checklist or complete a second checklist review with their BPAC, as determined on a case-by-case basis by MTC staff.
- For projects eligible for Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, the inputs necessary to assess the emissions benefits and cost-effectiveness of air quality improvements resulting from project implementation. Air quality calculation input forms are provided by project type on the OBAG 3 webpage (available at www.mtc.ca.gov/obag3) under "Partner Agency Resources."
- All projects selected by MTC for funding must provide a Resolution of Local Support, approved by the sponsor's governing body (template resolutions are available at <https://mtc.ca.gov/funding/federal-funding/federal-highway-administration-grants/one-bayarea-grant-obag-3>).
- All projects selected by MTC for funding must submit a project application, through MTC's Fund Management System (FMS), including a copy of the approved Resolution of Local Support.

PDA Minimum Investments

CTA nomination lists must meet or exceed the minimum threshold established for PDA supportive investments. For the North Bay counties of Marin, Napa, Solano, and Sonoma, the overall PDA supportive nominations must total 50% or more of the CTA's total funding request for that county. For the remaining counties of Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara, 70% or more of each CTA's funding request must consist of PDA supportive projects.

To be credited towards each county's PDA minimum investment threshold, a project must be located within or connected to a PDA, or be within one mile of a PDA boundary. Projects that are not physically located within one mile of a PDA but have a clear and direct connection to PDA implementation, such as

transit maintenance facility improvements, may also be credited towards the PDA minimum investment thresholds. Determinations for such projects will be provided by MTC staff on a case-by-case basis.

Projects which consist of countywide programs or activities, including funds dedicated to CTA planning and programming, are given partial credit towards each county's minimum investment threshold calculations (70% or 50%, in line with each county's minimum threshold).

Nomination Targets

County nomination targets establish the maximum funding request that each CTA may make through County & Local Program project nominations. Similar to prior OBAG cycles, these targets are based on population, recent housing production and planned growth, and housing affordability. However, the OBAG 3 nomination targets do not commit or imply a guaranteed share of funding to any individual county or jurisdiction.

To ensure a sufficient pool of projects for regional selection, MTC is soliciting nominations for 120% of the available funding capacity for the County & Local Program. Each CTA's nomination target is calculated as a percent share of this overall nomination total, using the following factors:

- **Population:** 50% of the nomination target is based on a county's share of the regional population, using 2021 population estimates from the California Department of Finance.
- **Housing Production:** 30% of the nomination target is based on a county's share of regional housing production during the current and previous Regional Housing Needs Allocation (RHNA) cycles (2007 to 2019), using building permit data compiled by the Association of Bay Area Governments (ABAG).
- **Planned Growth:** 20% of the nomination target is based on a county's share of regional housing allocations through the 2023-31 RHNA cycle.
- **Housing Affordability:** For housing production and RHNA factors, 60% of each factor is calculated based on the production or planned growth in affordable housing alone, while the remaining 40% considers all housing types. Affordable housing is defined as housing for very low-, low-, or moderate-income households, categories established by the California Department of Housing and Community Development (HCD) based on housing cost as a proportion of local area median income (AMI). For the purposes of calculating nomination targets, county-specific AMI values are used.
- **Planning and Implementation Balance:** Nomination targets may be further adjusted to ensure that no county receives a nomination target below the base planning amount programmed for that county. No such adjustments were necessary in developing the proposed nomination targets for OBAG 3.

The resulting nomination targets are detailed in the table below by county. CTAs may only nominate County & Local Program projects up to the target amounts listed below.

County	CTA	Nomination Share	Nomination Target
Alameda	Alameda County Transportation Commission	20.3%	\$82,827,000
Contra Costa	Contra Costa Transportation Authority	13.9%	\$56,775,000

Marin	Transportation Authority of Marin	2.8%	\$11,544,000
Napa	Napa Valley Transportation Authority	1.5%	\$6,143,000
San Francisco	San Francisco County Transportation Authority	15.2%	\$62,138,000
San Mateo	City/County Association of Governments of San Mateo County	9.1%	\$37,054,000
Santa Clara	Santa Clara Valley Transportation Authority	26.8%	\$109,385,000
Solano	Solano Transportation Authority	4.7%	\$19,159,000
Sonoma	Sonoma County Transportation Authority	5.6%	\$22,975,000
CTA Nomination Totals (120% available funds)			\$408,000,000
Funds Available (County & Local Program)			\$340,000,000

In addition, CTAs are encouraged (but not required) to submit project nomination lists that align with the following regionwide County & Local Program funding targets and constraints:

- **Active Transportation Investment Target:** OBAG 3 establishes a regionwide target of \$200 million for active transportation projects, including bicycle, pedestrian, and Safe Routes to School (SRTS) programs and projects. Bicycle and pedestrian elements included on projects that are not solely focused on active transportation (such as sidewalk or bike lane improvements included in a local road preservation project) also contribute to this regionwide investment target.
- **SRTS Investment Target:** OBAG 3 carries forward ongoing commitments to SRTS programming, by establishing a \$25 million regionwide target for SRTS programs and projects. Qualifying projects also contribute to the broader active transportation investment target described above.
- **Fund Source Eligibility:** Fund source targets for the County & Local Program are proportional to the overall composition of OBAG 3 funding, estimated to be 60% Surface Transportation Block Grant Program (STP) funds and 40% CMAQ funds. As CMAQ is the more restrictive fund source, in effect this constraint requires that at least 40%, or \$150 million, of County & Local Program funds be allocated to CMAQ-eligible projects.

Outreach Requirements

MTC partners with CTAs to conduct public engagement and local agency outreach for the County & Local Program call for projects, consistent with Title VI of the Civil Rights Act and associated federal requirements. The existing relationships CTAs have with local jurisdictions, elected officials, transit agencies, federally-recognized Tribal governments, community organizations and stakeholders, and members of the public within their respective counties make them well suited to assist MTC in this role.

CTAs should develop outreach plans consistent with this section, and each CTA must have their plan approved by MTC staff prior to initiating the call for projects activities in their respective county. In addition, CTAs are required to submit documentation to MTC demonstrating compliance with this section during the project nomination process. A list of acceptable outreach compliance documentation can be found below (page 7).

Public Engagement

As part of their call for projects process, CTAs are required to conduct countywide outreach and engagement with stakeholders and the public to solicit project ideas. CTAs are expected to implement their public outreach and engagement efforts in a manner consistent with MTC's Public Participation Plan (MTC Resolution No. 4174), which can be found at <http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>. CTAs should make every effort to follow current best practices related to virtual and in-person public participation, outreach, and engagement. CTAs should also make meaningful efforts to lower participation barriers for hard-to-reach populations, Limited English Proficient (LEP) speakers, people with disabilities, and those who are historically challenged from weighing in on public decision making processes.

At a minimum, MTC and CTAs are required to:

- Execute effective and meaningful local outreach and engagement efforts during the call for projects by working closely with local jurisdictions, elected officials, transit agencies, community-based organizations, other relevant stakeholders, and the public through the project solicitation process;
- Explain the local call for projects process, informing stakeholders and the public about methods for public engagement; relevant key milestones; the timing and opportunities for public comments on project ideas, including all standing public meetings and any County & Local Program call for projects-specific events and/or meetings; and when decisions are to be made on the list of projects to be submitted to MTC;
- Hold public meetings and/or workshops at times that are conducive to public participation to solicit public input on project ideas to submit;
- When possible, schedule meetings/events at times and locations that prioritize participation from Equity Priority Communities and other communities that have historically been systematically left out of the decision-making process;
- Post notices of public meetings and hearing(s) on their agency website; include information on how to request language assistance for individuals with limited English proficiency, as well as reasonable accommodations for persons with disabilities. If agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations at mtc.ca.gov/about-mtc/public-participation/get-language-assistance or the Americans with Disabilities Act;
- Offer language assistance¹ and accommodations for people with disabilities on all collateral materials and meeting notices. Establish a reasonable amount of time to request assistance in advance and include this information in materials and meeting notices;
- Hold in-person public meetings, when health protocols allow for in-person meetings to be safely held, in central locations that are accessible via multiple transportation modes,

¹ The Regional Housing Technical Assistance program has developed a useful reference document that outlines best practices for offering language translation services:
https://abag.ca.gov/sites/default/files/documents/2021-11/Best_Practices_Multilingual_Engagement_10-2021.pdf.

especially public transit, and ensure all locations are accessible to persons with disabilities; and

- Respond to written public comments, and whenever possible, post all written comments to the agency's website and summarize how public feedback impacted the decision-making process.

CTAs with recent public engagement efforts relevant to the County & Local Program call for projects are encouraged to incorporate the results of these efforts into their project prioritization process, provided that such efforts are:

- Completed recently or concurrently (up to 12 month prior to the County & Local Program call for projects, with older but relevant outreach considered by MTC staff on a case-by-case basis);
- Sufficiently comprehensive to determine public support and priorities for transportation project types eligible for funding under OBAG 3 (for example, development of a Countywide Transportation Plan or Countywide Capital Improvement Program);
- Conducted in an accessible, equitable manner consistent with federal Title VI nondiscrimination requirements; and
- Supplemental to other, dedicated opportunities for public input on OBAG 3 County & Local Program funding specifically that meet the minimum outreach requirements detailed in the paragraph above.

Agency Coordination

CTAs are expected to work closely with regional stakeholders during the call for project process, including MTC, Caltrans, and potential project sponsors. At a minimum, MTC and CTAs are required to communicate the call for projects and solicit applications from all local jurisdictions, transit agencies, and federally recognized Tribal governments within their county boundaries. For counties with federally recognized Tribal governments within their jurisdictions, MTC and CTAs are required to offer opportunities for government-to-government consultation to the Tribes.

Title VI Responsibilities

Call for projects processes must be consistent with Title VI of the Civil Rights Act, and the associated Executive Order on Environmental Justice (EO 12898), which together prohibit discrimination in federally-assisted programs on the basis of race, ethnicity, or income. Public outreach to, and involvement of, individuals in low income and communities of color covered under Title VI is critical to both local and regional decisions. MTC and CTAs are required to ensure that underserved communities are provided opportunities for access and input to the project submittal process. This may include, but is not limited to, the following:

- Assisting community-based organizations, Equity Priority Communities, and any other underserved community interested in having projects submitted for funding; and
- Removing barriers for persons with limited-English proficiency and other communities that have historically been systematically left out of the decision-making process to have access to the project submittal process.

Resources and Documentation

CTAs may refer to MTC's Public Participation Plan for further guidance on Title VI outreach strategies, found at <http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>. Additional

resources related to Title VI, civil rights compliance, and virtual participation are available from these agencies:

- FHWA at <http://www.fhwa.dot.gov/civilrights/programs/tvi.htm>;
- Caltrans at http://www.dot.ca.gov/hq/LocalPrograms/DBE_CRLC.html#TitleVI;
- MTC at http://www.mtc.ca.gov/get_involved/rights/index.htm; and
- ABAG webinar: "Engage How To! Introduction to Remote Meeting Tools" at <https://abag.ca.gov/our-work/housing/regional-housing-technical-assistance/training>

Additionally, CTAs are encouraged to use the following resources to source MTC pre-approved consultant services for their outreach efforts:

- **Equity Consultant Bench:** for general support with outreach activities, available at https://mtc.ca.gov/sites/default/files/documents/2021-07/Equity_Bench_Consultant_Catalog_2021.pdf; and
- **Translation and Interpreter Services Consultant Bench:** for translation, interpretation, and American Sign Language (ASL) services to ensure meaningful access by Limited English Proficiency (LEP) populations (as required under Title VI) and provide accessibility accommodations (as required by the Americans with Disabilities Act), available at <http://mtc.legistar.com/gateway.aspx?M=F&ID=5b527bad-4840-4614-8ce8-72d94770e4e6.pdf>.

Both consultant benches include consultant firms pre-qualified by MTC through Request for Qualifications (RFQ) processes which included "Cooperative Use" language, allowing other agencies to use MTC's processes to satisfy their own contracting and procurement guidelines.

To demonstrate compliance with outreach requirements, CTAs are required to submit the following documentation to MTC staff by September 30, 2022:

- A copy of the CTA's public outreach and engagement plan, developed in coordination with MTC;
- Copies or text of public notice(s) of opportunities for members of the public to provide input on County & Local Program criteria and/or project nominations, which must include information on how to request language assistance and accessibility accommodations;
- A list of CBOs or other organizations representing potentially impacted groups that the CTA contacted for input on the County & Local Program;
- Dates, times, and locations of public meetings, hearings, and/or workshops where opportunity for public input on the County & Local Program was afforded;
- A summary of public input received during the call for projects process, and how such feedback, and the results of any relevant prior outreach, was used in the CTA evaluation and decision-making process;
- A description of correspondence and/or meetings with all applicable local jurisdictions, transit agencies, and federally-recognized tribal governments informing each of the call for projects opportunity; and
- If information from prior or concurrent outreach efforts was incorporated into the CTA's call for projects process, a narrative description of these efforts, how the results informed project prioritization, and how the CTA met the minimum public involvement requirements for the OBAG 3 call for projects described above.

County Screening and Evaluation

CTAs, in coordination with MTC, will solicit and collect project applications, screening applicants and projects for program eligibility, and initial scoring and/or ranking of projects. CTAs will develop individual application materials, deadlines, and processes for their county's call for projects, consistent with these overall program guidelines and subject to approval by MTC staff. At minimum, CTAs must incorporate the following regional criteria into their project evaluations.

- **Eligibility:** CTAs should screen potential sponsors and applications for eligibility with federal and regional requirements. Projects must be:
 - Eligible for STP or CMAQ funds, as detailed in 23 USC Sec. 133 and at <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm> (STP), and in 23 USC Sec. 149 and at http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/ (CMAQ);
 - Consistent with *Plan Bay Area 2050*, available at <https://www.planbayarea.org/>; and
 - Meet all OBAG 3 programming policy requirements described in these guidelines and in MTC Resolution 4505.
- **Alignment:** CTAs should evaluate projects for alignment with relevant federal and regional plans and policies. Additional weight should be given to projects that:
 - Are located in PDAs or Transit-Rich Areas (TRAs), identified in locally-adopted plans (e.g. Specific Plans) for PDAs, or support preservation of Priority Production Areas (PPAs), as defined in Chapter 1 of *Plan Bay Area 2050* and available for viewing or download at <https://opendata.mtc.ca.gov/datasets/MTC::plan-bay-area-2050-growth-geographies/about>;
 - Invest in historically underserved communities, which may include projects prioritized in a Community-Based Transportation Planning (CBTP) or Participatory Budgeting process, or projects located within Equity Priority Communities with demonstrated community support. Equity Priority Communities are defined in Chapter 1 *Plan Bay Area 2050* and described at <https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities>;
 - Are located in jurisdictions with affordable housing protection, preservation, and production strategies, including an emphasis on community stabilization and anti-displacement policies with demonstrated effectiveness;
 - Implement multiple *Plan Bay Area 2050* strategies, described throughout the Plan (in particular, Chapters 2-5), or implementation actions (Chapter 7);
 - Advance Federal Performance Management Goals for safety, asset management, environmental sustainability and system performance, as detailed in 23 USC Sec. 105(b) and at <https://www.fhwa.dot.gov/tpm/about/goals.cfm>;
 - Demonstrate consistency with one or more of the following regional plans and policies:
 - Regional Safety/Vision Zero Policy (MTC Resolution No. 4400): <https://mtc.ca.gov/tools-resources/digital-library/10a-20-0788-resono-4400-regional-safety-vz-policy.pdf>
 - Equity Platform: <https://mtc.ca.gov/about-mtc/what-mtc/equity-platform>

- Regional Active Transportation Plan (in development):
<https://mtc.ca.gov/funding/investment-strategies-commitments/climate-protection/regional-active-transportation-plan>
- Transit Oriented Communities Policy (update pending):
<https://mtc.ca.gov/planning/land-use/transit-oriented-development-tod-policy>
- Blue Ribbon Transit Transformation Action Plan:
https://mtc.ca.gov/sites/default/files/documents/2021-09/Transit_Action_Plan_1.pdf
- **Community Support:** CTAs must prioritize project applications with demonstrated public support from communities disproportionately impacted by past discriminatory practices, including redlining, racial covenants, urban renewal, and highway construction that divided low-income and communities of color. Community support may be determined through a variety of means, including (but not limited to):
 - Responses to public outreach, including comments received at public meetings or hearings, feedback from community workshops, survey responses, etc.; and
 - Endorsement by a Community-Based Organization (CBO) representing historically and potentially impacted populations.
- **Deliverability:** CTAs must evaluate applicants and projects for potential deliverability issues, deprioritizing or excluding projects as needed based on risk. CTAs should ensure that project sponsors have sufficient agency capacity and technical expertise to complete projects in accordance with MTC's Regional Project Delivery Policy (available at <https://mtc.ca.gov/funding/federal-funding/project-delivery>) and meet OBAG 3 deadlines. Project sponsors must be able to obligate OBAG 3 funds no later than January 31, 2027.

CTA project evaluation criteria must be approved by both MTC staff and the CTA's governing board prior to initiating the call for projects activities in their respective county. CTAs may develop separate evaluation frameworks by project type, but each such framework must meet the requirements of this section.

Project Nominations

After completing initial project screening and evaluations, CTAs will submit project nominations and associated documentation to MTC for regional evaluation and project selection. Nomination lists must be approved by the CTA's governing board prior to submission to MTC. CTA project nomination packets are due to MTC by September 30, 2022, and must include the following elements:

- **Nomination List:** list(s) of eligible candidate projects for the OBAG 3 County & Local Program, ranked or scored according to the evaluation criteria developed by the CTA and approved by MTC staff. Nomination lists must comply with all OBAG 3 programming policies, including sponsor and project requirements, PDA minimum investments, and CTA nomination targets.
- **Board Approval:** signed resolution documenting CTA governing board action approving the County & Local Program project nomination list.
- **Outreach Documentation:** materials verifying CTA compliance with outreach requirements as described above.

- **Compliance Checklists:** completed checklists and supporting documentation affirming compliance with County & Local Program programming policies for both the CTA and each sponsor with a project on the nomination list. Checklists should be completed by the CTA, and must be signed by a signatory authority for the concerned agency. CTA and sponsor checklists are provided through the OBAG 3 webpage (available at www.mtc.ca.gov/obag3) under “Partner Agency Resources.”

Regional Project Evaluation

Using the nomination packets provided by the CTAs, MTC staff will form a review committee composed of multidisciplinary group of staff members to complete a regional project evaluation process and develop a recommended subset of projects for adoption by the Commission. This process will consist of the following steps:

- **Eligibility Review:** MTC staff will review submitted documentation and ensure CTA, sponsor, and project compliance with applicable federal and regional policies. Any issues identified will be communicated to CTA staff, and projects with unresolved issues will be excluded from further consideration.
- **Regional Criteria:** members of the review committee will score projects using the following rubric:
 - CTA Prioritization (75 points): relative CTA project rank or score, scaled to a range of 0-75 and normalized across CTAs.
 - Regional Impact (15 points): project alignment with *Plan Bay Area 2050* strategies, anticipated effectiveness in advancing regional objectives, and contribution to regionally significant networks or facilities.
 - Deliverability (10 points): sponsor capacity to deliver the specified project, including consideration of prior performance on MTC-funded projects, and any anticipated risk to the project development schedule or funding plan.
 - Air Quality Improvement (10 points): for CMAQ-eligible projects relative cost-effectiveness of projects in reducing emissions for criteria air pollutants for the San Francisco Bay Area Air Basin and additional consideration for PM_{2.5} reducing projects.
- **Project Ranking Process:** candidate projects will be ranked according to their average review committee score. To ensure that high performing air quality improvement projects are prioritized for CMAQ funding, MTC staff will first develop a recommended list of eligible projects for CMAQ funding using the comprehensive rubric rankings (all eligible projects scored with a maximum possible score of 110 points and ranked from highest to lowest score). All remaining projects, including CMAQ-eligible projects not recommended for funding using this first method, will then be ranked with the air quality improvement portion of the rubric score excluded (all remaining projects scored with a maximum possible score of 100 points and ranked from highest to lowest score). The latter rankings will be used by MTC staff to develop a recommended list of projects for STP funding.
- **Program Balancing:** candidate projects will be initially prioritized according to their ranking as described above. However, to achieve programmatic investment thresholds, and ensure a balanced program of projects, MTC staff may adjust project prioritization based on the following factors:

- County PDA investment targets;
- Regionwide investment targets, including Active Transportation and SRTS investments;
- Relative STP and CMAQ availability; and
- Overall program balancing for a variety of project types, equitable investments, and geographic spread.

Using this process, MTC staff will develop a draft program of recommended projects for Commission adoption. MTC staff will coordinate with CTA staff to provide comments and feedback on the draft program of projects, and may refine the recommended program of projects accordingly.

Program Approval

The Commission will consider the recommended OBAG 3 County & Local Program projects in January 2023. Projects approved by the Commission for funding will be eligible for programming into the TIP starting in February 2023. Approved County & Local Program projects and any subsequent revisions by the Commission will be detailed in Attachment B-2.

Projects nominated by CTAs but not selected for funding by the Commission will automatically be considered for future eligible funding opportunities through the OBAG 3 Regional Program, or as additional programming capacity becomes available for the County & Local Program.



One Bay Area Grant County & Local Program Call for Projects Guidelines

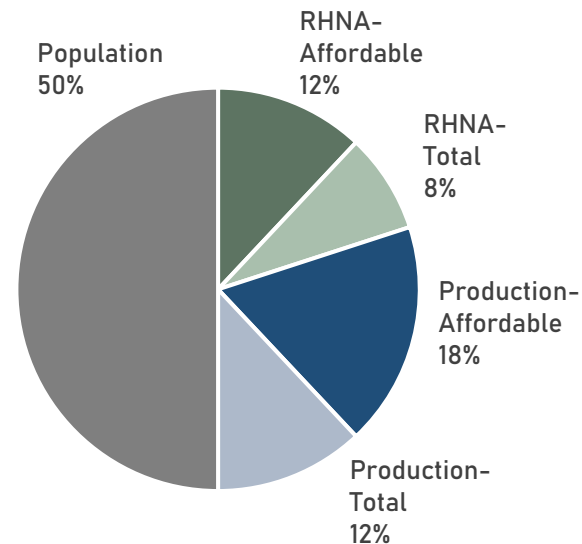
MTC Programming & Allocations Committee

March 9, 2022

Nomination Targets

Factors and Inputs

- ❖ Maintain OBAG 2 factors and relative weights, updated with the most recent available data
 - 50% Population (2021)
 - 30% Housing Production (2007-19 building permits, capped at RHNA totals)
 - 20% RHNA Allocation (2023-32 period)
 - Affordability Weighting (housing factors weighted 60% affordable, 40% total units)
- ❖ Nomination targets exceed available funds in the County & Local Program (120% of available program capacity)
- ❖ Targets do not imply nor guarantee amounts for individual jurisdictions



Nomination Targets

County	Targets %	Targets \$M
Alameda	20%	\$83
Contra Costa	14%	\$57
Marin	3%	\$12
Napa	2%	\$6
San Francisco	15%	\$62
San Mateo	9%	\$37
Santa Clara	27%	\$109
Solano	5%	\$19
Sonoma	6%	\$23
CTA Nomination Totals 120% available funds		\$408
Funds Available County & Local Program		\$340

Totals may not add due to rounding.

Call for Projects Process

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
- ❖ Countywide nomination targets 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 project evaluations

Outreach Requirements and Guidance

- ❖ Engage potential sponsors, interested stakeholders, and members of the public throughout the project solicitation process
- ❖ Ensure opportunities for input are accessible to all, including people with disabilities and limited-English proficiency populations
- ❖ If applicable, CTAs are encouraged to leverage recent, relevant public engagement efforts to supplement dedicated call for projects outreach

Evaluation Criteria

CTA Screening and Nominations

- ❖ Minimum criteria requirements:
 - Screen projects to confirm eligibility for federal funds and regional requirements
 - Prioritize projects based on alignment with federal and regional policies
 - Give greater weight to projects with demonstrated community support
 - Consider project deliverability
- ❖ CTAs may incorporate additional criteria to address local priorities

MTC Regional Evaluation and Selection

- ❖ Confirm CTA, sponsor, and project eligibility
- ❖ Score projects based on:
 - CTA ranking normalized across counties
 - Regional impact, including effectiveness and contribution to regional objectives and significant networks
 - Deliverability, with consideration for sponsor capacity and past performance
 - Cost-effectiveness of air quality improvements (CMAQ funds only)
- ❖ Balance overall program based on investment targets, project type diversity, equity, and geographic spread

Program Requirements

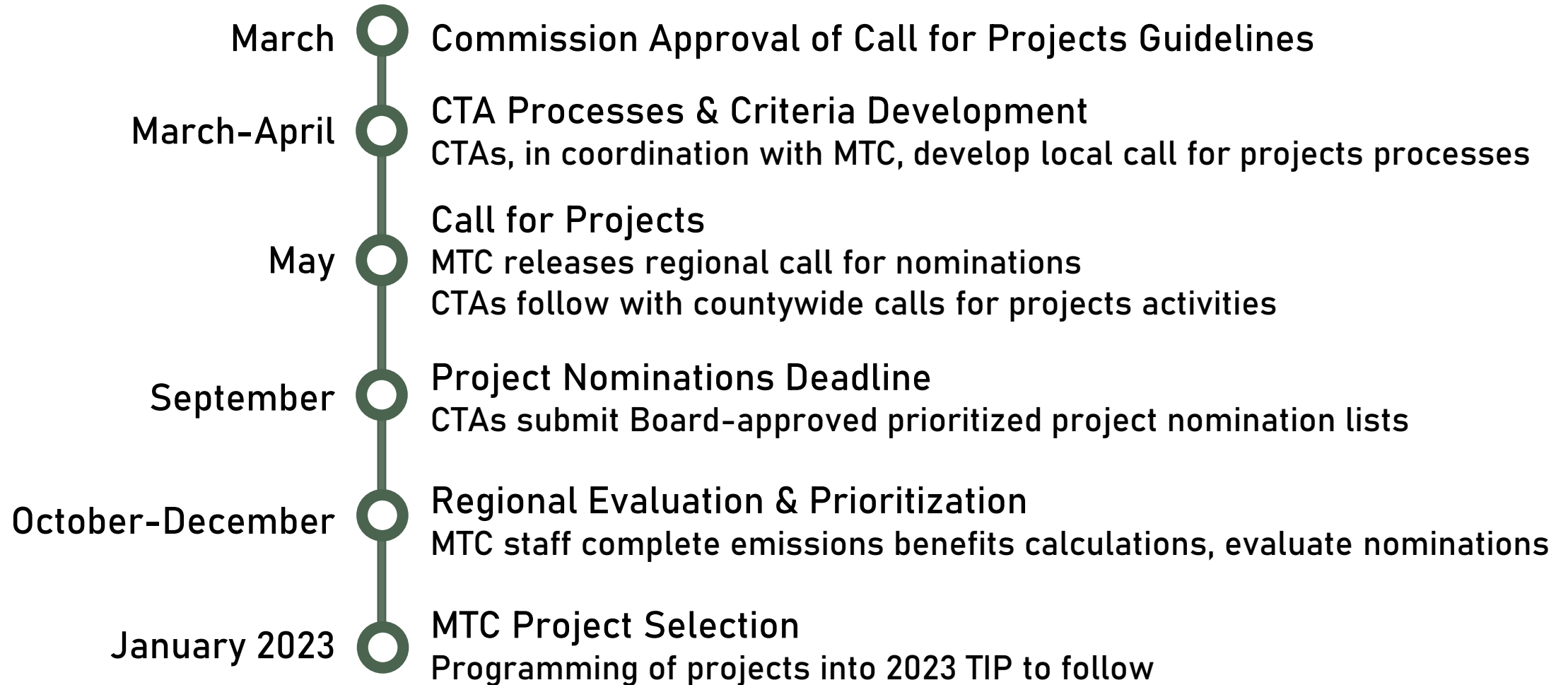
Sponsor Requirements

- ❖ Certified Housing Element and annual progress reporting
- ❖ Compliance with current state laws governing surplus lands, density bonus, and accessory dwelling units, including the Housing Accountability Act
- ❖ Compliance with regional Complete Streets policy & checklist, and state requirements for Local Road Safety Plans (LRSP) or equivalent

Investment Targets

- ❖ County Priority Development Area (PDA) minimum investments
 - 50% North Bay counties
 - 70% elsewhere
 - New uniform definition qualifying projects
- ❖ \$200M program wide Active Transportation investment target
- ❖ \$25M regionwide Safe Routes to School (SRTS) investment target

Planned Implementation Timeline





Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-0275 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 1/26/2022 **In control:** Programming and Allocations Committee
On agenda: 3/9/2022 **Final action:**
Title: MTC Resolution Nos. 4510, 4513, and 4169, Revised. Transit Capital Priorities Program FY2021-22 - FY2023-24

Programming of \$1.4 billion in FTA Formula Revenues, AB 664 Bridge Tolls, and BATA Project Savings for FYs 2021-22 through 2023-24, for transit operator state-of-good-repair consistent with the Transit Capital Priorities (TCP) Process and Criteria, including discussion of financing against future FTA revenues and other potential programming opportunities.

Sponsors:

Indexes:

Code sections:

Attachments: [12b - 22-0275 - MTC Resos-4510-4513-4169 - TCP Program FY22.pdf](#)
[12b - 22-0275 - Presentation - MTC Resos-4510-4513-4169 - TCP Program FY22.pdf](#)
[3b - 22-0275 - Resos 4510-4513-4169 - TCP Program FY22.pdf](#)
[3b - 22-0275 - Resos 4510-4513-4169 - TCP Program FY22 Presentation.pdf](#)

Date	Ver.	Action By	Action	Result
3/9/2022	1	Programming and Allocations Committee		

Subject:

MTC Resolution Nos. 4510, 4513, and 4169, Revised. Transit Capital Priorities Program FY2021-22 - FY2023-24

Programming of \$1.4 billion in FTA Formula Revenues, AB 664 Bridge Tolls, and BATA Project Savings for FYs 2021-22 through 2023-24, for transit operator state-of-good-repair consistent with the Transit Capital Priorities (TCP) Process and Criteria, including discussion of financing against future FTA revenues and other potential programming opportunities.

Presenter:

Margaret Doyle

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee****March 9, 2022****Agenda Item 3b - 22-0275****MTC Resolution Nos. 4510, 4513, and 4169, Revised. Transit Capital Priorities Program
FY2021-22 – FY2023-24**

Subject:

Programming of \$1.4 billion in FTA Formula Revenues, AB 664 Bridge Tolls, and BATA Project Savings for FYs 2021-22 through 2023-24, for transit operator state-of-good-repair consistent with the Transit Capital Priorities (TCP) Process and Criteria, including discussion of financing against future FTA revenues and other potential programming opportunities.

Background:

This item proposes to program \$1.4 billion in Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula, 5337 State of Good Repair, and 5339 Bus and Bus Facilities Funds; AB 664 Bridge Toll Funds; and BATA Project Savings Funds in FYs 2021-22 through 2023-24 to support transit capital replacement and rehabilitation projects and maintenance and operating costs. MTC is the designated recipient of these FTA formula funds for the large Urbanized Areas (UZAs) in the region and has been authorized by Caltrans to select projects and recommend funding allocations for the small UZAs.

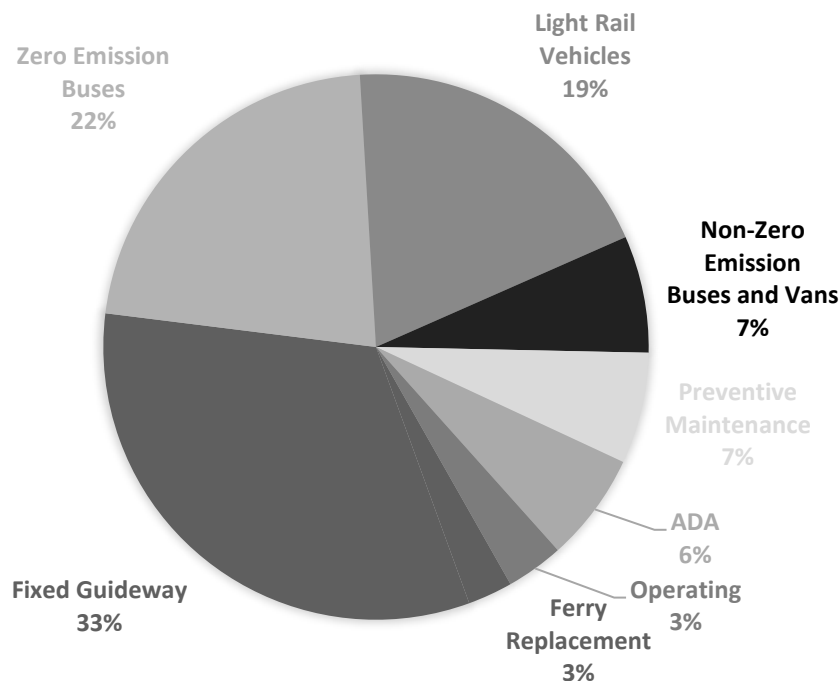
This month's proposed programming is an initial action focused on the highest-scoring transit state of good repair projects per the TCP Policy, including fixed guideway projects limited to previously established funding caps. The Bipartisan Infrastructure Law (BIL), which replaced the FAST Act, incorporates significantly higher funding levels for transit, particularly in the Section 5307 program (30% increase) and Section 5337 program (50% increase). After this action, an unprogrammed balance of \$647 million over three years will remain for Commission action in the coming months. This strategy will allow transit operators to move forward with essential state of good repair and replacement projects, while allowing for more regional policy discussion on the potential uses for the funding increase. The remainder of this item further details this month's proposed programming, and discusses considerations for the unprogrammed balance, including meeting MTC's commitment to the BART Car Replacement project and other opportunities to fund projects that have traditionally been difficult to fund through the TCP,

and/or to fund TCP projects at higher levels. In addition to today's programming recommendations, staff is seeking direction today on a framework for future proposals.

Overall, this first tranche covers major funding needs for several of the Bay Area's highest priority transit state of good repair capital projects, provides support and flexibility for operators in an uncertain economic climate, and supports MTC's Core Capacity Challenge Grant Program (CCCCGP) commitments (MTC Resolution No. 4123, Revised). Major investments include vehicle replacements, including zero-emission buses, and fixed guideway state of good repair projects. These investments are described in greater detail in Attachment A.

The program has been developed in cooperation with transit operators over the last several months and is consistent with the TCP Process and Criteria (MTC Resolution No. 4444) approved by the Commission in January 2021. Both the program and policy were developed collaboratively with the operators.

Baseline TCP Program FYs 2021-22 through 2023-24: Programming Share by Category



Length of Program

Staff proposes programming a partial three-year program for FYs 2021-22 through 2023-24 to provide operators certainty in their planning for the next three years, balanced with the need for flexibility in the out-years of the BIL (which is in place for FYs 2021-22 through 2025-26). The program is guided by the TCP policy, with amendments brought to the Commission for consideration as appropriate.

Policy Considerations and Unprogrammed Balances

The proposed program leaves an estimated unprogrammed balance of \$647 million, with \$366 million unprogrammed in Section 5307, \$278 million unprogrammed in Section 5337, and \$2 million unprogrammed in Section 5339 funds. These balances span urbanized areas and are largely representative of the impact of the BIL's increased funding levels on the TCP.

BART Railcar Replacement and Financing vs. Pay-go

A critical component of the discussion on unprogrammed balances relates to financing of the BART Car Replacement program backed by FTA formula funds, for which MTC received a Letter of No Prejudice (LONP) from FTA. Financing to fully fund the 775 replacement BART cars will require approval by the Bay Area Infrastructure Financing Authority (BAIFA), and the funding sources for debt service are limited to Section 5307 and Section 5337 funds in the San Francisco-Oakland, Concord, and Antioch Urbanized Areas (UZAs). Delays in the production and acceptance of new BART cars have pushed back the need for financing, instead allowing MTC to program FTA funds directly to the BART Car Replacement project on a pay-go basis for the past several years. BART has recently resumed the acceptance of new cars from the manufacturer, and the large swell in project cash flow needs is now anticipated to take place in calendar years 2022 through 2024.

The recent assumption has been that financing proceeds of approximately \$840 million would be needed for the project, with initial proceeds available in calendar year 2022. Annual debt service payments of approximately \$40 million had been included in the proposed program, reflective of that approach. The financing proposal approved by FTA in MTC's LONP included interest

charges of up to \$450 million, payable by FTA formula funds. While the influx of FTA formula funds from the BIL is not enough to remove the need for some type of financing, it does provide an opportunity to provide significant pay-go funding directly to the BART Car Replacement project in addition to financing, reducing the amount of interest expense required to be paid from the TCP program. These interest savings could instead be put directly onto transit projects in the coming years. Compared to an all-in financing deal to deliver MTC's full commitment to the project up front, a nimbler combination of pay-go and near-term lines of credit that meets BART's cash flow needs could save the region over \$250 million in financing costs.

In balancing the desire to reduce financing costs with the opportunity to pursue other critical transit capital needs as afforded by BIL funding, staff recommends the Commission pursue an approach that, for the next two years, invests heavily in pay-go for the BART Car Replacement project but allows for additional targeted investments, and in outer years of the BIL, continues and expands a focus on those additional investments.

Additional Programming Opportunities

In addition to the BART Car Replacement pay-go discussion, there are many programming options for this balance and for positioning the program within the context of federal, state, and regional programs and priorities. Guiding principles for the program's overall scope moving forward could include maintaining commitment to funding score-16 projects; expanding available funding for fixed guideway projects; leveraging new funding availability for zero-emission buses (ZEBs) and associated facility improvements; utilizing available funding sources to deliver projects on time (via fund swap or other arrangement); supplementing regional transit priorities; and maintaining flexibility in uncertain times. In discussions with operators through the Transit Finance Working Group, staff has heard strong support for an increase to the fixed guideway caps, and for funding bus infrastructure.

Some of these policy options would require amendments to the TCP Process and Criteria, which would be brought concurrently with proposed programming, such as increased fixed guideway funds.

Staff is requesting direction from the Commission to pursue pay-go on the BART Car Replacement project with the majority of eligible unprogrammed balances for the FY2021-22 and FY2022-23 TCP program of projects, and to further refine options for Commission consideration in the coming months of remaining program balances, with a focus on fixed guideway and zero-emission/bus infrastructure.

Below is a table illustrating the estimated apportionments across the five years of the BIL; the programming proposed to the Commission today; and the potential policy priorities for how the remaining available balance could be utilized.

FYs 2021-22 through 2025-26 Estimated Apportionments, Programming, and Balance						
	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	5 Year Total
TCP Apportionments ¹	\$658	\$668	\$684	\$697	\$707	\$3,413
TCP Programming (3/2022) ²	\$472	\$410	\$481	TBD	TBD	TBD
Available Balance and Potential Priorities	\$186	\$258	\$203	TBD	TBD	TBD
<i>BART Car Pay-Go³</i>	<i>\$116</i>	<i>\$168</i>	<i>\$24</i>	<i>TBD</i>	<i>TBD</i>	<i>TBD</i>
<i>Fixed Guideway Cap Increase/ZEB Infrastructure⁴</i>	<i>\$43</i>	<i>\$43</i>	<i>\$43</i>	<i>TBD</i>	<i>TBD</i>	<i>TBD</i>
<i>Other Policy Priorities⁵</i>	<i>\$27</i>	<i>\$47</i>	<i>\$136</i>	<i>TBD</i>	<i>TBD</i>	<i>TBD</i>

1. Estimated apportionments based on national FTA funding levels in BIL.
2. Proposed initial three-year program for action this month.
3. For FY22 and FY23, illustrative programming represents BART Replacement Car-eligible apportionments minus baseline programming (note 2) and additional programming opportunities (note 4). For FY24, programming represents BART's anticipated actual cash flow need.
4. Illustrative programming example that would increase fixed guideway cap by 20% and provide \$20 million annually for zero emission/bus infrastructure.
5. Programming balance net of above lines; includes UZAs and funding sources for which BART Car Replacement is ineligible. Uses of this could also include fixed guideway and zero emission/bus infrastructure.

In summary, staff is recommending the following:

1. March 2022 approval of the baseline program to allow operators to purchase vehicles and make state of good repair investments related to fixed guideway and other TCP Score 16 projects.

2. Return to the Committee in the coming months to program additional TCP funds to execute the strategy outlined above:
 - a. Fund additional replacement BART cars from the formula funds thus reducing the amount of financing needed and future interest costs.
 - b. Additionally, program FG increases and ZEB to fund key investments.
3. Return to the Commission in future to program the remainder of the BIL authorized funding amounts to address existing and evolving transit investments.

Next Steps

Following continued discussion with transit operators through forums including the Transit Finance Working Group, staff plan to return to the Commission with programming principles, proposed programming of remaining balances, and corresponding amendments to the TCP Policy in the coming months. Any other amendments to the FYs 2021-22 through 2023-24 program will be brought to the Commission for consideration as appropriate.

Concurrent with Commission approval of the TCP program, staff will include projects and funding in upcoming administrative modifications to the regional Transportation Improvement Program (TIP) as applicable, or in proposed TIP amendments starting next month.

Issues:

None.

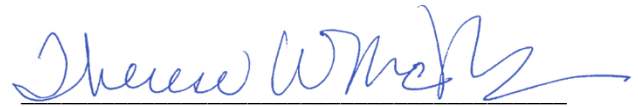
Recommendation:

Staff recommends referral of MTC Resolution Nos. 4510; 4513; and 4169, revised to the Commission for approval, and regarding unprogrammed balances, Commission direction to staff to pursue pay-go on the BART Car Replacement project for FYs 2021-22 and 2022-23, and return to this Committee in the coming months with detailed options for combinations of BART Car Replacement pay-go funding, financing costs, and other focuses such as fixed guideway state of good repair and zero-emission/bus infrastructure.

Attachments:

Attachment A: TCP FY2021-22 – FY2023-24 Programming Detail

MTC Resolution Nos. 4510; 4513; and 4169, revised

A handwritten signature in blue ink, appearing to read "Therese W. McMillan", is written over a horizontal line.

Therese W. McMillan

Attachment A: TCP FYs 2021-22 through 2023-24 Programming Detail

Subject:

This supplemental memo provides additional detail and background on the programming of \$1.4 billion in FTA Formula Revenues, AB 664 Bridge Tolls, and BATA Project Savings for FYs 2021-22 through 2023-24.

Background:

Process

The TCP program provides FTA formula funds and other regional revenues for transit capital maintenance and rehabilitation. The main goals of the program are to fund basic capital requirements to achieve and maintain a state of good repair, to maintain reasonable fairness to all the operators in the region, and to complement the other MTC funding programs.

The FYs 2021-22 through 2023-24 program includes a set-aside for ADA Operating Assistance (\$90.2 million) funded from FTA Section 5307, and Capital Project Funding (\$1.3 billion), which is funded from FTA Sections 5307, 5337, and 5339, and bridge toll funds. These capital projects include existing fixed guideway caps and score-16 programming, or a “baseline” program, to provide operators the certainty of funding those essential projects while leaving a balance of \$647.0 million to be programmed at a later date.

The project list was developed based on transit operator responses to a five-year call for projects issued by MTC in 2020. Projects meeting the TCP criteria were included in the proposed program based on the TCP project score and UZA eligibility, subject to funding availability. TCP programming reflects the Commission’s priorities in Plan Bay Area, with an emphasis on vehicle replacement and fixed guideway infrastructure state of good repair.

Major Investments

The proposed program includes funding for several major regional priority projects, including the BART’s railcar replacement program; SFMTA light rail vehicle replacements; and major fleet replacements for the San Mateo County Transit District (SamTrans), AC Transit, and the Santa Clara Valley Transportation Authority (VTA). Several projects are highlighted below.

BART Railcar Replacement: Pending Commission direction, BART will receive approximately \$310.0 million over three years as direct pay-go to the project, in order to reduce overall financing costs to the region. This funding will be heavily loaded in FY22 and FY23, for project cash flow needs in FY23 and FY24, respectively. This pay-go investment will still require financing to meet project cash flow needs in FY23 and FY24.

SFMTA: Light Rail Vehicle Procurement: SFMTA will receive a total of \$265.5 million in 5307 and 5339 funds over three years, plus \$5.0 million in BATA Project Savings in FY 2021-22, toward Light Rail Vehicle Replacement, for a total of \$270.5 million obligated to the project. This light rail vehicles procurement will replace vehicles at the end of their useful life, maintaining system state of good repair; the project was previously committed through the CCCGP.

SamTrans Replacement Electric Vehicles: \$121.9 million is programmed across the span of the program to SamTrans's bus replacement program, a notable investment in ZEBs for the region. SamTrans will transition 135 buses from diesel to battery electric buses.

VTa Replacement Vehicles: \$91.1 million is programmed for VTA's ninety-five bus replacements. VTA will replace sixty-one buses that have reached the end of their useful life with electric buses, and the remaining thirty-four with hybrid bus technology.

AC Transit Replacement Vehicles: AC Transit will receive approximately \$85.9 million, a combination of FTA funds (\$45.0 million in 5307 and 5339 funds across three years) and MTC bridge toll funds (\$40.9 million in AB664 and BATA Project Savings in FY 2021-22), for the replacement of 112 buses from various sub-fleets that have reached the end of their useful life. Sixty-five of these buses will be either battery electric or hydrogen fuel cell buses, representing a major investment toward the transition to zero-emission buses.

CCCTA (County Connection) Replacement Vehicles: \$28.8 million is programmed to CCCTA in FYs 2021-22 and 2022-23 for the replacement of forty diesel buses that have reached the end of their useful life. Half of these buses will be replaced with zero-emission fuel cell buses.

GGBHTD Replacement Vehicles: \$22.7 million is programmed to GGBHTD in FY 2023-24 for the replacement of twenty-three diesel buses that have reached the end of their useful life. They will be replaced with a mix of diesel and zero-emission battery electric buses.

WETA Ferry Vessel Replacement – MV Mare Island: \$21.2 million is programmed to WETA in FY 2021-22 for the replacement of the ferry MV Mare Island, which was put in to service in 1997. The new ferry will be used in WETA's North Bay (Vallejo) service.

Zero-Emission Buses

The TCP will be a critical piece of the region's transition to a zero-emission bus (ZEB) fleet, as required by California Air Resources Board's Innovative Clean Transit rule. For large operators (100 or more buses in maximum service) bus purchases starting in 2023 must be 25% zero-emission, ramping up to 100% by 2029. For small operators (fewer than 100 buses in maximum service) bus purchases starting in 2026 must be 25% zero-emission, also ramping up to 100% by 2029. (Certain credits for existing/early purchase ZEBs, and allowances for ZEB market availability apply.) As detailed above, many operators are getting an early start on the ZEB transition through upcoming replacements. Of the 455 replacement buses and vehicles being funded through this proposed three-year program, 317 (70%) are zero-emission, totaling over \$308 million in federal/TCP share. These ZEBs are a mix of battery-electric buses (78% of the ZEBs) and hydrogen fuel cell buses (22%). The non-ZEBs are a mixture of diesel and hybrid diesel buses. While the TCP bus/van pricelist includes ZEBs, which are still significantly more expensive than non-ZEBs, substantial additional funding is needed to address related infrastructure needs. The \$308.8 million invested in this program is only a fraction of the billions needed for this transition.

AB 664 and BATA Project Savings

Bridge tolls that complement the TCP program via the CCCGP have been included for SFMTA and AC Transit, as discussed above. A total of \$18.6 million in AB 664 funds and \$5.0 million in BATA Project Savings are programmed for FYs 2021-22 through 2023-24. AB 664 and BATA Project Savings programming and allocations are outlined in MTC Resolutions Nos. 4513 and 4169, respectively.

\$6.9 million (\$2.3 million per year) in AB 664 funds will be made available to eligible operators for local match when staff returns to the Commission to program outstanding TCP balances in the coming months.

Other Notable Items and Issues

Fixed Guideway Cap: Each fixed guideway (FG) operator has an FG cap based on its share of the updated fixed guideway need projections included in the adopted Plan Bay Area 2040 RTP, with a floor applied so that no operator's cap is reduced by more than 5% from their prior cap. In an attempt to better align FG needs and FG cap programming, in the call for projects for a multi-year program, operators could request more than their annual cap in a particular year if the increase is offset by a lower request in another year.

WETA has opted to reinstate deferred caps from prior years in the proposed program. WETA had previously deferred \$15.3 million in FG cap funds that is programmed across the three years of the program toward their fixed guideway needs. In FY2023-24, WETA borrows \$0.2 million against its FY2024-25 cap.

VTA Fixed Guideway Cap Waiver: VTA requested a total of \$148.3 million in funds across FYs 2021-22 through 2023-24, including \$83.5 million for FG infrastructure rehabilitation projects that are subject to the FG project caps specified in the TCP policy. These include replacement or rehabilitation of light rail track, crossovers, switches and other train control equipment, and traction power systems. The \$83.5 million figure represents the remaining amount of fixed-guideway eligible requests in the San Jose UZA, after funding 1/3 of Caltrain's high-scoring needs (the TCP policy incorporates a Caltrain Joint Powers Board agreement that Caltrain's TCP projects are funded 2/3 from the San Francisco-Oakland UZA, and 1/3 from the San Jose UZA). In the proposed program, both conditions have been met, with funds left over. Across FYs 2021-22 through 2023-24, VTA's FG cap is \$24.3 million (\$8.1 million per year), so VTA's request exceeds the cap by \$59.2 million. VTA staff requested that MTC waive the cap and program an additional \$55.9 million for the requests above the cap. Given VTA's unique situation, with access to relatively large amounts of Section 5337 State of Good Repair funding, staff will continue to work with VTA to identify strategies for ensuring that its future fleet needs can be

met through the TCP. After meeting VTA's fixed guideway requests, \$60.5 million remains unprogrammed in the San Jose UZA for 5337-eligible projects.

Project Cap Waivers: Both SamTrans and VTA are granted waivers over the bus replacement project cap of \$20.0 million per year, as funds are available to cover the full requests. For SamTrans, the FY2021-22 bus procurement at \$26.6 million is waived its \$6.6 million over the cap; the FY2022-23 bus procurement at \$36.2 million is waived its \$16.2 million over the cap; and finally, the FY2023-24 bus procurement at \$59.1 million is waived its \$39.1 million over the cap. For VTA, the FY2021-22 bus procurement at \$45.6 million is waived its \$25.6 million over the cap and the FY2022-23 bus procurement at \$27.0 million is waived its \$7.0 million over the cap.

Santa Rosa UZA: Santa Rosa CityBus, Sonoma County Transit and Sonoma-Marín Area Rail Transit District (SMART) apportion Santa Rosa urbanized area funding in accordance with an agreement first in effect for FY2020 funds. The portion of FTA 5307 funds within the Santa Rosa urbanized area to be divided by the City and the County is the prior year's subtotal apportioned to those two operators, modified by the same rate as the modification to the FTA 5307 funds nationwide (e.g., a 2% increase). That modified amount is divided between the two operators per the agreement in effect starting with FY2014 (58% Santa Rosa City Bus and 42% Sonoma County). The portion of the appropriated funds not divided by Santa Rosa and Sonoma County is distributed to SMART.

In general, SMART will use TCP funds for preventive maintenance, Santa Rosa CityBus will fund a combination of replacement buses, operating assistance, and preventive maintenance, and Sonoma County Transit will fund a combination of replacement buses and preventive maintenance. For FY2021-22, \$2,285,404 is available to Sonoma County Transit, \$3,156,034 to Santa Rosa CityBus, and \$3,884,548 to SMART for 5307. For FY2022-23, \$2,333,370 is available to Sonoma County Transit, \$3,222,272 to Santa Rosa CityBus, and \$3,969,816 to SMART for 5307. For FY2023-24, \$2,394,574 is available for Sonoma County Transit, \$3,306,792 for Santa Rosa CityBus, and \$4,078,615 for SMART for 5307.

GGBHTD Replacement Ferry – CARB Compliance: GGBHTD: Golden Gate is programmed \$4 million in FY 2022-23 and \$12 million in FY 2023-24 for the design and construction of a

replacement ferry vessel pending required compliance with CARB zero emission regulations. The funds are programmed but will not be entered in to the TIP until finalization of the CARB regulations and design and construction estimates.

Replacing Lapsed Funds with Current: Vacaville Transit is programmed \$0.2 million in FY2021-22 funds toward their Electric Bus Fleet project, replacing lapsed FY2018-19 5339 funds that were programmed in the FY2020-21 TCP but did not get put into a grant in time.

ECCTA (Tri-Delta) Funds Repayment: In September 2019, ECCTA exercised the Cost Effective Bus Procurement element of the TCP Policy on their bus replacement projects, directing 50% of the \$0.5 million of FY19 5339 funds to the Oakley Park & Ride Project. The balance of 5339 funds (\$0.3 million), in addition to \$1 million of FY18 5339 funds programmed to a fare collection project was reprogrammed to the same Oakley Park & Ride Project, consistent with the Capital Exchange element of the TCP Policy. In FY 2022-23, ECCTA repays the region by reducing the eligibility of their bus replacement project for TCP funds by the same amount (\$1.3 million).

Vanpool Program: MTC's vanpool program is funded using 5307 funds for the first time in FY2021-22, and for a total of \$8.8 million over three years, based on the program's estimated Section 5307 apportionment generation. The program receives 100% of its expected need, estimated at \$400 per van per month. FTA policy guiding vanpool service allows vanpool passenger fares that exceed operating expenses to be re-invested in capital equipment and to be counted toward a recipient's local match requirement. These programming amounts assume the use of this provision.

Unprogrammed Balances: The proposed program leaves an unprogrammed balance of \$647.0 million, with \$366.4 million unprogrammed in Section 5307, \$278.6 million unprogrammed in Section 5337, and \$2.0 million unprogrammed in Section 5339 funds. These balances span several urbanized areas and are largely representative of the impact of the BIL's increased funding levels on the TCP.

Emergency Flexibility and Relief Funds

The TCP policy continues to include the emergency flexibility option in place for operators to request operating assistance or preventive maintenance funding due to pandemic-caused shortfalls, subject to the Policy's Principles for Redirecting Funds to Transit Operations. Potentially due to the influx of federal relief funds from CARES, CRRSAA, and ARP, no operators have requested to use the emergency flexibility in the current program. Several operators in small UZAs – Fairfield, Napa Vine, Santa Rosa, SolTrans, and Vacaville – make use of operating assistance as traditionally permitted by the program.

Next Steps

Staff plan to return to the Commission with programming principles, proposed programming of remaining balances, and, if needed, amendments to the TCP Policy in the coming months. Any other amendments to the FYs 2021-22 through 2023-24 program will be brought to the Commission for consideration as appropriate.

Date: March 23, 2022
W.I.: 1512
Referred By: PAC

ABSTRACT

Resolution No. 4510

This resolution approves the FY2021-22 through FY2023-24 Transit Capital Priorities preliminary program of projects for inclusion in the Transportation Improvement Program (TIP). The program includes projects funded with FTA Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities Formula Programs. In addition, One Bay Area Grant Cycle 2 (OBAG 2) Transit Priorities funds are programmed in MTC Resolution No. 4202, and AB 664 Bridge Toll revenues and BATA Project Savings are programmed in MTC Resolution No. 4513 and Resolution No. 4169, respectively, for FYs 2021-22 through 2023-24 Transit Capital Priorities projects. This resolution will be amended to add the remainder of the FY2021-22 through FY2023-24 Transit Capital Priorities program at a future date, and to adjust for actual FTA apportionments.

This Resolution includes the following attachments:

Attachment A – FY2021-22 Program of Projects

Attachment B – FY2022-23 Program of Projects

Attachment C – FY2023-24 Program of Projects

Attachment D – FY2021-22 through FY2023-24 Programming Notes

Further discussion of the TCP program of projects is contained in the Programming and Allocations Committee summary sheet dated March 9, 2022.

Date: March 23, 2022
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4510

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC is the designated recipient of the Federal Transit Administration (FTA) Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities funds for the large urbanized areas of San Francisco-Oakland, San Jose, Concord, Antioch, and Santa Rosa, and has been authorized by the California Department of Transportation (Caltrans) to select projects and recommend funding allocations subject to state approval for the FTA Section 5307 and Section 5339 funds for the small urbanized areas of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma in MTC's Federal Transportation Improvement Program; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators in the region and with Caltrans to establish priorities for the transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria used in the selection and ranking of such projects are set forth in MTC Resolution No. 4444; and

WHEREAS, the projects to be included in the TIP are set forth in the detailed project listings in Attachments A-C, which is incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY2021-22 through FY2023-24 Transit Capital Priorities program of projects to be included in the TIP as set forth in Attachments A-C; and, be it further

RESOLVED, that the Executive Director or designee is authorized to revise Attachments A-D as necessary to reflect the programming of projects as the projects are revised in the TIP; and be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on March 23, 2022.

Date: March 23, 2022
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 4510
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FY 2021-22 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
		<i>Actual Apportionments</i>	655,264,466	310,765,476	330,258,420	14,240,570
		<i>Previous Year Carryover</i>	3,059,533	2,449,917	-	609,616
		<i>Funds Available for Programming</i>	658,323,999	313,215,393	330,258,420	14,850,186
MTC Debt Service						
REG170023	MTC	Debt Service	-	-	-	-
Lifeline Set-Aside						
TBD	TBD - Lifeline	TBD - Reserved for future programming	3,580,439	3,580,439	0	0
ADA Operating Set-Aside						
VAR210003	AC Transit	ADA Paratransit Assistance	6,729,308	6,729,308	-	-
VAR210003	BART	ADA Paratransit Capital Accessibility Improvements	3,381,044	3,381,044	-	-
VAR210003	CCCTA	ADA Paratransit Assistance	1,823,750	1,823,750	-	-
VAR210003	ECCTA	ADA Operating Assistance	852,076	852,076	-	-
VAR210003	LAVTA	ADA Paratransit Operating Subsidy	546,984	546,984	-	-
VAR210003	MCTD	ADA Paratransit Assistance	1,039,640	1,039,640	-	-
VAR210003	Napa Vine	ADA Operating Assistance	442,601	442,601	-	-
VAR210003	Petaluma	ADA Set-Aside	103,359	103,359	-	-
VAR210003	SamTrans	ADA Paratransit Operating Subsidy	2,589,649	2,589,649	-	-
VAR210003	Santa Rosa	ADA Operating Assistance	313,314	313,314	-	-
VAR210003	SFMTA	ADA Paratransit Operating Support	5,330,519	5,330,519	-	-
VAR210003	SolTrans	ADA Paratransit Operating Subsidy	475,285	475,285	-	-
VAR210003	Union City	ADA Set-Aside	189,025	189,025	-	-
VAR210003	VTa	ADA Operating Set-Aside	5,224,040	5,224,040	-	-
VAR210003	Westcat	ADA Paratransit Operating Subsidy	359,148	359,148	-	-
		<i>Total Program Set-asides and Commitments</i>	32,980,182	32,980,182	-	-
		<i>Funds Available for Capital Programming</i>	625,343,817	280,235,211	330,258,420	14,850,186
Capital Projects						
ALA990052	AC Transit	ADA Operating Depreciation Costs from 3 Vendors	1,634,374	1,634,374	-	-
NEW	AC Transit	Replace (23) 40ft Urban Buses - Diesel	6,878,238	-	-	6,878,238
ALA170048	ACE	ACE Fixed Guideway (Capitalized Maintenance)	1,594,000	-	1,594,000	-
NEW	ACE	ACE Railcar Replacement	3,200,000	-	3,200,000	-
ALA210008	ACE	ACE Capital Access Fee	1,426,707	1,426,707	-	-
ALA090065	BART	Fare Collection Equipment	6,360,000	-	6,360,000	-
ALA190014	BART	Elevator Renovation Program	7,000,000	-	7,000,000	-
BRT030004	BART	Train Control Renovation	10,240,000	-	10,240,000	-
BRT030005	BART	Traction Power System Renovation	10,240,000	-	10,240,000	-
BRT97100B	BART	Rail,Way, and Structures Program	17,406,000	-	17,406,000	-
SM-03006B	Caltrain	Systemwide Track Rehabilitation	11,500,000	-	11,500,000	-
SM-050041	Caltrain	Comm. System/Signal Rehab.	1,100,000	-	1,100,000	-
SM-170010	Caltrain	TVM Project	1,073,000	-	1,073,000	-
NEW	CCCTA	Replace 40ft Diesel Buses - Fuel Cell	19,856,000	18,946,664	-	909,336
NEW	CCCTA	Replace 40ft Diesel Buses - Diesel	7,788,038	7,788,038	-	-
SOL110041	Fairfield	Bus Replacement	308,398	-	-	308,398
VAR190006	Fairfield	Operating Assistance	3,452,013	3,452,013	-	-
MRN150014	GGBHTD	Ferry Major Component Rehabilitation	359,148	359,148	-	-
MRN990017	GGBHTD	Ferry Dredging	5,350,000	-	5,350,000	-
NEW	MCTD	MCTD: Revenue Vehicle Rehabilitation	240,398	240,398	-	-
NEW	MCTD	MCTD: Vehicle Replacement - 5 Paratransit Vehicles	412,000	412,000	-	-
REG10003	MTC	Bay Area Vanpool Program	1,534,000	1,534,000	-	-
NAP170003	Napa Vine	NVTA- Vine Transit Bus Maintenance Facility	225,046	36,437	-	188,609
VAR190006	Napa Vine	Napa Vine Operating Assistance	1,770,429	1,770,429	-	-
NEW	Petaluma	Purchase (2) Replacement Fixed Route Buses	1,486,400	1,349,064	-	137,336
NEW	SamTrans	Replace 40ft Diesel Buses - Battery	26,616,000	25,805,428	-	810,572
NEW	SamTrans	Replace Paratransit Vehicles	3,845,520	3,845,520	-	-
NEW	Santa Rosa	Replace (2) 40' Diesel Buses - Electric	1,444,471	555,526	-	888,945
VAR190006	Santa Rosa	Operating Assistance	1,601,036	1,601,036	-	-
VAR190007	Santa Rosa	Preventive Maintenance	356,229	356,229	-	-

Date: March 23, 2022
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 4510
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FY 2021-22 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation	24,272,000	-	24,272,000	-
SF-090012	SFMTA	Light Rail Vehicle Replacement Procurements	108,635,101	-	108,635,101	-
SF-090035	SFMTA	Paratransit Fleet Replacement Procurements	1,557,360	1,557,360	-	-
SF-170018; S	SFMTA	Motor Coach & Trolley Coach Midlife Overhauls	17,706,666	17,706,666	-	-
SF-170021	SFMTA	Historic Streetcar & Cable Car Restorations	2,293,334	-	2,293,334	-
SF-95037B	SFMTA	Muni Rail Replacement	3,639,000	-	3,639,000	-
SF-970170	SFMTA	Overhead Line Rehabilitation	2,930,000	-	2,930,000	-
SF-99T002	SFMTA	Cable Car Infrastructure	2,483,000	-	2,483,000	-
VAR190007	SMART	Preventive Maintenance	3,884,548	3,884,548	-	-
SOL090034	SolTrans	Bus Replacement Alternative Fuel	2,661,600	2,242,269	-	419,331
VAR190006	SolTrans	Operating Assistance	618,791	618,791	-	-
VAR190007	SolTrans	Preventive Maintenance	1,000,000	1,000,000	-	-
SON170006	Sonoma County	SCT Replacement Bus Purchase	889,458	687,185	-	202,273
VAR190007	Sonoma County	SCT Preventive Maintenance	1,280,000	1,280,000	-	-
VAR190006	Vacaville	Operating Assistance	1,300,000	1,300,000	-	-
SOL210004	Vacaville	Electric Bus Fleet	221,978	6,682	-	215,296
NEW	VRTA	Hybrid and Electric Bus Replacement 2022	45,598,000	42,350,815	-	3,247,185
NEW	VRTA	North 1st Street/Tasman Drive - EB Tack Switch Addition Proj. - T	1,640,000	-	1,640,000	-
NEW	VRTA	Network Switch Replacement/Upgrade	3,680,000	-	3,680,000	-
NEW	VRTA	Axle Press Replacement	1,736,300	-	1,736,300	-
SCL050002	VRTA	Rail Replacement and Rehabilitation	6,876,000	-	6,876,000	-
SCL090044	VRTA	OCS Rehab & Replacement Program	13,120,000	-	13,120,000	-
SCL150008	VRTA	Track Intrusion Abatement FY22/23	2,227,200	-	2,227,200	-
NEW	Westcat	Revenue Vehicle Replacement	1,678,400	1,678,400	-	-
VAR190007	Westcat	Preventive Maintenance	193,600	193,600	-	-
NEW	WETA	Ferry Vessel Replacement - MV Mare Island	21,157,300	21,157,300	-	-
REG090054	WETA	Ferry Channel Dredging - Vallejo Ferry Terminal	2,455,920	-	2,455,920	-
REG090057	WETA	Vessel Engine Overhaul - Pyxis Class Vessels	1,810,560	-	1,810,560	-
REG090057	WETA	Waterjet Control System Upgrade - Pyxis Class Vessel	600,000	-	600,000	-
REG090057	WETA	Ferry Mid-Life Refurbishment - MV Gemini	3,590,000	-	3,590,000	-
REG090067	WETA	Passenger Float Rehabilitation - Pier 9 Berthing Facility	1,089,600	-	1,089,600	-
Total Capital Projects			439,123,161	166,776,628	258,141,015	14,205,519
Total Programmed			472,103,343	199,756,809	258,141,015	14,205,519
Fund Balance			186,220,656	113,458,583	72,117,405	644,667

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FY 2022-23 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
		Actual Apportionments	667,985,722	317,287,826	336,004,067	14,693,829
		Previous Year Carryover	186,220,656	113,458,583	72,117,405	644,667
		Funds Available for Programming	854,206,378	430,746,410	408,121,472	15,338,496
MTC Debt Service						
REG170023	MTC	Debt Service	-	-	-	-
Lifeline Set-Aside						
TBD	TBD - Lifeline	TBD - Reserved for future programming	3,580,439	3,580,439	-	-
ADA Operating Set-Aside						
VAR210003	AC Transit	ADA Paratransit Assistance	6,870,547	6,870,547	-	-
VAR210003	BART	ADA Paratransit Capital Accessibility Improvements	3,452,007	3,452,007	-	-
VAR210003	CCCTA	ADA Paratransit Assistance	1,862,028	1,862,028	-	-
VAR210003	ECCTA	ADA Operating Assistance	869,959	869,959	-	-
VAR210003	LAVTA	ADA Paratransit Operating Subsidy	558,463	558,463	-	-
VAR210003	MCTD	ADA Paratransit Assistance	1,061,461	1,061,461	-	-
VAR210003	Napa Vine	ADA Operating Assistance	451,890	451,890	-	-
VAR210003	Petaluma	ADA Set-Aside	105,528	105,528	-	-
VAR210003	SamTrans	ADA Paratransit Operating Subsidy	2,644,002	2,644,002	-	-
VAR210003	Santa Rosa	ADA Operating Assistance	319,581	319,581	-	-
VAR210003	SFMTA	ADA Paratransit Operating Support	5,442,399	5,442,399	-	-
VAR210003	SolTrans	ADA Paratransit Operating Subsidy	485,260	485,260	-	-
VAR210003	Union City	ADA Set-Aside	192,993	192,993	-	-
VAR210003	VTa	ADA Operating Set-Aside	5,333,674	5,333,674	-	-
VAR210003	Westcat	ADA Paratransit Operating Subsidy	366,686	366,686	-	-
		Total Program Set-asides and Commitments	33,596,917	33,596,917	-	-
		Funds Available for Capital Programming	820,609,461	397,149,492	408,121,472	15,338,496
Capital Projects						
ALA990052	AC Transit	ADA Operating Depreciation Costs from 3 Vendors	1,907,830	1,907,830	-	-
NEW	AC Transit	Replace (23) Articulated 60ft Buses - FCB	27,634,500	19,700,965	-	7,933,535
ALA170048	ACE	ACE Fixed Guideway (Capitalized Maintenance)	1,594,000	-	1,594,000	-
ALA210008	ACE	ACE Capital Access Fee	1,426,707	1,426,707	-	-
ALA090065	BART	Fare Collection Equipment	6,360,000	-	6,360,000	-
ALA190014	BART	Elevator Renovation Program	7,000,000	-	7,000,000	-
BRT030004	BART	Train Control Renovation	10,240,000	-	10,240,000	-
BRT030005	BART	Traction Power System Renovation	10,240,000	-	10,240,000	-
BRT97100B	BART	Rail,Way, and Structures Program	17,406,000	-	17,406,000	-
SM-03006B	Caltrain	Systemwide Track Rehabilitation	11,500,000	-	11,500,000	-
SM-050041	Caltrain	Comm. System/Signal Rehab.	1,100,000	-	1,100,000	-
SM-170010	Caltrain	TVM Project	1,073,000	-	1,073,000	-
NEW	CCCTA	Replace 40ft Diesel Buses - Fuel Cell	1,235,962	1,235,962	-	-
CC-070092	ECCTA	ECCTA: Transit Bus Replacements	1,499,729	568,757	-	930,972
SOL110041	Fairfield	Bus Replacement	2,818,214	2,500,000	-	318,214
VAR190006	Fairfield	Operating Assistance	1,027,068	1,027,068	-	-
MRN150014	GGBHTD	Ferry Major Component Rehabilitation	366,686	366,686	-	-
MRN990017	GGBHTD	Ferry Dredging	5,350,000	-	5,350,000	-
NEW	GGBHTD	Collision Avoidance System	840,000	840,000	-	-
NEW	GGBHTD	Replacement Ferry -- CARB Compliance	4,000,000	4,000,000	-	-
NEW	LAVTA	AVL	332,429	332,429	-	-
NEW	LAVTA	Fareboxes	205,190	205,190	-	-
NEW	LAVTA	Radios	40,128	40,128	-	-
NEW	LAVTA	Replace (4) 40'Buses - Fuel Cell	4,044,800	2,727,639	-	1,317,161
NEW	LAVTA	Replace (8) 40' Buses - Hybrid	5,625,600	5,625,600	-	-
NEW	MCTD	MCTD: Replace 2 Rural Cutaway vehicles	188,800	188,800	-	-
NEW	MCTD	MCTD: Replace 3 Demand Response Cutaways with Vans	252,000	252,000	-	-
NEW	MCTD	MCTD: Replace 4 Demand Response Vans	336,000	336,000	-	-
NEW	MCTD	MCTD: Replace 7 local 35ft Hybrid Vehicles	4,855,200	4,855,200	-	-
NEW	MCTD	MCTD: Replace one(1) Shuttle Vehicle	94,400	94,400	-	-

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FY 2022-23 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
REG10003	MTC	Bay Area Vanpool Program	3,252,000	3,252,000	-	-
NAP090005	Napa Vine	NVTA ZEB Bus Procurement	225,046	30,434	-	194,612
VAR190006	Napa Vine	Napa Vine Operating Assistance	1,805,838	1,805,838	-	-
NEW	Petaluma	Purchase (2) Replacement Paratransit Vans	168,000	168,000	-	-
SON170017	Petaluma	Petaluma AVL Equipment	740,000	740,000	-	-
NEW	SamTrans	Replace 40ft Diesel Buses - Battery	36,160,000	36,160,000	-	-
SON090024	Santa Rosa	Preventive Maintenance	699,881	699,881	-	-
VAR190006	Santa Rosa	Operating Assistance	1,633,056	1,633,056	-	-
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation	23,740,000	-	23,740,000	-
SF-090012	SFMTA	Light Rail Vehicle Replacement Procurements	67,336,982	-	67,336,982	-
SF-090035	SFMTA	Paratransit Fleet Replacement Procurements	3,087,000	3,087,000	-	-
SF-170018; S	SFMTA	Motor Coach & Trolley Coach Midlife Overhauls	10,542,385	10,542,385	-	-
SF-170021	SFMTA	Historic Streetcar & Cable Car Restorations	11,666,666	-	11,666,666	-
SF-95037B	SFMTA	Muni Rail Replacement	3,837,000	-	3,837,000	-
SF-970170	SFMTA	Overhead Line Rehabilitation	2,500,000	-	2,500,000	-
SF-99T002	SFMTA	Cable Car Infrastructure	3,247,000	-	3,247,000	-
VAR190007	SMART	Preventive Maintenance	3,969,816	3,969,816	-	-
SOL090034	SolTrans	Bus Replacement Alternative Fuel	1,808,000	1,375,322	-	432,678
VAR190006	SolTrans	Operating Assistance	1,600,000	1,600,000	-	-
VAR190007	SolTrans	Preventive Maintenance	1,001,167	1,001,167	-	-
SON170006	Sonoma County	SCT Replacement Bus Purchase	932,847	724,136	-	208,711
VAR190007	Sonoma County	SCT Preventive Maintenance	1,168,030	1,168,030	-	-
VAR190006	Vacaville	Operating Assistance	1,400,000	1,400,000	-	-
NEW	VRTA	Signal Improvements Guadalupe	12,607,300	-	12,607,300	-
NEW	VRTA	North Yard Tire Awning	320,000	-	320,000	-
SCL050001	VRTA	Electric 40' Bus Replacement 2023	26,703,200	23,352,661	-	3,350,539
SCL050002	VRTA	Rail Replacement and Rehabilitation	12,133,000	-	12,133,000	-
SCL110099	VRTA	Bridge and Structures Repairs FY22/23	192,000	-	192,000	-
SCL150008	VRTA	Track Intrusion Abatement FY22/23	407,000	-	407,000	-
SCL170050	VRTA	SCADA Control Center & System Replacement	2,280,000	-	2,280,000	-
SCL190026	VRTA	HVAC Replacement Project	404,450	-	404,450	-
REG090057	WETA	Ferry Mid-Life Refurbishment - MV Pisces	3,697,700	-	3,697,700	-
REG090057	WETA	Vessel Engine Injectors Replacement - MV Dorado	117,100	-	117,100	-
REG090057	WETA	Ferry Major Component Rehabilitation - MV Hydrus and MV Cetus	3,601,600	-	3,601,600	-
REG090057	WETA	Vessel Engine Overhaul - MV Carina and MV Peralta	554,800	-	554,800	-
Total Capital Projects			376,133,107	140,941,089	220,505,598	14,686,421
Total Programmed			409,730,025	174,538,006	220,505,598	14,686,421
Fund Balance			444,476,353	256,208,404	187,615,874	652,075

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FY 2023-24 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
		Actual Apportionments	684,294,742	325,610,252	343,412,309	15,272,181
		Previous Year Carryover	444,476,353	256,208,404	187,615,874	652,075
		Funds Available for Programming	1,128,771,095	581,818,656	531,028,183	15,924,255
MTC Debt Service						
REG170023	MTC	Debt Service	-	-	-	-
Lifeline Set-Aside						
TBD	TBD - Lifeline	TBD - Reserved for future programming	3,580,439	3,580,439	-	-
ADA Operating Set-Aside						
VAR210003	AC Transit	ADA Paratransit Assistance	7,050,765	7,050,765	-	-
VAR210003	BART	ADA Paratransit Capital Accessibility Improvements	3,542,554	3,542,554	-	-
VAR210003	CCCTA	ADA Paratransit Assistance	1,910,869	1,910,869	-	-
VAR210003	ECCTA	ADA Operating Assistance	892,778	892,778	-	-
VAR210003	LAVTA	ADA Paratransit Operating Subsidy	573,111	573,111	-	-
VAR210003	MCTD	ADA Paratransit Assistance	1,089,304	1,089,304	-	-
VAR210003	Napa Vine	ADA Operating Assistance	463,742	463,742	-	-
VAR210003	Petaluma	ADA Set-Aside	108,296	108,296	-	-
VAR210003	SamTrans	ADA Paratransit Operating Subsidy	2,713,356	2,713,356	-	-
VAR210003	Santa Rosa	ADA Operating Assistance	325,972	325,972	-	-
VAR210003	SFMTA	ADA Paratransit Operating Support	5,585,157	5,585,157	-	-
VAR210003	SolTrans	ADA Paratransit Operating Subsidy	497,987	497,987	-	-
VAR210003	Union City	ADA Set-Aside	198,055	198,055	-	-
VAR210003	VTa	ADA Operating Set-Aside	5,473,567	5,473,567	-	-
VAR210003	Westcat	ADA Paratransit Operating Subsidy	376,305	376,305	-	-
		Total Program Set-asides and Commitments	34,382,257	34,382,257	-	-
		Funds Available for Capital Programming	1,094,388,838	547,436,399	531,028,183	15,924,255
Capital Projects						
ALA990052	AC Transit	ADA Operating Depreciation Costs from 3 Vendors	1,945,987	1,945,987	-	-
NEW	AC Transit	Replace (24) Urban Buses - Diesel	10,548,000	2,302,200	-	8,245,800
ALA170048	ACE	ACE Fixed Guideway (Capitalized Maintenance)	1,594,000	-	1,594,000	-
ALA210008	ACE	ACE Capital Access Fee	1,426,707	1,426,707	-	-
ALA090065	BART	Fare Collection Equipment	6,360,000	-	6,360,000	-
ALA190014	BART	Elevator Renovation Program	7,000,000	-	7,000,000	-
BRT030004	BART	Train Control Renovation	10,240,000	-	10,240,000	-
BRT030005	BART	Traction Power System Renovation	10,240,000	-	10,240,000	-
BRT97100B	BART	Rail,Way, and Structures Program	17,406,000	-	17,406,000	-
SM-03006B	Caltrain	Systemwide Track Rehabilitation	11,500,000	-	11,500,000	-
SM-050041	Caltrain	Comm. System/Signal Rehab.	1,100,000	-	1,100,000	-
SM-170010	Caltrain	TVM Project	1,073,000	-	1,073,000	-
NEW	CCCTA	Replace (10) 30ft Urban Buses	9,056,000	8,080,790	-	975,210
NEW	CCCTA	Replacement Vans	177,600	177,600	-	-
SOL110041	Fairfield	Bus Replacement	330,739	-	-	330,739
VAR190006	Fairfield	Operating Assistance	3,622,837	3,622,837	-	-
MRN150014	GGBHTD	Ferry Major Component Rehabilitation	5,726,305	376,305	5,350,000	-
MRN150014	GGBHTD	Ferry Vessel Major Components	-	-	-	-
NEW	GGBHTD	Replace Conventional OTR Coaches	10,544,000	10,544,000	-	-
NEW	GGBHTD	Replace Conventional OTR Coaches with ZEBs	2,748,000	2,748,000	-	-
NEW	GGBHTD	Replacement Ferry -- CARB Compliance	12,000,000	12,000,000	-	-
NEW	MCTD	MCTD: Vehicle Replacement - 5 Paratransit Vehicles	428,000	428,000	-	-
REG10003	MTC	Bay Area Vanpool Program	3,985,000	3,985,000	-	-
REG170022	MTC	Clipper Next Gen Fare Collection System	3,153,905	3,153,905	-	-
NAP090005	Napa Vine	NVTA ZEB Bus Procurement	234,138	31,866	-	202,272
VAR190006	Napa Vine	Napa Vine Operating Assistance	1,841,954	1,841,954	-	-
SON170005	Petaluma	Yard and Facility Improvements	106,443	106,443	-	-
NEW	SamTrans	Replace 40ft Diesel Buses - Battery	55,248,000	55,248,000	-	-
NEW	SamTrans	Replace Paratransit Vehicles	2,420,471	2,420,471	-	-
NEW	SamTrans	Replace 35ft Diesel Buses - Battery	3,860,000	3,860,000	-	-
VAR190006	Santa Rosa	Operating Assistance	1,665,717	1,665,717	-	-
VAR190007	Santa Rosa	Preventive Maintenance	713,879	713,879	-	-

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FY 2023-24 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation	18,212,000	-	18,212,000	-
SF-090012	SFMTA	Light Rail Vehicle Replacement Procurements	89,571,273	-	89,571,273	-
SF-170018; S	SFMTA	Motor Coach & Trolley Coach Midlife Overhauls	34,665,700	34,665,700	-	-
SF-170021	SFMTA	Historic Streetcar & Cable Car Restorations	13,082,666	-	13,082,666	-
SF-95037B	SFMTA	Muni Rail Replacement	6,887,000	-	6,887,000	-
SF-970170	SFMTA	Overhead Line Rehabilitation	2,225,000	-	2,225,000	-
VAR190007	SMART	Preventive Maintenance	4,078,615	4,078,615	-	-
SOL090034	SolTrans	Bus Replacement Alternative Fuel	3,683,200	3,233,492	-	449,708
VAR190007	SolTrans	Preventive Maintenance	1,085,190	1,085,190	-	-
SON170006	Sonoma County	SCT Replacement Bus Purchase	977,104	760,178	-	216,926
VAR190007	Sonoma County	SCT Preventive Maintenance	1,280,000	1,280,000	-	-
VAR190006	Vacaville	Operating Assistance	1,450,000	1,450,000	-	-
NEW	MTA	Signal Improvements Guadalupe	4,524,670	-	4,524,670	-
SCL050001	MTA	Electric 40' bus replacement 2024	18,768,000	15,285,583	-	3,482,417
SCL050002	MTA	Rail Replacement and Rehabilitation	8,827,200	-	8,827,200	-
SCL110099	MTA	Bridge and Structures Repairs FY24	680,000	-	680,000	-
SCL170005	MTA	Paratransit Fleet Procurement	1,445,547	1,445,547	-	-
SCL090044	MTA	OCS Rehab & Replacement Program	11,400,000	-	11,400,000	-
SCL150008	MTA	Track Intrusion Abatement FY24	1,452,000	-	1,452,000	-
SCL190026	MTA	HVAC Replacement Project	765,560	-	765,560	-
NEW	Westcat	Revenue Vehicle Replacement	1,115,200	1,115,200	-	-
REG090054	WETA	Ferry Channel Dredging - Vallejo Ferry Terminal	2,605,500	-	2,605,500	-
REG090057	WETA	Ferry Major Component Rehabilitation	8,062,400	-	8,062,400	-
REG090057	WETA	Ferry Mid-Life Refurbishment - MV Taurus	3,929,200	-	3,929,200	-
REG090057	WETA	Vessel Engine Injectors Replacement	222,600	-	222,600	-
REG090067	WETA	Passenger Float Rehabilitation - Oakland Ferry Terminal	2,067,000	-	2,067,000	-
Total Capital Projects			447,359,307	181,079,167	252,377,069	13,903,071
Total Programmed			481,741,564	215,461,424	252,377,069	13,903,071
Fund Balance			647,029,531	366,357,232	278,651,114	2,021,184

Transit Capital Priorities / Transit Capital Rehabilitation Program Notes

1	Program is based on estimated apportionments. Program assumes availability of financing proceeds, subject to future Commission authorization. If financing is not secured, this program will be revised accordingly.
2	AC Transit: \$11,719,686 of AB 664 Bridge Toll funds and \$29,160,576 of BATA Project Savings, for a total of \$40,880,262, have been programmed to AC Transit as part of the Core Capacity Challenge Grant Program (CCCGP). These FY2021-22 funds will support AC Transit's purchase of 65 40ft urban buses.
3	BART: The program has assumed the need for financing proceeds of approximately \$840,000,000 will be needed for the BART Railcar Replacement Project, starting in FY2021-22, with programming largely limited to debt service. Due to the influx of FTA formula funds from the BIL, there is an opportunity to provide significant pay-go funds in FYs 2021-22, 2022-23, and 2023-24. The programming being adopted in March 2022 does not include any programming for the project or debt service; staff will return to program funding to pay-go and/or debt service for financing in order to meet the project's cash flow needs.
4	<p>VTA: VTA is programmed 5337 funds above its \$8,103,000 fixed guideway cap in each year of the program. The totals above the cap are \$19,440,200 in FY2021-22; \$20,240,750 in FY2022-23, and \$19,546,430 in FY2023-24, totaling \$59,227,380 over the three-year cap total of \$24,309,000 and for a total of \$83,536,380 in fixed guideway programming. VTA staff requested and was granted a waiver of the cap due to additional funds available in the San Jose UZA after meeting other VTA funding needs and in recognition of the Caltrain funding agreement.</p> <p>VTA is also provided a waiver to the \$20,000,000 cap on bus replacements, as funds are available to cover the entire request. The FY2021-22 bus procurement at \$40,359,250 is waived its \$20,359,250 over the cap. The FY2022-23 bus procurement at \$27,013,510 is waived its \$7,013,510 over the cap.</p>
5	Santa Rosa UZA: Santa Rosa CityBus, Sonoma County Transit and Sonoma-Marín Area Rail Transit District (SMART) apportion Santa Rosa urbanized area funding in accordance with an agreement first in effect for FY2020 funds. The portion of FTA 5307 funds within the Santa Rosa urbanized area to be divided by the City and the County is the prior year's subtotal apportioned to those two operators, modified by the same rate as the modification to the FTA 5307 funds nationwide (ex.a 2% increase). That modified amount is divided between the two operators per the agreement in effect starting with FY2014 (58% Santa Rosa City Bus and 42% Sonoma County). The portion of the appropriated funds not divided by Santa Rosa and Sonoma County is distributed to SMART. For FY2021-22, \$2,285,404 is available to Sonoma County Transit, \$3,156,034 to Santa Rosa CityBus, and \$3,884,548 to SMART for 5307. For FY2022-23, \$2,333,370 is available to Sonoma County Transit, \$3,222,272 to Santa Rosa CityBus, and \$3,969,816 to SMART for 5307. For FY2023-24, \$2,394,574 is available for Sonoma County Transit, \$3,306,792 for Santa Rosa CityBus, and \$4,078,615 for SMART for 5307.
6	SFMTA: SFMTA's FY2021-22 request for \$113,635,101for light rail vehicle replacement procurement will be partially funded with \$5,000,000 in BATA Project Savings, as committed through MTC Res. 4123. The remaining funds are obligated in the 5337 program.
7	WETA: WETA has opted to reinstate deferred caps from prior years in the proposed program. WETA had previously deferred \$15,313,252 in FG cap funds that is programmed across the three years of the program toward their fixed guideway needs. In FY2023-24, WETA borrows \$160,728 against its FY2024-25 cap of \$6,310,000.
8	SamTrans: SamTrans is provided a waiver to the \$20,000,000 cap on bus replacements, as funds are available to cover the entire request. The FY2021-22 bus procurement at \$26,616,000 is waived its \$6,616,000 over the cap. The FY2022-23 bus procurement at \$36,160,000 is waived its \$16,160,000 over the cap. Finally, the FY2023-24 bus procurement at \$59,108,000 is waived its \$39,108,000 over the cap.
9	Vacaville: Vacaville Transit is programmed \$221,978 in FY2021-22 funds (\$215,296 in 5339 and \$6,682 in 5307) toward their Electric Bus Fleet project, replacing lapsed FY2018-19 5339 funds that were programmed in the FY2020-21 TCP but did not get put into a grant in time.
10	GGBHTD: Golden Gate is programmed \$4,000,000 in FY 2022-23 and \$12,000,000 in FY 2023-24 for the design and construction of a replacement ferry vessel pending required compliance with CARB zero emission regulations. The funds are programmed but will not be entered in to the TIP until finalization of the CARB regulations and design and construction estimates.
11	Petaluma: Petaluma's automatic vehicle location (AVL) equipment request was for \$680,000 in FY2021-22 and \$80,000 in FY2022-23. With only \$38,000 remaining after programming their other requests in FY2021-22, the total request of \$740,000 is programmed FY2022-23.
12	CCCTA (County Connection): CCCTA's FY2021-22 bus procurement request, at \$28,880,000 exceeds the Concord UZA's available funds in that fiscal year by \$1,235,962; thus, that amount is programmed to the bus procurement project in FY2022-23. This request is also granted a waiver of the \$20,000,000 bus replacement cap, waiving its \$8,880,000 over the cap.
13	Vanpool: MTC's vanpool program is funded using 5307 funds for the first time in FY2021-22. The program receives 100% of its expected need, estimated at \$400 per van per month. FTA policy guiding vanpool service allows vanpool passenger fares that exceed operating expenses to be re-invested in capital equipment and to be counted toward a recipient's local match requirement. These programming amounts assume the use of this provision.

Date: March 23, 2022
W.I.: 1512
Referred By: PAC

ABSTRACT

Resolution No. 4513

This resolution establishes the program of projects and allocates AB 664 Net Bridge Toll Revenues to eligible transit operators for FY 2021-22. The programming and allocation for FY2021-22 for AC Transit is consistent with the Transit Capital Priorities (TCP) Program (MTC Res. No. 4510) and the Core Capacity Challenge Grant Program (MTC Res. No. 4123). This resolution will be updated to provide matching funds to eligible East Bay and West Bay operators concurrent with full programming of the FY2021-22 TCP Program.

This Resolution includes the following attachments:

Attachment A – Program of AB 664 Net Bridge Toll Revenue Projects FY2021-22

Attachment B – Allocation of AB 664 Net Bridge Toll Revenues FY 2021-22

Further discussion of the allocation and programming of AB 664 Bridge Toll Revenue is contained in the Programming and Allocations Committee summary sheet dated March 9, 2022.

Date: March 23, 2022
W.I.: 1512
Referred By: PAC

RE: AB 664 Net Bridge Toll FY 2021-22 Program of Projects and Allocations

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4513

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

WHEREAS, pursuant to Streets and Highways Code § 30892, after deduction for MTC's administrative costs, MTC shall allocate toll bridge net revenues to public entities operation public transportation systems to achieve MTC's capital planning objectives in the vicinity of toll bridges as set forth in its adopted Regional Transportation Plan (RTP) ("Net Revenues"); and

WHEREAS, pursuant to Streets and Highways Code § 30894, MTC has adopted MTC Resolution No. 4015, which sets forth MTC's bridge toll revenue allocation policies; and

WHEREAS, pursuant to Streets and Highways Code § 30895, MTC has prepared and submitted to the Legislature a report on the capital planning and ferry system objectives of MTC to be achieved through the allocation of net toll revenues; and

WHEREAS, "Claimants" have each submitted an application to MTC for an allocation of net bridge toll revenues in FY2021-22 for the projects and purposes set forth in Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length; and

WHEREAS, claimants certify that their respective projects and purposes set forth in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code § 21000 et seq.) and the State EIR Guidelines (14 Cal. Code Regs. § 15000 et seq.); now, therefore, be it

RESOLVED, that MTC finds that the Claimants' projects and purposes as set forth in Attachment A are in conformance with MTC's Regional Transportation Plan, MTC's bridge toll revenue allocation policies, and MTC's capital planning and ferry system objectives; and, be

it further

RESOLVED, that MTC approves the allocation of net bridge toll revenues in FY 2021-22 to Claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachment B to this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on March 23, 2022.

PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS

FY2021-22 Program				
			East Bay	West Bay
	Revenue Projections		13,319,686	700,000
	Previous Year Carry-Over (if any)			
	Expirations and Rescissions			
	Total Funds Available		13,319,686	700,000
Sponsor	Eligible Capital Projects	Fund Source		
Current Year Programming				
<i>AC Transit Core Capacity Projects</i>				
AC Transit	Replace (25) Urban Buses - Fuel Cell	\$ 5307/5339	11,719,686	
	<i>Subtotal - Core Capacity projects</i>		11,719,686	-
	Total Amount Programmed to AC Transit		11,719,686	-
Fund Balance			1,600,000	700,000

Notes:

Date: March 23, 2022
W.I.: 1512
Referred by: PAC

Attachment B
Resolution No. 4513
Page 1 of 1

ALLOCATION OF AB 664 NET BRIDGE TOLL REVENUE
FY 2021-2022

PO/Acct. Code	Project Sponsor	Project	East Bay Allocation	West Bay Allocation	Approval Date
22-4513-01/5850	AC Transit	Replace (25) Urban Buses - Fuel Cell	\$11,719,686		3/23/2022
					Grand Total
Total Allocations			\$11,719,686	\$0	\$11,719,686

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

ABSTRACT

Resolution No. 4169, Revised

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

The following attachment is provided with this resolution:

Attachment A – Program of Projects

Attachment B – Allocations

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

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

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

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

ABSTRACT

MTC Resolution No. 4169, Revised

Page 2

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

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 4169, Revised

Page 3

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

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

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

This resolution was revised on March 23, 2022 to program and allocate a total of \$34,160,576 in BATA Project Savings funds to AC Transit (\$29,160,576) and SFMTA (\$5,000,000) toward their Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program.

Further discussion of this action is contained in the MTC Programming and Allocations Committee summary sheet dated January 14, 2015, September 9, 2015, January 13, 2016, December 14, 2016, March 8, 2017, December 13, 2017, June 13, 2018, January 9, 2019, May 8, 2019, September 4, 2019, July 8, 2020, April 14, 2021, June 9, 2021, July 14, 2021, and March 9, 2022.

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

RE: Programming and allocation of BATA Project Savings

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4169

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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

Amy Rein Worth, Chair

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

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

Attachment A
Resolution No. 4169
Page 1 of 3

PROGRAM OF BATA PROJECT SAVINGS FUND PROJECTS

FY2014-15 Program of Projects

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

FY2015-16 Program of Projects

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

FY2016-17 Program of Projects

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

FY2017-18 Program of Projects

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

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

Attachment A
Resolution No. 4169
Page 2 of 3

PROGRAM OF BATA PROJECT SAVINGS FUND PROJECTS

FY2018-19 Program of Projects

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

FY2019-20 Program of Projects

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

FY2020-21 Program of Projects

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

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

Attachment A
Resolution No. 4169
Page 3 of 3

PROGRAM OF BATA PROJECT SAVINGS FUND PROJECTS

FY2021-22 Program of Projects

Operator	Project	Amount	Conditions
Solano Transportation Authority	Solano 80 Express Lanes - Design Services During Construction		Note: The programming is a part of the exchange of federal funds originally earmarked for the I-80 Managed Lanes project in Solano County.
	<i>Total STA Programming</i>	<i>1,845,000</i>	
BAIFA	Solano 80 Express Lanes - Toll System		Note: The programming is a part of the exchange of federal funds originally earmarked for the I-80 Managed Lanes project in Solano County.
	<i>Total BAIFA Programming</i>	<i>2,822,000</i>	
AC Transit Projects			
	Replace (25) Urban Buses - Fuel Cell	11,980,314	
	Replace (17) 40ft Urban Buses - BEB	14,139,750	
	Replace (23) 40ft Urban Buses - Diesel	3,040,512	
	<i>Total AC Transit Programming</i>	<i>29,160,576</i>	
SFMTA Projects			
	Light Rail Vehicle Replacement Procurements		
	<i>Total SFMTA Programming</i>	<i>5,000,000</i>	
Total FY2021-22 Programming:		38,827,576	

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

Attachment B
Resolution No. 4169
Page 1 of 1

ALLOCATIONS TO BATA PROJECT SAVINGS FUNDED PROJECTS

Operator	Project	Date	Amount	Allocation No.	Notes
AC Transit	Projects Listed on Attachment A	1/27/2016	24,922,916	16-4169-01	See Notes below
AC Transit	Projects Listed on Attachment A	3/22/2017	5,248,522	17-4169-01	See Notes below
SFMTA	Projects Listed on Attachment A	3/22/2017	4,649,495	17-4169-02	See Notes below
AC Transit	Projects Listed on Attachment A	12/20/2017	16,560,759	18-4169-01	See Notes below
SFMTA	Projects Listed on Attachment A	12/20/2017	4,956,713	18-4169-02	See Notes below
SFMTA	Projects Listed on Attachment A	6/27/2018	37,270,041	18-4169-03	See Notes below
SFMTA	Projects Listed on Attachment A	1/23/2019	59,118,014	19-4169-01	See Notes below
SFMTA	Projects Listed on Attachment A	9/25/2019	45,729,959	20-4169-01	See Notes below
AC Transit	Projects Listed on Attachment A	7/22/2020	3,607,227	21-4169-01	See Notes below
SFMTA	Projects Listed on Attachment A	7/22/2020	4,283,126	21-4169-02	See Notes below
SFMTA	Light Rail Vehicle Replacement	4/28/2021	5,992,652	21-4169-03	See Notes below
AC Transit	Replace (50) 40ft Urban Buses -Diesel	4/28/2021	4,912,063	21-4169-04	See Notes below
STA	Solano 80 Express Lanes - DSDC	7/28/2021	1,845,000	22-4169-01	See Notes below
BAIFA	Solano 80 Express Lanes - Toll System	7/28/2021	2,822,000	22-4169-02	See Notes below
AC Transit	FY22 Projects Listed on Attachment A	3/23/2022	29,160,576	22-4169-03	See Notes below
SFMTA	Light Rail Vehicle Replacement	3/23/2022	5,000,000	22-4169-04	See Notes below
Total Allocations:			256,079,063		

Notes:

- 1 Acceptance of allocations requires operator agreement to comply with the provisions of the AB 664 Net Bridge Toll Revenues section of MTC Resolution No. 4015 and that any BATA Project Savings funds received shall be subject to MTC Resolution No. 4015, unless otherwise agreed to herein.
- 2 Allocation 17-4169-01 shall be extended to 6/30/2022 in accordance with the Timely Use of Funds policy in MTC Resolution No. 4015. See PAC memo dated June 9, 2021 for detail.
- 3 Allocations 22-4169-01 and 22-4169-02 are a part of the exchange of federal funds originally earmarked for the I-80 Managed Lanes project in Solano County. See PAC memo dated July 14, 2021 for more detail.
- 4 Technical correction made on 8/12/2021 to correct amounts to match Attachment A which were transposed in Attachment B for allocations 21-4169-03 and 21-4169-04.



Transit Capital Priorities Programming FYs 2021-22 – 2023-24

March 9, 2022

Programming & Allocations Committee

Transit Capital Priorities Program: Overview

What is the TCP Program?

- Funds basic capital requirements to achieve and maintain a state of good repair
- Helps ensure limited Federal transit dollars go to most essential projects

TCP Process

- Operators submit capital project funding requests to MTC
- Funding applied to projects in score-order
- Other considerations:
 - Program eligibility
 - Urbanized Area (UZA) eligibility (12 UZAs in Bay Area)
 - Project Caps

Project Category	Score
Debt Service	17
Revenue Vehicles, Fixed Guideway, Ferry Components	16
Safety & Security	15
ADA/Non-Vehicle Access	14
Fixed/Heavy Equipment & Facilities	13
Intermodal Stations, Stations, & Parking	12
Service Vehicles	11
Tools	10
Preventive Maintenance & Office Equipment	9
Operational Improvements/ Enhancements & Expansion	8

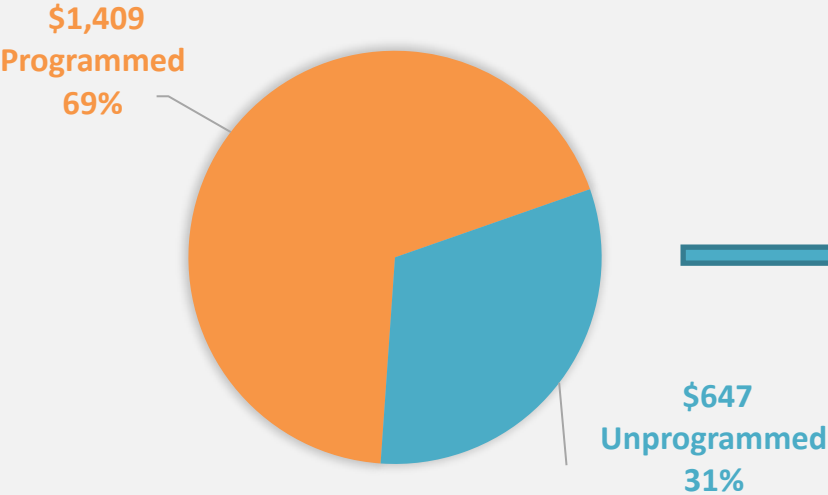
New Bipartisan Infrastructure Law Funding

- The Bipartisan Infrastructure Law (BIL), passed in November 2021, significantly increases the federal formula transportation funding available to Bay Area operators
- BIL represents a roughly 30% increase over FY 2020-21 funding from the FAST Act, with an approximately 50% increase to 5337 Fixed Guideway State of Good Repair Funds, focused in largest UZAs
- MTC staff recommend programming the first tranche of TCP funds to baseline score-16 projects to provide certainty to operators of funding essential projects
- Staff will return to the Commission in the coming months to program the balance
- Today, staff will present potential policy choices for programming the remaining balance

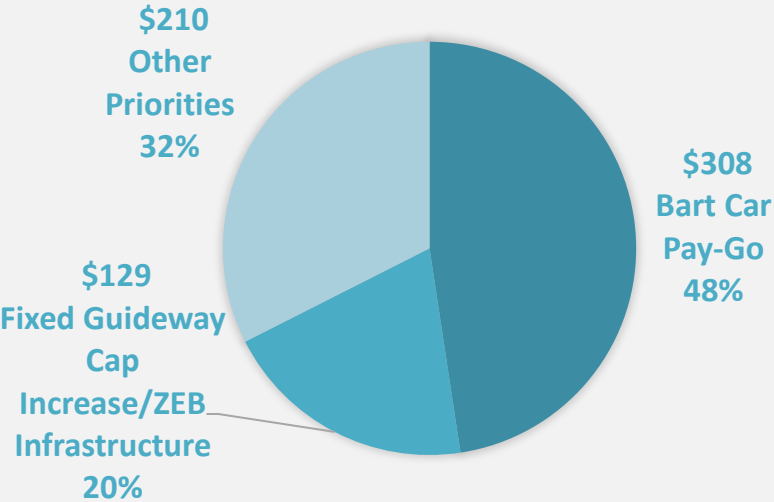
Projected Formula TCP Funds (in \$ M) from BIL						
Program	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	5-Year Total
5307	\$ 311	\$ 317	\$ 326	\$ 332	\$ 341	\$ 1,627
5337	\$ 330	\$ 336	\$ 343	\$ 349	\$ 349	\$ 1,708
5339	\$ 14	\$ 15	\$ 15	\$ 16	\$ 16	\$ 76
Total	\$ 655	\$ 668	\$ 684	\$ 697	\$ 707	\$ 3,413

Estimated Apportionments - Baseline Programming and Balance (Baseline PROPOSED for March MTC Approval)

FYs 22 – 24 Programmed vs. Unprogrammed, in \$ M



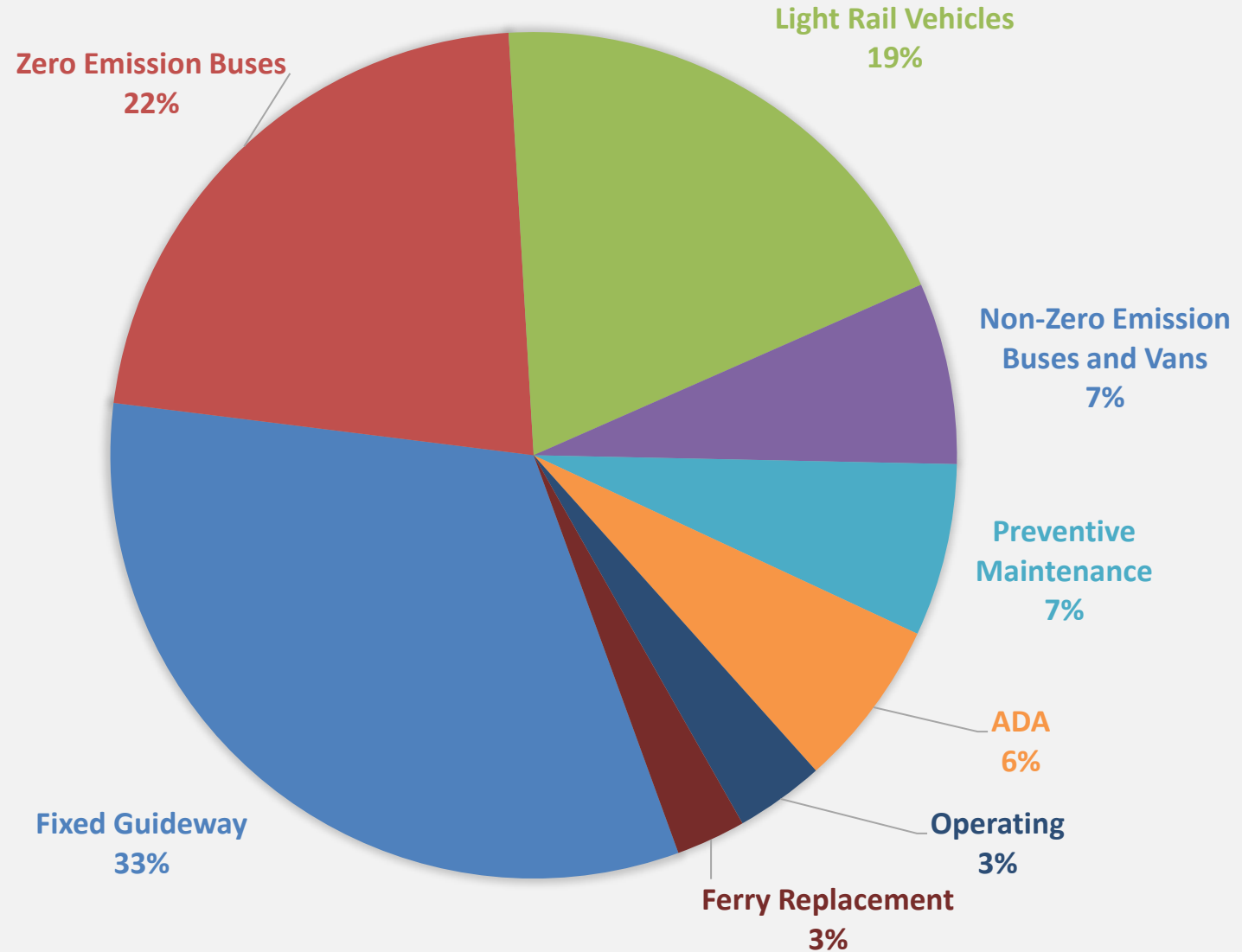
Potential Uses for Unprogrammed Balance, in \$ M



BIL Projected TCP Apportionments and Programming, FYs 2021-22 – 2023-24 (in \$ M)				
	FY 2022	FY 2023	FY 2024	Total
TCP Apportionments	\$658	\$668	\$684	\$2,056
TCP Programming	\$472	\$410	\$481	\$1,409
Available Balance	\$186	\$258	\$203	\$647

Baseline Program by Project Type

Project Type	TCP (in \$ M)	%
Fixed Guideway	\$ 455	32%
Zero Emission Buses	\$ 309	22%
Light Rail Vehicles	\$ 271	19%
Non-Zero Emission Buses and Vans	\$ 97	7%
Preventive Maintenance	\$ 92	7%
ADA	\$ 90	6%
Operating	\$ 48	3%
Ferry Replacement	\$ 37	3%
Total Programming	\$1.4 Billion	



Policy Option: BART Railcar Replacement Pay-Go

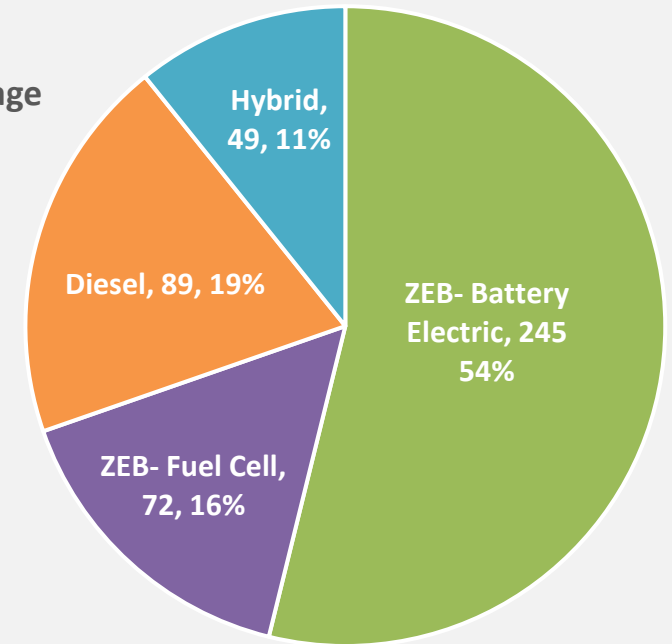
- Despite funding influx, Score-16 needs, including MTC's commitment to BART Replacement Railcars, over next several years exceed FTA funding.
- The need for financing against FTA formula funds is still anticipated, however, due to delays in railcar production and acceptance, and increased funding, we now have opportunity to fund pay-go at higher levels.
- Utilizing part of the available TCP unprogrammed balance, BART could receive up to \$310 M over three years as direct pay-go to the project, in order to reduce overall financing costs to the region.
- Compared to full up-front financing, a nimbler combination of pay-go and financing could save region over \$250 M in debt service costs over time.



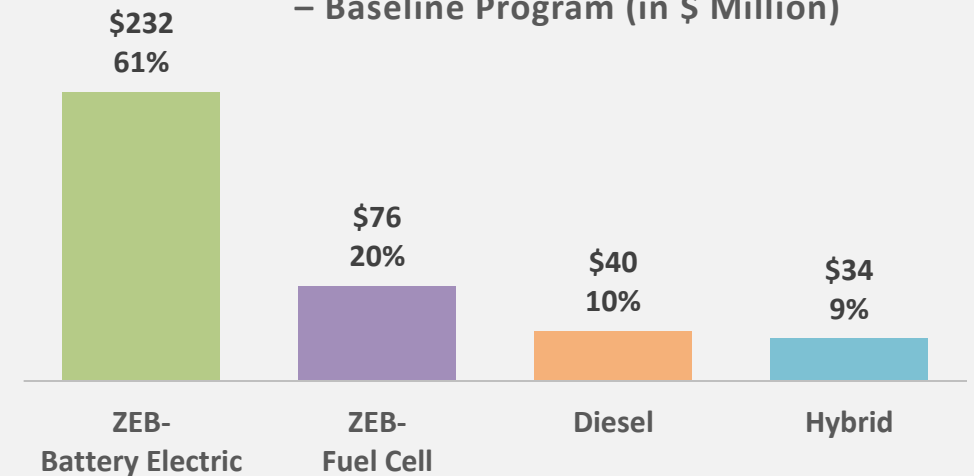
Policy Option: ZEB Infrastructure

- The TCP is a critical source as the region transitions to a zero-emission (ZEB) fleet, as required by California Air Resources Board's Innovative Clean Transit Rule
 - Large Operators (100 or more buses in service): 25% of purchases must be ZEB by 2023, with 100% ZEB purchases by 2029
 - Small Operators (fewer than 100 buses in service): 25% of purchases must be ZEB by 2026, 100% by 2029
 - Many operators are getting an early start on ZEB transition through replacements in the TCP
- Influx of BIL and potential state budget funds provide opportunity to fund vehicles and infrastructure

Number and Percentage of Buses by Type – Baseline Program



Price of Bus Purchases and Percentage by Type – Baseline Program (in \$ Million)



Policy Option: Fixed Guideway Cap Increase

- Fixed Guideway (FG) Caps for infrastructure rehabilitation, totaling \$120 M per year, are in place due to limited available funds; however, the need exceeds the \$120 M cap
- The 5337 (Fixed Guideway State of Good Repair funding) program increases by 50% in the BIL, indicating an emphasis on these projects
- FG caps have not gone up since 2014; unprogrammed balance could fund an increase



Policy Option: Other Opportunities

- Besides BART pay-go, ZEB infrastructure, and FG cap increases, some unprogrammed balance may remain (including funds ineligible for BART or fixed guideway)
- Further options to position the program within the context of federal, state, and regional programs and priorities
- Other opportunities include:
 - Investments in lower-scoring projects
 - Utilize available funding sources to deliver projects on time via fund swaps
 - Supplement regional transit priorities
 - Maintain flexibility in uncertain times

Recommendations

1. Today, Refer Baseline TCP Program to the Commission for Approval

- MTC Res. No. 4510 – TCP FYs 2021-22 – 2023-24
- MTC Res. No. 4169, Revised – Programming and Allocation of BATA Project Savings
- MTC Res. No. 4513 – AB 664 Net Bridge Toll FY 2021-22 Program of Projects and Allocations

2. In coming months, return to:

- Program BART Pay-go and provide update on financing strategy
- Program Fixed Guideway cap increases
- Program key zero-emission/bus infrastructure investments

3. In future, return to program remainder of BIL authorized funding amounts to address existing and evolving transit investments



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-0250 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 1/26/2022 **In control:** Programming and Allocations Committee
On agenda: 3/9/2022 **Final action:**
Title: MTC Resolution No. 4273, Revised. FY2021-22 Cap and Trade Low Carbon Transit Operations Program (LCTOP).

A request that the Committee refer MTC Resolution No. 4273, Revised to the Commission for approval adopting the FY2021-22 Cap and Trade Low Carbon Transit Operations Program (LCTOP).

Sponsors:

Indexes:

Code sections:

Attachments: [12c - 22-0250 - MTC Reso-4273 - Cap and Trade LCTOP.pdf](#)
[4a - 22-0250 - Reso 4273 - Cap and Trade LCTOP.pdf](#)

Date	Ver.	Action By	Action	Result
3/9/2022	1	Programming and Allocations Committee		

Subject:
MTC Resolution No. 4273, Revised. FY2021-22 Cap and Trade Low Carbon Transit Operations Program (LCTOP).

A request that the Committee refer MTC Resolution No. 4273, Revised to the Commission for approval adopting the FY2021-22 Cap and Trade Low Carbon Transit Operations Program (LCTOP).

Presenter:

Anne Spevack

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee****March 9, 2022****Agenda Item 4a - 22-0250****MTC Resolution No. 4273, Revised. FY2021-22 Cap and Trade Low Carbon Transit
Operations Program (LCTOP)**

Subject:

A request that the Committee refer MTC Resolution No. 4273, Revised to the Commission for approval adopting the FY2021-22 Cap and Trade Low Carbon Transit Operations Program (LCTOP).

Background:

LCTOP receives 5% of the state's Cap and Trade auction revenues. Funds are allocated annually, with half of the program distributed to transit operators based on revenue, and half distributed to regions based on population.

The State Controller's Office (SCO) released FY2021-22 LCTOP amounts on February 18, 2022, totaling \$192 million statewide. Approximately \$18.8 million in population-based funds were made available to MTC and \$51.5 million in revenue-based funds were made available directly to operators in the region.

FY 2021-22 Population-Based Funds Programming

For MTC's share (\$18.8 million), projects are programmed based on the Cap and Trade Funding Framework, MTC Resolution No. 4130, adopted in April 2016; approximately \$6.2 million is being distributed to each of the following three project categories. See Attachment A of Resolution No. 4273, Revised for further detail.

1. North Counties/Small Operators. North county and small operators will implement a variety of projects, including service expansion, service restoration after COVID-related suspensions and reductions, free or reduced fare programs, and procurement of zero-emission buses and supportive bus-charging infrastructure. About \$4 million, or 63% of the funds from this category, will be used for zero-emission buses or infrastructure.
2. Fare Policy. Funds will be used to support the implementation of the Regional Means-Based Transit Fare pilot program, called Clipper START. Funds will be provided to

reimburse transit operators (as specified in Commission's pilot program policy) to offset a portion of their fare revenue losses as a result of offering a means-based discount and for program operations. The pilot began in July 2020 with just four transit agencies: BART, Caltrain, GGBHTD, and Muni. Under COVID-19, 17 additional operators were added to the pilot in November 2020 and January 2021. Transit agencies are providing a discount ranging from 20-50%.

3. Key Transit Corridors. This program aligns with the Transit Network element of the Bay Area Transit Transformation Action Plan and continues MTC's investment in transit priority corridors through infrastructure and technology that improve operations and reduce traffic impacts on transit. The Cap and Trade Funding Framework sets aside minimum percentages over five years for SFMTA, VTA, and AC Transit within the key transit corridors category. For this year, consistent with the four out of the last five years, staff recommend splitting the \$6.2 million in the key transit corridors category between these three operators, proportionally to their minimum percentages. These funds would go to projects that improve operations on key transit corridors:
 - Transit Signal Priority improvements to speed up AC Transit buses on Mission Boulevard in the City of Hayward, a priority corridor identified through the AC Transit Major Corridors Study.
 - Phase 1 of transit priority improvements for Muni route 29-Sunset. Similar improvements have sped up transit on other Muni corridors through previous TPI-funded projects.
 - VTA Eastridge to BART Regional Connector - light rail extension and creation of a multimodal transit corridor on Capitol Expressway.

Staff intends to recommend additional funding for similar types of projects through future Transit Performance Initiative calls for projects.

This item also includes an update to the title of Union City Transit's FY 18-19 project at the operator's request.

Issues:

Schedule: Project sponsors are responsible for submitting applications to Caltrans by March 25, 2022. Staff recommends that MTC approval of Resolution No. 4273, Revised be conditioned on local support documentation being submitted to Caltrans. Pending Commission approval, staff will submit Resolution No. 4273, Revised to Caltrans as documentation of the region's contribution of population-based funds to the various LCTOP projects.

Disadvantaged Communities: LCTOP requires 50% of funds spent in a jurisdiction to benefit a Disadvantaged Community, if any are located in that jurisdiction. As the recipient of population-based funds for the region, MTC must ensure this requirement is met overall for the region's funds. Additionally, the agencies receiving MTC's population-based funds must meet this requirement for their own jurisdiction. These requirements will be met through the list of projects in Attachment A of Resolution No. 4273, Revised, with over 80% of funds going to projects that directly benefit Disadvantaged Communities or otherwise satisfy the state's requirement by investing in zero-emission buses or supporting infrastructure.

Recommendations:

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

Attachments:

- Attachment A: MTC Resolution No. 4273, Revised



Therese W. McMillan

Date: March 22, 2017
W.I.: 1515
Referred by: PAC
Revised: 03/22/17-ED 04/26/17-C
05/24/17-ED 03/28/18-C
05/23/18-ED 04/24/19-C
06/26/19-C 03/25/20-C
06/24/20-ED 11/20/20-ED
12/16/20-C 03/24/21-C
07/28/21-C 12/15/21-ED
03/23/22-C

ABSTRACT

Resolution No. 4273, Revised

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

This resolution includes the following attachments:

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

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

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

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

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

ABSTRACT

MTC Resolution No. 4273

Page 2

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

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

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

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

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

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

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

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

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

This resolution was revised through Executive Director's Administrative Authority on December 15, 2021 to reprogram \$221,902 from the FY2020-21 ECCTA New Tri MyRide Service Zone project to the ECCTA Maintenance Facility Upgrades for Fuel Cell Electric Buses Project; correct the FY2019-20 ECCTA Hydrogen Fueling Station project title to Maintenance Facility Upgrades for Fuel Cell Electric Buses; and make minor corrections to the FY2019-20 and FY2020-21 ECCTA Free Fares for Routes 11, 14, and 16 Serving the Monument Corridor II & III projects to remove the numerals in each title.

This resolution was revised through Commission Action on March 23, 2022 to add the FY 2021-22 LCTOP Population-based Funds Project List to Attachment A and replace the FY2018-19 Union City Electric Vehicle Charging Infrastructure for Union City Transit Fleet project with the Paratransit Replacement Vehicle project.

Further discussion of these actions is contained in the Programming and Allocations Summary Sheets dated March 8, 2017, April 12, 2017, March 7, 2018, April 10, 2019, June 12, 2019, March 11, 2020, December 9, 2020, March 10, 2021, July 14, 2021, and March 9, 2022.

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

RE: Cap and Trade Low Carbon Transit Operations Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4273

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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


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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

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

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

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

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

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

07/28/21-C 12/15/21-ED 3/23/22-C

FY 2016-17 Low Carbon Transit Operations Program Requests

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

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

* MTC approval conditioned on local support documentation submitted to Caltrans

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

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

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

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

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

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

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

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

07/28/21-C 12/15/21-ED 3/23/22-C

FY 2017-18 Low Carbon Transit Operations Program Requests

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

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

* MTC approval conditioned on local support documentation submitted to Caltrans

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

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

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

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

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

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

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

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

07/28/21-C 12/15/21-ED 3/23/22-C

FY 2018-19 Low Carbon Transit Operations Program Requests

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

Agency	Project(s)	FY 2018-19 LCTOP Population-Based Funding	Date
CCCTA	Martinez to Amtrak BART II	\$ 375,378	4/24/19
CCCTA	Free Fares for Routes 11, 14, and 16 Serving the Monument Corridor	\$ 596,332	4/24/19
ECCTA	New Route 383	\$ 586,893	4/24/19
LAVTA	Purchase Four (4) Zero-Emission Replacement Buses and Related Support Infrastructure	\$ 401,737	4/24/19
NVTA	NVTA Zero Emission Bus Procurement Project	\$ 277,010	4/24/19
Union City	Paratransit Replacement Vehicle	\$ 140,680	3/23/22
WCCTA	"Spare the Fare" -- Free Rides on Weekday Spare the Air Days	\$ 129,561	4/24/19
GGBHTD ¹	Purchase Sixty-four (64) 40-foot Diesel-Electric Hybrid Buses	\$ 307,876	4/24/19
Marin Transit ¹	Purchase Four 40ft Electric Transit Vehicles	\$ 204,568	4/24/19
City of Fairfield ²	Fairfield COVID-19 Response and Recovery Free and/or Reduced Fare Program	\$ 287,598	6/24/20
Solano County Transit ²	SolTrans All-Electric Bus Purchase	\$ 39,176	11/20/20
Solano County Transit ²	Electrical Infrastructure for Charging All-Electric Buses	\$ 507,369	11/20/20
City of Petaluma ³	Purchase One Zero-Emission Replacement Bus	\$ 122,145	4/24/19
City of Santa Rosa ³	Maintain Increased Frequency on Routes 1 and 2	\$ 347,666	4/24/19
Sonoma County Transit ³	Electric Bus Purchases	\$ 510,600	4/24/19
North Counties / Small Operators Subtotal		\$ 4,834,589	
MTC	Infrastructure for Regional Means-Based Transit Fare Pilot	\$ 4,759,808	4/24/19
SFMTA	West Portal Optimization and Crossover Activation	\$ 2,184,830	4/24/19
VTA	Charging Infrastructure & Microgrid Technology ⁴	\$ 1,326,504	7/28/21
AC Transit	Dumbarton Innovative Deployments to Enhance Arterials (IDEA)	\$ 1,248,474	4/24/19
TOTAL		\$ 14,354,205	

* MTC approval conditioned on local support documentation submitted to Caltrans

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

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

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

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

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

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

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

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

07/28/21-C 12/15/21-ED 3/23/22-C

FY 2019-20 Low Carbon Transit Operations Program Requests

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

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

* MTC approval conditioned on local support documentation submitted to Caltrans

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

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

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

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

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

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

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

07/28/21-C 12/15/21-ED 3/23/22-C

FY 2020-21 Low Carbon Transit Operations Program Requests

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

Agency	Project(s)	FY 2020-21 LCTOP Population-Based Funding	Date
CCCTA	Martinez Amtrak to BART IV	\$ 215,710	3/24/21
CCCTA	Free Fares for Routes 11, 14, and 16 Serving the Monument Corridor	\$ 326,828	3/24/21
ECCTA	Install EV Bus Chargers	\$ 105,780	3/24/21
ECCTA	Maintenance Facility Upgrades for Fuel Cell Electric Buses	\$ 221,902	12/15/21
LAVTA	Restart Operations for School-Serving Routes	\$ 224,303	3/24/21
NVTA	NVTA Zero Emission Bus Electrification	\$ 154,664	3/24/21
Union City	Electric Vehicle Charging Infrastructure for Union City Transit Fleet	\$ 78,547	3/24/21
WCCTA	Spare the Fare - Free Rides on Spare the Air Days	\$ 72,338	3/24/21
GGBHTD ¹	Golden Gate High Speed Ferry Vessel Acquisition	\$ 161,769	3/24/21
Marin Transit ¹	Purchase Four 40ft Electric Transit Vehicles	\$ 114,217	3/24/21
SMART ¹	Restart Operations on SMART	\$ 10,129	3/24/21
Solano County Transit ²	SolTrans Electrification Project	\$ 465,881	3/24/21
City of Petaluma ³	Purchase Four Zero-Emission Replacement Buses	\$ 68,703	3/24/21
City of Santa Rosa ³	Electric Bus Purchase	\$ 192,793	3/24/21
Sonoma County Transit ³	Electric Buses	\$ 285,901	3/24/21
North Counties / Small Operators Subtotal		\$ 2,699,465	
MTC	Regional Means-Based Transit Fare Pilot	\$ 2,657,562	3/24/21
SFMTA	5 Fulton: Arguello to 25th Ave Muni Forward	\$ 1,219,864	3/24/21
AC Transit	AC Transit Quick Build Transit Lanes	\$ 697,065	3/24/21
VTA	Eastridge to BART Regional Connector	\$ 740,632	3/24/21
TOTAL		\$ 8,014,588	

* MTC approval conditioned on local support documentation submitted to Caltrans

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

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

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

Date: Marc

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Revised: 03/22/17-ED 04/26/17-C 05/24/17-ED C
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 07/28/21-C 12/15/21-ED

FY 2021-22 Low Carbon Transit Operations Program Requests

Based on State Controller's Office Letter dated 2/18/2022

Agency	Project(s)	FY 2021-22 LCTOP Population-Based Funding	Date
CCCTA	Martinez to Amtrak BART	\$ 600,619	3/23/22
CCCTA	Free Fares for Routes Serving the Monument Corridor	\$ 669,333	3/23/22
ECCTA	Inductive Charging Infrastructure	\$ 767,026	3/23/22
LAVTA	Rapid Service Restoration	\$ 525,040	3/23/22
NVTA	Zero Emission Bus Procurement Project	\$ 362,031	3/23/22
Union City	Electric Vehicle Charging Infrastructure for Union City Transit Fleet	\$ 183,859	3/23/22
WCCTA	System-wide Free Fares for Western Contra Costa Residents	\$ 169,327	3/23/22
GGBHTD ¹	Golden Gate High Speed Ferry Vessel Acquisition	\$ 364,197	3/23/22
Marin Transit ¹	Purchase Electric Paratransit Vehicle & Charging Infrastructure	\$ 276,865	3/23/22
SMART ¹	Restart Transit Operations on SMART	\$ 28,664	3/23/22
Solano County Transit ²	Solano Express Electrification	\$ 1,090,516	3/23/22
City of Petaluma ³	Zero Emission Replacement Bus	\$ 161,695	3/23/22
City of Santa Rosa ³	Electric Bus Purchase	\$ 454,387	3/23/22
Sonoma County Transit ³	Purchase one 35' Battery Electric Transit Bus	\$ 665,243	3/23/22
North Counties / Small Operators Subtotal		\$ 6,318,802	
MTC	Regional Means-Based Transit Fare Pilot	\$ 6,220,716	3/23/22
SFMTA	29 Sunset Muni Forward Phase 1	\$ 2,855,411	3/23/22
AC Transit	Mission Boulevard Corridor TSP Project	\$ 1,631,663	3/23/22
VTA	Eastridge to BART Regional Connector	\$ 1,733,642	3/23/22
TOTAL		\$ 18,760,234	

* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$669,726 and distributed between Marin Transit, GGBHTD, and SMART as noted.

2. Solano County received \$1,090,516 and distributed to Solano County Transit as noted.

3. Sonoma County received \$1,281,325 and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

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

Attachment B
MTC Resolution No. 4273
Page 1 of 1

Transit Performance Initiative Project Savings Policy

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

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

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

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 22-0385 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 2/4/2022 **In control:** Joint MTC Planning Committee with the ABAG
Administrative Committee
On agenda: 3/11/2022 **Final action:**
Title: MTC Resolution No. 4493: MTC's Complete Streets Policy

Adoption of revised Complete Streets (CS) Policy (MTC Resolution No. 4493) and update on the regional Active Transportation (AT) Network.

Sponsors:**Indexes:****Code sections:**

Attachments: [13a - 22-0385 - MTC Reso-4493 - MTC Complete Streets Policy.pdf](#)
[13a - 22-0385 - Presentation - MTC Complete Streets Policy.pdf](#)
[6ai Complete Streets Policy Resolution 4493 Summary Sheet and Attachments B and C.pdf](#)
[6aii PowerPoint Complete Streets Policy Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4493: MTC's Complete Streets Policy

Adoption of revised Complete Streets (CS) Policy (MTC Resolution No. 4493) and update on the regional Active Transportation (AT) Network.

Presenter:

Kara Oberg

Recommended Action:

MTC Commission Approval

Attachments:

**Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC Planning with the ABAG Administration Committee**

March 11, 2022

Agenda Item 6a

MTC Resolution No. 4493: MTC's Complete Streets Policy

Subject:

Adoption of revised Complete Streets (CS) Policy (MTC Resolution No. 4493) and update on the regional Active Transportation (AT) Network.

Background:

At the committee's December 2021 meeting, staff presented the draft update to MTC's CS Policy, which is a key component of the region's Active Transportation (AT) Plan. The update to MTC's CS Policy increases emphasis on safety, is explicit about making multi-modal connections with transit, and encourages low-stress trails and bike/pedestrian facilities to increase the comfort level of all users.

Alignment with Federal and State Policy

The proposed CS Policy is very much aligned with recent federal and state policy priorities. In January 2022, the U.S. Department of Transportation released its *National Roadway Safety Strategy*, which includes a Vision Zero (VZ) target and new Federal Highway Administration guidelines requiring the Highway Safety Improvement Program to invest proportionately in bicycle and pedestrian safety improvements relative to pedestrian and bicyclist fatalities to help reach the VZ target. In California, fatalities total over 15%, which means at least 15% of HSIP will need to be spent on bicycle and pedestrian safety improvements.

In December 2021, Caltrans released *Director's Policy 37*, which strengthens the state's Complete Streets Policy by striving to serve "All Ages and Abilities" on Caltrans-owned facilities and highlights equity, accessibility, and design flexibility to encourage and maximize walking, biking, and taking transit as a strategy to achieve state goals.

Engagement, Comments and Revisions

Over the past several months staff has collected input on the draft CS Policy from numerous stakeholders, including the AT Plan Technical Advisory Committee, County Transportation Agency (CTA) Executive and Planning Directors, the regional Active Transportation Working Group and MTC's Policy Advisory Council. The CS policy has been revised in response to Committee and stakeholder comments, which are summarized in Attachment B.

While stakeholders were generally supportive of the updated policy direction, some commenters requested increased flexibility for potential conditions in which policy requirements may not be able to be met, such as fire and safety specifications or other spatial conflicts on the roadway (transit/lane width or topological constraints).

These and other comments have been incorporated in the revised CS Policy in three main ways. MTC/ABAG staff have:

1. Updated the reference to All Ages and Abilities (AAA) Design Guidelines to focus on the principles behind the guidelines, which are meant to effectively serve the mobility needs of children, older adults, and people with disabilities (and in doing so, all other users), by either slowing speeds or separating users, and allow other design standards to accompany these leading principles in project design.
2. Expanded the exemption categories to provide more flexibility and context-sensitivity.
3. Included a recommendation for a regular assessment of the CS Policy to evaluate policy effectiveness, proposing a four-year cycle consistent with updates to Plan Bay Area and the One Bay Area Grant program.

Active Transportation Network

The development of an AT Network is a key element related to the CS Policy, as well the Plan Bay Area 2050 (PBA 2050) strategy to build a complete streets network. Focusing on the criteria of equity, safety and mode shift, it was developed from existing network data provided by CTAs (based on local plans), San Francisco, San Jose and Oakland. Projects located on the AT Network and seeking regional discretionary funds will be subject to the CS Policy.

Staff released the draft network in late December and has been collecting stakeholder feedback. Input has centered largely around local data updates, the need for flexibility in how the network will be used for project funding, and how the network should connect to areas outside of PBA 2050 geographies, such as Priority Development Areas (PDA) and Equity Priority Communities (EPC), and other relevant destinations. Based on these comments, staff direction is to define complete corridors, or one-mile-wide buffers, between PBA-defined geographies. Any bicycle or pedestrian project falling within these corridors or the PBA-defined geography would be considered part of the regional AT Network. Additional criteria may be applied at the time of project review to prioritize projects that most align the objectives outlined in the CS Policy (i.e. location along a local High Injury Network, in an EPC, etc.).

Staff will continue to refine the Network based on feedback and will include a final draft in the AT Plan to be completed later this spring.

Next Steps

Staff is seeking approval of the CS Policy and requests referral of MTC Resolution 4493 to the Commission for approval. Approval of the CS Policy is aligned with the timing of the One Bay Area Grant (OBAG) 3 call for projects anticipated later this spring.

To implement the CS Policy, staff will continue working with stakeholders to update MTC's existing CS Checklist to be consistent with the updated Policy. Project sponsors complete the checklist at the time they apply for regional discretionary funding or project endorsement.

Staff will return to the Committee later this spring with the draft AT Plan, which will include a five-year implementation plan, and considerations for a technical assistance program to support implementation of the AT Network.

Issues

None identified

Recommendations:

Refer MTC Resolution No. 4493, MTC's Complete Streets Policy, to the Commission for approval.

March 11, 2022

Page 4 of 4

Attachments:

- Attachment A: PowerPoint Complete Streets Policy and AT Plan
- Attachment B: Summary of CS Policy Comments
- Attachment C: MTC Resolution No. 4493



Therese W. McMillan

Summary of Complete Streets (CS) Policy Comments

Subject:

Comments Received from Jurisdictions, County Transportation Agencies (CTA), the Active Transportation Working Group and the Active Transportation (AT) Plan Technical Advisory Committee (TAC)

CS Policy Policy-at-Large Comments	How Addressed
Seeking more flexibility specifically with local plan implementation	Incorporated by expanding exception categories to allow for local context-sensitive conditions, added 1-mile wide “Complete Corridors” for implementation of the Active Transportation (AT) Network, and modified incorporating “All Ages and Abilities” (AAA) design principles over standards
Seeking CS Policy and Active Transportation (AT) Network relationship clarity	Included additional process detail in Resolution (Design Principles and Standards, Implementation sections). If a project is on the Network it should close Network gaps and incorporate AAA design principles
Seeking more clarity on All Ages and Abilities contextual design guidance and pedestrian/accessibility design	Moved from AAA standards to principles and included Proposed <i>Public Rights-of-Way Accessibility Guidelines</i> by U.S. Access Board
Seeking clarity on Local Streets & Roads applicability	Projects over \$250k must complete a Complete Streets (CS) Checklist, including or Local Streets and Roads funding
Support for policy overall & more protected bike lanes	No action required - already included
Exceptions	
Seeking clarity on exception process	Added details about exception process in Resolution (Exceptions section); Local Public Works or Dept. of Transportation Director (or designee) to sign off on exceptions.

Wants environmental impacts as an exception and contextual implementation	Added Exception #4 in the Resolution to address this
Seeking clarity on current "alternate plan to implement CS" and "excessively disproportionate cost" exceptions	This is clarified in the Exceptions section of the Resolution
Wants public health/safety exception (i.e. Fire Department)	Added Exception #4 in the Resolution to address this
Wants Maintenance and Pavement exception Include full project lifecycle (operations/maintenance)	There were comments to both include the full project life cycle in the Policy (a key theme heard during engagement), as well as comments to exclude it. Caltrans CS Policy includes maintenance. Maintenance and pavement are not included as an exception in the Policy.
Complete Streets Checklist	
Seeking higher project minimum threshold than \$100,000 for submitting Checklist	Incorporated by increasing to \$250,000, in line with OBAG minimum grant size
Seeking CS checklist process clarity, especially on the review process for local Bicycle and Pedestrian Advisory Committee and the transit agency sign-off	Clarified in Implementation section of the Resolution. Staff will continue to work with jurisdictions, the AT Plan TAC, and CTA staff on CS checklist implementation
Other	
Consider bike parking guidelines to be included	Propose to address in the 5-Year Implementation Plan of AT Plan
Seeking information about Technical Assistance that will be available to jurisdictions for implementation	Developing recommended technical assistance to be included in the 5-Year Implementation Plan of the AT Plan

MTC Policy Advisory Council Comments

Concern about over-representation of communities of color and low-income residents in crashes and fatalities	The CS Policy is proposing funding priority for EPC & local High Injury Network projects. AAA design principles are rooted in reducing and avoiding fatalities and severe injuries.
Concern over the unintended consequences for people who are visually impaired (e.g., separated bike lanes & pedestrian scrambles can be challenging to navigate if detectable warning surfaces aren't included)	Addressed by adding (Proposed) <i>Public Rights-of-Way Accessibility Guidelines</i> by U.S. Access Board

Date: February 23, 2022

W.I.: 1125

Referred by: PLNG

ABSTRACT

MTC Resolution No. 4493

This Resolution sets forth MTC's regional policy for provision of Complete Streets, which are transportation facilities that provide safe mobility and improved connectivity to community destinations for all road users, and especially for people biking, walking, rolling and taking transit. The policy applies to transportation project planning, design, funding, construction, reconstruction, and maintenance activities, and supersedes Resolution 3765.

Date: February 23, 2022

W.I.: 1125

Referred by: PLNG

Re: Adoption of revised Complete Streets (CS) Policy and update on the regional Active Transportation (AT) Network.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4493

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

WHEREAS, MTC adopted Resolution No. 3765 in 2006, which states that agencies applying for regional discretionary funds shall consider bicycle and pedestrian facilities during project planning, design, funding and construction; and

WHEREAS, Resolution No. 3765 established the Routine Accommodation checklist and the role of Congestion Management Agencies (CMAs) and Bicycle/Pedestrian Advisory Committees (BPACs) in reviewing projects for compliance; and

WHEREAS, many law and adopted policies, including the California Global Warming Solutions Act of 2006, the Sustainable Communities and Climate Protection Act of 2008 (SB 375), and Plan BayArea 2050 requires significant increases in travel by public transit, bicycling, and walking to meet emissions, VMT and other metrics, and

WHEREAS, in 2015, MTC approved Resolution No. 4402, which required that jurisdictions demonstrate their Complete Streets compliance to be eligible for One Bay Area Grant Program (OBAG), Cycle 2 grant funding; and all 109 local Bay Area jurisdictions are required to demonstrate compliance through resolutions, general plan compliance or ordinance; and

WHEREAS, the State of California continues to elevate the importance of Complete Streets since by enacting the California Complete Streets Act of 2008 and Caltrans Director's Policy 37 (2021), and in state budget priorities and other policies and plans such as the Climate Action Plan for Transportation Infrastructure; and

WHEREAS, California law governing gas tax revenue (CA Streets and Highways Code Section 2030(f): Road Maintenance and Rehabilitation) was adopted to encourage integration of Complete Streets by Caltrans and cities and counties receiving funds; and

WHEREAS, federal legislation currently requires that bicycle and pedestrian needs must be given due consideration under Federal Surface Transportation law (23 U.S.C. 217(g)(1)), and this should include, at a minimum, a presumption that bicyclists, pedestrians, and persons with disabilities will be accommodated in the design of new and improved transportation facilities. In the planning, design, and operation of transportation facilities, bicyclists, pedestrians, and persons with disabilities should be included as a matter of routine, and the decision to not accommodate them should be the exception rather than the rule; and

WHEREAS, in 2020, MTC Resolution 4400 established the Regional Safety/ Vision Zero (VZ) Policy to encourage and support actions towards eliminating traffic fatalities and serious injuries in the Bay Area by 2030; and

WHEREAS, “Vision Zero (VZ)” is defined as a strategy to eliminate traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. Effective VZ strategies must be data-driven, and must consider equity and community concerns in all stages; and

WHEREAS, in 2021, MTC unanimously adopted Plan Bay Area 2050, which contains a strategy to develop a Complete Streets Network to help meet regional mode shift, safety, equity, health, resilience and climate goals; and

WHEREAS, recognizing that coordinated development of pedestrian and bicycle infrastructure offers cost savings in the long term and opportunities to create safe and convenient bicycle and pedestrian travel; and

WHEREAS, integrating safety and accessibility into all stages of transportation infrastructure, from planning and construction, and onwards in operations and maintenance, including access to transit facilities improves access to and from transit; now, therefore, be it

RESOLVED, that MTC adopts the 2022 Complete Streets Policy, developed, as detailed in Attachment; A, attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission at a
duly called and noticed meeting held in
San Francisco, California and at other remote
locations, on February 23, 2022

Attachment A

Date: February 23, 2022

W.I.: 1125

Referred by: PLNG

Attachment A

MTC Resolution No. 4493

COMPLETE STREETS POLICY

GOAL

The goal of MTC's Complete Streets (CS) Policy is to ensure people biking, walking, rolling and taking transit are safely accommodated within the transportation network. This policy works to advance regional Plan Bay Area policies including mode shift, safety, equity, VMT and greenhouse gas emission reductions, as well as support local compliance with applicable CS-related laws, policies and standards. This is primarily accomplished by requiring a Complete Streets checklist from projects seeking discretionary funding or funding endorsements from MTC. MTC regional discretionary funds include, but are not limited to, federal, state, and regionally administered programs such as Surface Transportation Block Grant Program (STBGP) funding, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, Transportation Alternatives (TA) set-aside/Active Transportation Program (ATP) funding, regional bridge tolls and Regional Transportation Improvement Program (RTIP) funding.

DEFINITION

Complete Streets are planned, designed, constructed, reconstructed, operated, and maintained to be safe and comfortable for everyone, regardless of age, ability, ethnicity, race, sex, income, disability or chosen transportation mode. Complete Streets provide safe mobility and improved connectivity to community destinations for all users, and especially for people walking, rolling, biking and riding transit, while maximizing the use of the existing public right-of-way by prioritizing space-efficient forms of mobility (walking, cycling, shared mobility and public transit) over space intensive modes (single occupancy auto travel).

Plan Bay Area 2050 Strategy *T8* calls for development of a Complete Streets Network, enhancing streets to promote walking, biking and other micro-mobility options through sidewalk improvements, car-free slow streets, and 10,000 miles of bike lanes or multi-use paths. MTC's Active Transportation Plan (AT Plan) defines an Active Transportation Network (AT Network), made up of regionally significant segments of local active transportation networks and regional trails, based on traffic safety, user comfort, equity and connectivity to transit, Priority Development Areas, Equity Priority Communities, and Mobility Hubs. To acknowledge and allow for context-sensitive implementation at the local level, jurisdictions can determine how best to advance AT Network implementation, such as choice of roadway(s), trail alignment, and facility type within AT Network corridors.

DESIGN PRINCIPLES & STANDARDS

Projects on the AT Network shall incorporate design principles based on designing for “All Ages and Abilities¹,” contextual guidance provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. A facility that serves “all ages and abilities” is one that effectively serves the mobility needs of children, older adults, and people with disabilities and in doing so, works for everyone else. The all ages and abilities approach also strives to serve all users, regardless of age, ability, ethnicity, race, sex, income, or disability, by embodying national and international best practices related to traffic calming, speed reduction, and roadway design to increase user safety and comfort. This approach also includes the use of traffic calming elements or facilities separated from motor vehicle traffic, both of which can offer a greater feeling of safety and appeal to a wider spectrum of the public. Using the “All Ages and Abilities” design principles on the AT Network, projects should optimize comfort and safety, acknowledge context sensitivity, prioritize safety and regional connectivity, and encourage access to transit. Design best practices for safe street crossings, pedestrian and Americans with Disabilities Act (ADA) accessibility at transit stops, and

¹ Designing for All Ages & Abilities: https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf

bicycle/micromobility² facilities on the AT Network should be incorporated throughout the entirety of the project. The Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG)³ by the U.S. Access Board should also be referenced during design.

SAFETY

Safety shall be prioritized for all modes, especially the safety of vulnerable road users, that includes people biking, walking and rolling. The safety of vulnerable roadway users should not be compromised to achieve improved level of service for people driving personal automobiles. Projects are encouraged to utilize MTC's Vision Zero safety analyses, High-Injury Network (HIN) and Bay Area Vision Zero tools, as completed, and to include traffic calming or speed management features as needed to reduce drivers' vehicle speed through physical design, and encourage safe vehicle speeds along roadways, particularly on local, state and MTC identified HINs.

EQUITY

Projects enhancing active transportation in Equity Priority Communities (EPC) and/or implementing recommendations from Community-Based Transportation Plans shall be given priority consideration in applicable regional discretionary funding programs. Projects located in EPCs should document the meaningful community engagement that has occurred within the community to advance the project.

RESILIENCE

To the extent practicable, local agencies should integrate green infrastructure into planned public road right-of-way improvements to manage flooding of transportation facilities, stormwater/urban runoff, protect watershed health, improve water quality, and foster climate resilience.

² Micromobility encompasses small fully or partially human-powered vehicles (both personal and shared-use fleets) such as bikes, e-bikes and e-scooters, as well as specialized vehicle types such as cargo bikes, mobility-assistance devices, wheelchairs, accessible bikes and scooters.

³ "(Proposed) Public Rights-of-Way *Accessibility Guidelines*." U.S. Access Board, <https://www.access-board.gov/prowag/>

FUNDING

Projects funded all or in part with regional discretionary funding or receiving MTC endorsements shall adhere to this policy. All projects must implement CS as recommended in recently adopted local or countywide plans, such as bicycle, pedestrian, active transportation, Vision Zero or other systemic safety plan, Community Based Transportation Plans, or transit plan. If a project is on the regional Active Transportation Network, it should incorporate design principles based on “All Ages and Abilities,” contextual guidance issued by NACTO, as well as PROWAG issued by the U.S Access Board. Projects not located in the AT Network or included in a local plan should utilize federal, state, and local guidelines to determine appropriate CS accommodations.

Projects funded all or in part with regional discretionary funding or receiving MTC endorsements for state or federal funding programs shall not degrade or remove existing bicycle or pedestrian access, including bicycle parking or storage, within the project. Bicycle or pedestrian enhancements associated with new roadway or transit construction projects shall be included in project funding submittals. Bicycle and pedestrian enhancements shall be completed within a timeframe consistent with other mode enhancements.

COORDINATION

When designing a project that serves a destination point, including but not limited to a school, recreation facility, shopping center, hospital, office complex, or transit facility, the project shall facilitate safe and convenient bicycle and pedestrian access to the destination in coordination with the property owner. A project is considered to “serve” a destination if that destination directly abuts the project limits. Bicycle parking or storage is also strongly encouraged to be included in this access planning and implementation.

IMPLEMENTATION

The CS Policy shall be implemented by requiring submittal of a Complete Streets Checklist as projects request MTC discretionary funding or endorsement. The CS Checklist helps to ensure that CS elements have been sufficiently incorporated and that coordination with appropriate stakeholders has occurred. All projects in the public right-of-way and seeking \$250,000 or more in regional discretionary funding or endorsement must complete a Complete Streets Checklist. Project sponsors shall coordinate with their respective County Transportation Agency (CTA) and its Bicycle and Pedestrian Advisory Committee (BPAC) (or equivalent) to complete and review the CS Checklist. Checklists must be reviewed by the county BPAC (or equivalent) prior to submittal to MTC. If a project includes a transit stop/station or is located along a transit route, the checklist must be signed by the transit agency(ies) to confirm transit agency coordination and acknowledgement of the project.

After the Complete Streets Checklist is completed, submitted online and reviewed, it will be made available to the public through MTC website and possibly the CTA websites. Project sponsors shall retain maintenance, operations and (where they control the Public Right-of-Way) ultimate control over the property or facilities related to or resulting from projects funded by MTC subject to the CS Policy.

CONSTRUCTION, OPERATIONS and MAINTENANCE

Active transportation access and safety shall be addressed throughout the entire life cycle of a project, including planning, design, construction, operations and maintenance. This includes providing accommodations for people using all modes of transportation to continue to use roadways safely and efficiently during any construction or repair work that infringes on the public right-of-way and/or sidewalk. The AT Network will be included in MTC's StreetSaver software to aid planning and cost estimation to prioritize maintenance on bikeways and trails. Implementing agencies will also be able to incorporate local active transportation assets into StreetSaver Plus.

EXCEPTIONS

The CS policy shall apply to all phases of project development except under one or more of the following conditions:

1. Bicyclists and pedestrians are prohibited by law from using the roadway, in which case a greater effort shall be made to accommodate those specified users elsewhere, including parallel or intersecting routes; or
2. The costs of providing accommodation are excessively disproportionate to the need or probable use. Excessively disproportionate is defined by FHWA⁴ as bicycle and pedestrian facilities together exceeding twenty percent of the cost of the larger transportation project. If the cost of preferred accommodation is considered excessively disproportionate, project sponsors shall consider alternatives that represent a feasible share of the total project cost but still provide for safe accommodation of vulnerable road users.
3. There is an alternate plan to implement Complete Streets elements of a project, either during a subsequent implementation phase of the project or within a close parallel route.
4. Conditions exist in which policy requirements may not be able to be met, such as fire and safety specifications, spatial conflicts on the roadway with transit or environmental concerns, defined as abutting conservation land or severe topological constraints.

To receive an exception, project sponsors must provide documentation in the Complete Streets Checklist detailing how the project meets one or more of the exception conditions above.

Exceptions must be documented and signed by the agency's Director of Public Works, Transportation Department (or equivalent), or their designee, and not the Project Manager. A Complete Streets Checklist seeking an exception follows the same BPAC review process as stated above.

⁴ "Accommodating Bicycle and Pedestrian Travel: A Recommended Approach," FHWA, https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design.cfm

TRACKING AND EVALUATION

MTC, in coordination with CTAs, will develop project evaluation metrics to routinely track progress toward closing gaps and completing projects on the AT Network and in the AT Plan generally, as well as meeting Vision Zero and equity goals. MTC staff will produce a report every 4 years, in coordination with CTAs, to summarize funded projects, provide key performance indicators, and make recommended changes to the CS Policy, if any.

TECHNICAL ASSISTANCE

MTC will provide tools to project sponsors and implementing agencies, such as Complete Streets design principles and standards, to provide guidance for determining appropriate Complete Streets treatments based on roadway conditions, completing the Complete Streets Checklist, and other topics as resources allow.



METROPOLITAN TRANSPORTATION COMMISSION

Active Transportation Plan & Complete Streets Policy Update

March 11, 2022

Joint MTC Planning Committee with the
ABAG Administrative Committee



Background

- Presented draft CS Policy at December 2021 meeting
- Collected CS Policy and AT Network feedback in January and February
- Seeking action to refer CS Policy (MTC Resolution 4493) to Commission for adoption



STRATEGY T8
COMPLETE
STREETS



STRATEGY T9
VISION ZERO



Transportation Strategies

Create
Healthy
and Safe
Streets

T8. Build a Complete Streets network. Enhance streets to promote walking, biking and other micro-mobility through sidewalk improvements, car-free slow streets, and 10,000 miles of bike lanes or multi-use paths.

T9. Advance regional Vision Zero policy through street design and reduced speeds. Reduce speed limits to between 20 and 35 miles per hour on local streets and 55 miles per hour on freeways, relying on design elements on local streets and automated speed enforcement on freeways.

PLAN BAY AREA
2050
Guiding Principles



AFFORDABLE



CONNECTED



DIVERSE



HEALTHY



VIBRANT



METROPOLITAN TRANSPORTATION COMMISSION

Alignment with Federal and State Policy

- **Federal**

- National Roadway Safety Strategy (Jan 2022 - U.S. Department of Transportation)
 - Includes Vision Zero target
 - Highway Safety Improvement Program (Federal Highway Administration) – funds to be spent proportionately to address pedestrian and bicycle safety

- **State**

- Caltrans Director's Policy 37 – strengthens state CS Policy (Dec 2021)
 - Strives to serve “All Ages and Abilities” on Caltrans facilities
 - Highlights equity, accessibility, access and design flexibility to encourage and maximize walking, biking, and taking transit as a strategy to achieve state goals



Complete Streets Policy Feedback

- **Jurisdictions seeking more flexibility** for potential conditions in which CS elements cannot be achieved, such as:
 - Traffic calming features recommended in a local CS plan that are inconsistent with safety specifications (e.g. Fire Department)
 - Spatial conflicts in a roadway due to transit and/or roadway width
- **MTC Policy Advisory Council** supports
 - more separated bike facilities
 - providing extra focus on EPCs
 - raised concern over unintended design consequences for visually impaired



METROPOLITAN TRANSPORTATION COMMISSION



Incorporation of Feedback







- Accommodations have been made in three ways:
 1. **Updated reference to the "All Ages and Abilities" (AAA)**
Design Guidelines to focus on the *principles* of AAA, or effectively serving the needs of children, older adults, and people of disabilities by either slowing speeds or separating users, while allowing other design standards to accompany these leading principles in project design
 2. **Expanding the exemption categories** to provide more flexibility and context-sensitivity
 3. **Proposal to evaluate CS Policy every 4 years**, in line with Plan Bay Area and OBAG



METROPOLITAN TRANSPORTATION COMMISSION



Complete Streets Policy

	Existing	Updated
	"Shall consider"	"Shall implement"
	All MTC discretionary funds	+ MTC endorsements
	TDA Article 3 & OBAG can't be used to fund projects that degrade bike ped	All MTC discretionary funds and MTC endorsements can't be used to degrade bike ped
	Planning, design, funding & construction	+ Operations and maintenance
	(no design standards)	"All Ages and Abilities" <i>Principles</i> for AT Network
	(no equity measures included)	Prioritize Equity Priority Communities

Proposed Update:

- All public right-of-way projects funded with regional discretionary funding, or seeking MTC endorsements, shall implement Complete Streets as recommended in recently adopted plans (bike, pedestrian, Vision Zero/systematic safety, community based transportation or transit plans).
- If a proposed project is located within the Regional Active Transportation Network (AT Network), it shall include "All Ages and Abilities" *principles*.

Moving from this...



Photo sources: Pedestrian Dignity, SFBC, Pedestrian Dignity



To All Ages and Abilities

Photo sources: MTC, NACTO, 511 Contra Costa, Asian Health Services, MTC



Complete Streets Implementation & Exceptions

Existing



No minimum project threshold



Checklist reviewed by BPAC when project applying for funding and made public



Focused on bike, ped



(maintenance not included)

Updated

Minimum project threshold
\$250,000+

+ checklist for MTC endorsement
+ exceptions approved by PW/DOT Director/*designee* and made public

+ focus on connection to transit, safety, equity. Transit staff sign-off

AT Network added to MTC's StreetSaver to improve CS maintenance

Implementation

Updated, easy to submit and analyze checklist with funding application

Exceptions

- roadway prohibits users (bike, ped)
- excessively disproportionate cost to need or probable use
- + *environmental & public health, i.e. Fire*
- alternative plan to implement CS

Example Projects

Jurisdiction A

Seeking regional discretionary funding for \$250,000+ for....

Arterial roadway reconstruction with spot curb and sidewalk repair. They have included CS elements called for in their Pedestrian and Bike Plans, including high visibility crosswalk upgrades, yield markings and advanced Stop bars, bike boxes, and ADA curb ramps.

CS Checklist approved

Jurisdiction B

Class 2 Bike Lane called for in local Bike Plan. However, it's on a 40mph, 4-lane corridor with 7,000 average vehicles/day and is part of the AT Network. (Not incorporating AAA principles)

CS Checklist sent back to evaluate design and seek exception or modify project

Jurisdiction C

Crosswalk improvements on transit corridor that is on the AT Network. Recently adopted Bike Plan calls for a separated bike facility. Jurisdiction includes “Alternative Plan to implement CS” exception since it has stated it will implement parallel Bike Boulevard within .25 miles.

CS Checklist approved



METROPOLITAN TRANSPORTATION COMMISSION

AT Network Criteria

Equity

- Connections to/within Equity Priority Areas
- Connections to MTC's "Opportunity Hub" Mobility Hubs

Mode Shift

- Connections to/within Priority Development Areas & Transit-Rich Areas
- Connections to Mobility Hubs
- Connections to major regional destinations

Safety

- High injury/Risk areas (e.g., HINs, high speed roads)
- Low-stress connections (i.e., separation from high-speed vehicle traffic)

**Updated Approach:
"Complete corridor"
approach of 1-mile**



AT Network Process

Build Regional Network

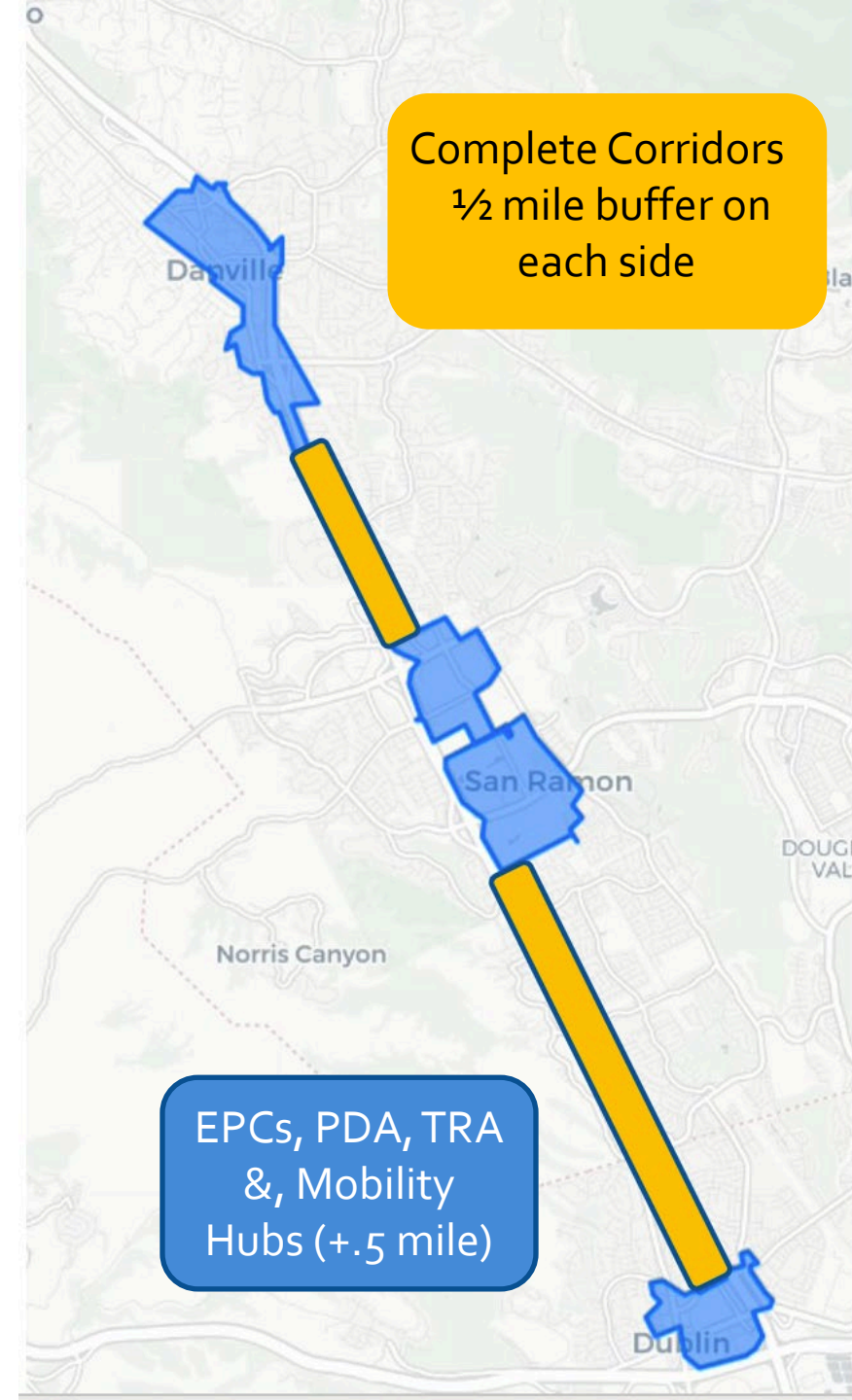
Analyze (AT Network Criteria)

Identify New Connections/Gaps
(Seek Stakeholder Input)

Cost Assumptions

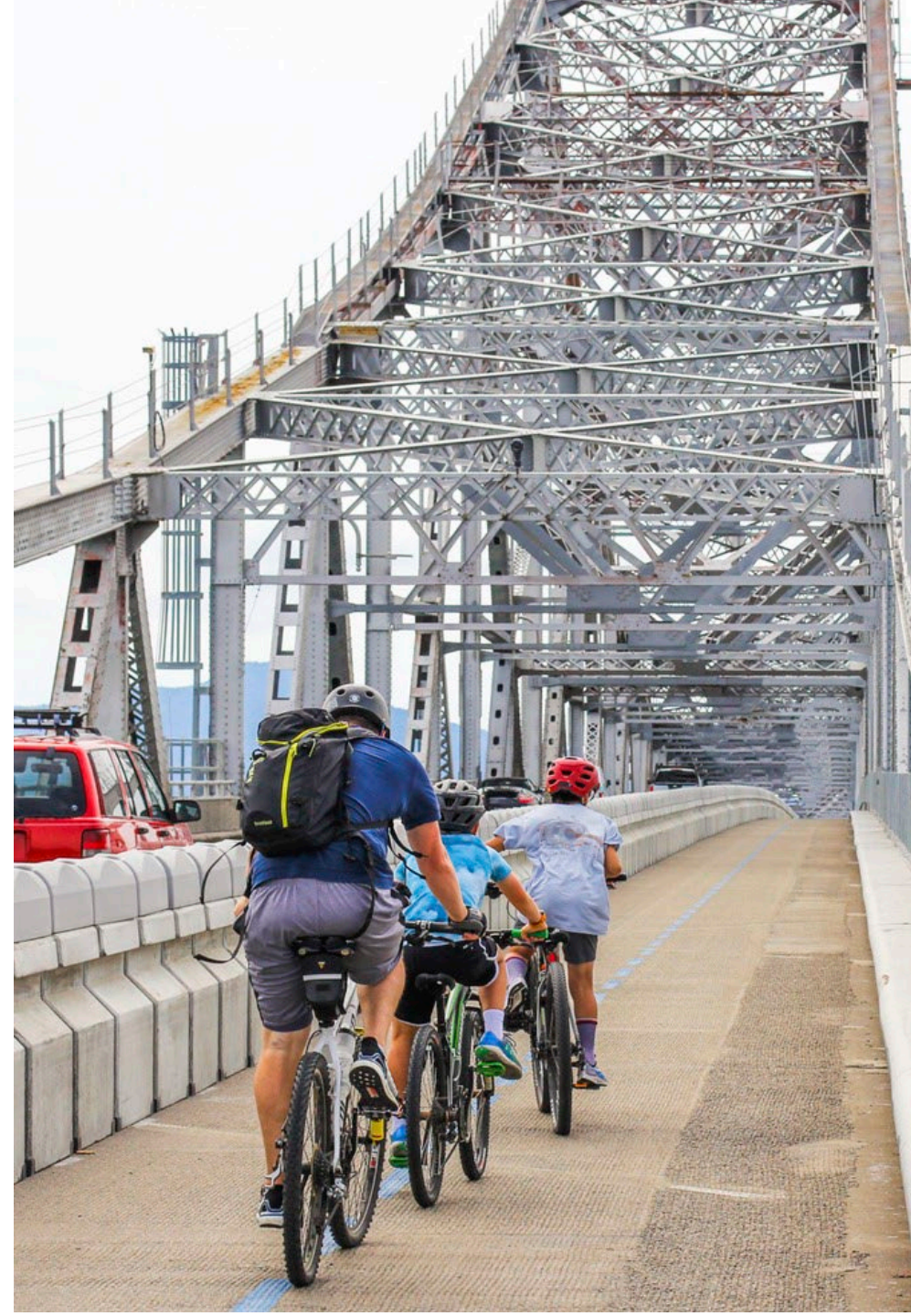


METROPOLITAN TRANSPORTATION COMMISSION



Next Steps

- Continue working with stakeholders to update existing CS Checklist consistent with new policy
- Continue to refine AT Network based on stakeholder feedback
- Prepare draft AT Plan (spring 2022)
 - Final AT Network
 - 5-Year Implementation Plan
 - Considerations for technical assistance to implement AT Network
- Final AT Plan to Committee for approval (summer 2022)



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-0418 **Version:** 1 **Name:**
Type: Senate Bill **Status:** Commission Approval
File created: 2/10/2022 **In control:** Joint MTC ABAG Legislation Committee
On agenda: 3/11/2022 **Final action:**
Title: Senate Bill 1050 (Dodd): Authorization of Tolling on State Route 37 for Interim and Ultimate Project

Establishes the State Route (SR) 37 Tolling Authority, to be administered by the Bay Area Infrastructure Financing Authority, to oversee tolls on SR 37 and sets forth the eligible expenditures for those tolls; requires a low-income tolling discount for residents of Marin, Napa, Solano, and Sonoma counties.

Sponsors:

Indexes:

Code sections:

Attachments: [14a - 22-0418 - SB 1050 Dodd-SR 37.pdf](#)
[3e SB 1050 Dodd-SR 37.pdf](#)

Date	Ver.	Action By	Action	Result
3/11/2022	1	Joint MTC ABAG Legislation Committee		

Subject:

Senate Bill 1050 (Dodd): Authorization of Tolling on State Route 37 for Interim and Ultimate Project

Establishes the State Route (SR) 37 Tolling Authority, to be administered by the Bay Area Infrastructure Financing Authority, to oversee tolls on SR 37 and sets forth the eligible expenditures for those tolls; requires a low-income tolling discount for residents of Marin, Napa, Solano, and Sonoma counties.

Presenter:

Rebecca Long

Recommended Action:

Support / MTC Commission Approval

Attachments:

**Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC ABAG Legislation Committee**

March 11, 2022

Agenda Item 3e

**Senate Bill 1050 (Dodd): Authorization of Tolling on State Route 37 for Interim and
Ultimate Project**

Subject:

Establishes the State Route (SR) 37 Tolling Authority, to be administered by the Bay Area Infrastructure Financing Authority, to oversee tolls on SR 37 and sets forth the eligible expenditures for those tolls; requires a low-income tolling discount for residents of Marin, Napa, Solano, and Sonoma counties.

Overview:

Senate Bill (SB) 1050 establishes the SR 37 Toll Authority (Authority), to be administered by the Bay Area Infrastructure Financing Authority, to impose and administer tolls on the Sonoma Creek Toll Bridge, which runs on SR 37 from immediately east of the intersection with State Route 121 in Marin County to immediately west of the SR 37 intersection with Walnut Avenue in Solano County. The purpose of the tolls is help fund and serve as a source of matching funds for state and federal grants to complete near-term and long-term improvements in the corridor. The bill places a priority on improvements to the Sonoma Creek Toll Bridge itself and lists out the following eligible expenditures:

- Near-term improvements, known as the Interim Project, from the intersection of State Route 37 with State Route 121 at Sears Point to Mare Island. The goal of the interim project is to improve travel times in the corridor and increase vehicle passenger occupancy by creating a time-savings incentive for carpools, microtransit and bus transit, which does not exist today.
- Long-term improvements, known as the Ultimate Project, as part of the State Route 37 Ultimate Sea Level Rise Adaptation Project, which includes the rebuilding of State Route 37 between U.S. 101 in Novato to I-80 in Vallejo with a multimodal facility to relieve congestion and increase reliability by designing for sea-level rise.

In addition to these key expenditures, the bill authorizes tolls to be spent on numerous other potential purposes in the corridor, including:

- Public access projects, including water trails, observation areas, and San Francisco Bay Trail gap closures.
- Ecological restoration and environmental enhancement in the San Pablo Baylands beyond required mitigation, including land acquisition and design, permitting and construction of restoration and enhancement projects.
- Preparation and implementation of a regional advance mitigation program and regional conservation investment strategy for the Interim and Ultimate Projects

Tolling Provisions

The bill imposes tolls on two-axle vehicles using the Sonoma Creek Bridge in an amount greater than \$1 and not to exceed the rate for two-axle vehicles set by the Bay Area Toll Authority (BATA), not including peak period tolls on the San Francisco-Oakland Bay Bridge. Tolls may be imposed in both directions, the sum of which cannot exceed the BATA toll rate or be less than \$1. Tolls would not take effect until the Authority adopts a toll schedule on or after January 1, 2026. The bill requires establishment of a discount toll of at least 25 percent and up to a maximum of 50 percent for residents of any of the North Bay Counties who qualify as “low income,” which the bill has not yet defined, subject to advice from MTC given our ongoing work in this area and the desire for the bill to incorporate a definition we support. An additional discount of 50 percent is required for qualifying high-occupancy vehicles and tolls may include premiums and discounts to incentivize off-peak travel. Finally, the bill requires tolls to be removed following repayment of all bonds and related obligations, unless the Authority determines by a two-thirds vote that continued tolling is necessary to reduce vehicle miles traveled and support continued incentives for transit use and carpooling.

Recommendation:

Support (MTC)

Discussion:

Travelers in the SR 37 corridor face some of the worst delays in the region, especially during commute hours. Over the long-run, SR 37 is also identified as critically vulnerable to sea level rise. A key goal of the Interim project, which is currently undergoing environmental review to select the preferred alternative, is to improve travel times by adding a carpool lane in each direction to facilitate transit service and carpools. By offering a time savings incentive for those who take transit or carpool, the new lane will increase person throughput in the corridor. Consistent with our 2022 Advocacy Program and Plan Bay Area 2050, which includes both the Interim and the Ultimate Projects, staff recommends we support this critical legislation to help provide a source of matching funds to address the SR 37 corridor's near-term mobility challenges and its long-term resilience needs.

Known Positions:

No known positions.

Attachments:

- None



Therese W. McMillan

Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 22-0417 **Version:** 1 **Name:**
Type: Senate Bill **Status:** Commission Approval
File created: 2/10/2022 **In control:** Joint MTC ABAG Legislation Committee
On agenda: 3/11/2022 **Final action:**
Title: Senate Bill 917 (Becker): Seamless Transit Transformation Act

Requires MTC to develop a Connected Network Plan and requires transit agencies to meet various requirements related to integrated fares, mapping and wayfinding, and real-time transit information.

Sponsors:

Indexes:

Code sections:

Attachments: [14b - 22-0417 - SB 917 Update to Commission.pdf](#)
[14b - 22-0417 - Committee - SB 917 Becker.pdf](#)
[14b - 22-0417 - Committee - SB 917 Becker HANDOUT.pdf](#)
[14b - 22-0417 - Committee - PUBLIC COMMENT 1 2022-03-10 ABAG MTC Lege committee Item 3g SB 917 Becker.pdf](#)
[3gi Handout SB 917 Becker.pdf](#)
[3g Public Comment 1 2022-03-10 ABAG MTC Lege committee Item 3g.pdf](#)

Date	Ver.	Action By	Action	Result
3/11/2022	1	Joint MTC ABAG Legislation Committee		

Subject:

Senate Bill 917 (Becker): Seamless Transit Transformation Act

Requires MTC to develop a Connected Network Plan and requires transit agencies to meet various requirements related to integrated fares, mapping and wayfinding, and real-time transit information.

Presenter:

Rebecca Long

Recommended Action:

Support if Amended / MTC Commission Approval

Attachments:

Metropolitan Transportation Commission

March 23, 2022

Agenda Item 14b - 22-0417

SB 917 (Becker): Seamless Transit Transformation Act

Subject:

Requires MTC to develop a Connected Network Plan and requires transit agencies to meet various requirements related to integrated fares, mapping and wayfinding, and real-time transit information.

Background:

Senate Bill (SB) 917 builds on the work of MTC's Blue Ribbon Transit Recovery Task Force and prior legislation authored by Assemblymember David Chiu, including Assembly Bill (AB) 629 in 2021 and AB 2057 in 2022, to require Bay Area transit operators to meet various requirements related to transit fares, mapping and wayfinding, and real time transit information data standards and requires MTC to adopt a Connected Network Plan. The bill sets specific deadlines for compliance with the new requirements and provides that if the Commission finds an operator out of compliance with any of those requirements, then that operator shall be ineligible to receive State Transit Assistance (STA), including population-based and revenue-based funds. Attachment A summarizes the key provisions of SB 917.

Issues:

Staff presented an analysis and recommended a position of "support if amended," which the Legislation Committee approved. While the Committee approved the suggested amendments, staff received constructive feedback to emphasize in our communications with Senator Becker and others in Sacramento not just those items that we would like to see removed or modified, but also those that we support given the Commission remains committed to the goals of the Transit Transformation Action Plan and our reservations with the bill are largely pragmatic concerns related to deadlines and funding, rather than policy differences.

An important provision in the bill that we support is a requirement that operators implement a no-cost transfer policy for local to local and local to regional transit transfers across operators no later than July 1, 2024. Modeling conducted on this option as part of the Fare Coordination and Integration Study found that this option could result in almost a 2 percent increase in ridership, a not-incidental boost. This timeline should be doable given the current agreed upon date (included

within the Transit Fare Integration Policy Vision Statement which was adopted by the Fare Integration Task Force) for the policy to take effect is in 2023 in conjunction with the rollout of Next Generation Clipper. We also support all sections of the bill remaining, albeit with modest changes, to help us deliver an integrated mapping and wayfinding experience across all operators, provide reliable real-time transit information and a connected network plan.

Additionally, with regard to the common fare structure for regional transit and an all-transit agency pass, staff received feedback to consider amendments that would still mandate these fare policy changes but consult with operators and stakeholders on appropriate timeline to be included in the legislation and, importantly, make the requirement for their implementation conditional upon financial feasibility, including identifying and securing funding to cover their cost, as necessary.

On March 14, 2022 staff along with general managers of several of the region's large transit agencies had the opportunity to meet with Senator Becker and his staff to discuss the bill. The Senator appears amenable to the attached amendments as do the transit operators. We are committed to continuing to work in partnership with the operators and key stakeholders on this important legislation to help deliver a better transit experience for Bay Area riders.

Recommendations:

Staff requests MTC Commission adopt a "support if amended" position on SB 917 as outlined in Attachment A.

Attachments:

- Attachment A – Revised Proposed Amendments
- March 11, 2022 Legislation Committee materials



Therese W. McMillan

Revised: Summary of Proposed Amendments to Senate Bill 917 (Becker)

Background

Based on our review of SB 917 and after consultation with transit operators, stakeholders and Senator Becker's office, staff recommends the following amendments:

Topic/Bill Section	Proposed Amendment
Fare Integration	<p>Eliminate <u>Revise</u> the requirement to implement a <u>common fare structure for regional services fare integration</u>, and an <u>all-agency transit pass for individuals and local fare equivalence</u> so that it is conditional upon financial feasibility, including funding being identified to implement it, as <u>necessary</u>.</p> <p><u>Engage with transit operators and stakeholders on the appropriate timeline for these two fare policy changes to be required (subject to the financial feasibility noted above).</u></p> <p><u>Eliminate the requirement for local fare equivalence, which was not recommended in the Fare Coordination and Integration Study.</u></p> <p>Instead, require MTC and the transit operators to coordinate on the preparation of a report to the Legislature related to progress on regional fare integration and an individual pass no sooner than January 1, 2025, or within 18 months of the launch of Next Generation Clipper, whichever is later.</p>
Connected Network Plan	<p>Remove deadline references, to Allow MTC to determine appropriate timeline <u>for inclusion in the legislation</u> based on both available resources and coordination of Network Planning with other efforts such as findings from the Regional Rail Study and Network Management business case.</p>

	<p><u>Add requirement that Plan include provisions related to bus transit priority, including identification of priority roadways for transit priority consideration.</u></p> <p>Eliminate paragraph (5) related to governance and institutional reform.</p> <p>Revise other language defining scope of study for greater clarity.</p>
Mapping and Wayfinding	<p>Extend deadlines for system development and use of system by one year and clarify that operators are obligated to adhere to the <i>design guidelines</i> after specified date, not required to fully <i>implement and deploy</i> the new system, since such implementation depends on securing new funding.</p>
Real Time Transit Information	<p>Revise deadline to ensure date is feasible for operators within budgetary constraints and anticipated timeline to procure necessary equipment and software upgrades.</p>
State Transit Assistance (STA) Conditioning	<p>Adjust language to allow MTC to take extenuating circumstances into account and clarify that MTC may withhold an increment of STA funding (not necessarily the entire amount) and that operator will regain access to funds upon demonstration of compliance.</p>

Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC ABAG Legislation Committee

March 11, 2022

Agenda Item 3g

Senate Bill 917 (Becker): Seamless Transit Transformation Act

Subject:

Requires MTC to develop a Connected Network Plan and requires transit agencies to meet various requirements related to integrated fares, mapping and wayfinding, and real-time transit information.

Overview:

Senate Bill (SB) 917 builds on the work of MTC's Blue Ribbon Transit Recovery Task Force and prior legislation authored by Assemblymember David Chiu, including Assembly Bill (AB) 629 in 2021 and AB 2057 in 2022, to require Bay Area transit operators to meet various requirements related to transit fares, mapping and wayfinding, and real time transit information data standards and requires MTC to adopt a Connected Network Plan. The bill sets specific deadlines for compliance with the new requirements, and provides that if the Commission finds an operator out of compliance with any of those requirements, then that operator shall be ineligible to receive State Transit Assistance (STA), including population-based and revenue-based funds. Attachment A summarizes the key provisions of SB 917.

Recommendation:

Support if Amended (MTC)

Discussion:

In some respects, SB 917 is aligned with the intent of Item 2a in our 2022 Advocacy Program, which directed staff to "pursue legislation and funding to help ensure timely implementation of the Transit Transformation Action Plan" including provisions to "help accelerate the early action items, namely transit fare integration, mapping and wayfinding and transit priority." However, the bill has no provisions related to transit priority despite it being one of the early action items, and the Connected Network Plan and real-time transit information provisions, while included in some form in the Transit Transformation Action Plan (Action Plan), were *not* early action items. Additionally, SB 917 sets specific timelines for significant fare integration policy changes, such as regional fare integration and an individual transit pass, that have not yet been developed or

agreed upon by the transit operators in detail, and for items that have been agreed upon, sets more aggressive timelines than staff believes to be reasonable. The bill does require one fare policy change that has received general acceptance as something to be implemented with the rollout of the Next Generation Clipper[®] system, namely free transfers from local-local and local-regional transit service. The Bay Area Transit Fare Policy Vision Statement is included as Attachment B for reference.

Enforcement Mechanism Needs Flexibility

Staff has heard concerns from transit operators about the linkage the bill makes between compliance with its provisions and access to STA funding as the enforcement mechanism. Staff shares some of the concerns in that the linkage lacks flexibility and is tied to several outcomes and strategies not yet fully developed or funded. Therefore, we believe the bill's provisions should be revised to provide MTC with greater flexibility and discretion to take extenuating circumstances into account.

Conclusion:

Staff recommends a “support if amended” position on the bill. Staff will provide specific amendments before the Joint Legislation Committee meeting.

Known Positions:

Support

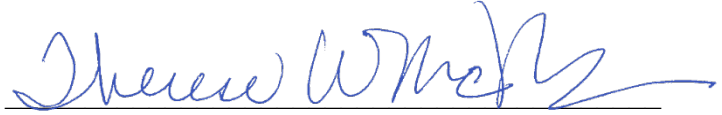
Co-Sponsors – Bay Area Council, Silicon Valley Leadership Group, SPUR, Transform
ARC Alternative and Renewable Construction, Center for Independent Living, North Bay
Leadership Council, Wellstone Democratic Renewal Club

Oppose

None on file

Attachments:

- Attachment A: Provisions of Senate Bill 917 (Becker)
- Attachment B: Bay Area Transit Fare Policy Vision Statement

A handwritten signature in blue ink, appearing to read "Therese W. McMillan", is written over a horizontal line.

Therese W. McMillan

Provisions of Senate Bill 917 (Becker)

Fare Integration

SB 917 requires MTC to adopt an integrated transit fare structure, in consultation with the transit operators by December 31, 2023 that will become effective no later than July 1, 2024.ⁱ The bill requires this policy to include the following components:

1. No-cost transfers for local-local and local-regional across multiple operators;
2. Common fare structure for regional service;
3. Common transfer rules for local fares, such as means for validation;
4. Common definitions for adults, youth, seniors, persons with disabilities and other categories;
5. A multiagency pass, which may include a cap, that allows access to all operators on a daily or monthly basis for one set price; and
6. A simplified system for local fares where intersecting local transit services have the same fares.

The bill provides that none of the requirements above shall prohibit an operator from offering free transit.

Connected Network Plan

SB 917 requires MTC to adopt a Bay Area Connected Network Plan by December 31, 2023. The bill requires the connected network plan be consistent with the State Rail Plan, identify connected transit network corridors and hubs of regional significance and identify service level standards for different parts of the network. Specifically, these standards must:

- Identify connected network transit corridors and hubs of regional significance.
- Identify service level standards for different parts of the network corresponding to different levels of density by identifying target travel times between key hubs and quantifying access to jobs, housing and other opportunities.

The Connected Network Plan would also be required to identify funding needs and potential governance, institutional or legislative changes that would support it.

Real-Time Transit Information

The bill requires that the Commission establish open data standards in consultation with the regional transit coordinating council (RTCC) to provide real-time transit vehicle location, arrival and departure predictions and service alerts data to transit riders and requires that all transit agencies in the region comply with such standards, which are required to be aligned with any standards produced by the state, but may exceed them. The bill requires these requirements to take effect on January 1, 2023.

Accountability Provisions:

The bill provides that if MTC determines that an operator is out of compliance with the bill's provisions related to fare integration, real-time transit information or mapping and wayfinding requirements, then the operator shall be ineligible for State Transit Assistance Funds.

ⁱⁱ The bill requires MTC consult with the “regional transit coordinating council.” This is an existing body that MTC was required to establish by statute, and which in practice, means the general managers of all of the transit operators. Its current name as referenced in Resolution 3866, our Regional Transit Coordination Plan, is the Partnership Transit Coordinating Council.

Bay Area Transit Fare Policy Vision Statement

Based on the draft findings of the Fare Coordination and Integration Study (FCIS), the Fare Integration Task Force (Task Force) recognizes that the implementation of more coordinated and integrated transit fare policies may offer cost-effective options for improving the transit customer experience, promoting transit ridership recovery from the COVID-19 pandemic, and reducing regional vehicle miles traveled, greenhouse gas emissions, and transit travel times for customers, in ways that are compatible with the equity goals of transit operators, local stakeholders, MTC, and the State of California.

Transit Fare Policy Initiatives for Further Development

The Task Force endorses continued work by transit operators and MTC staff to advance the following policy initiatives:

1. Deployment of an all-transit agency institutional/employer pass demonstration pilot in 2022, with a focus on educational institutions, affordable housing properties, and employers of various sizes, pending available resources/technical considerations.
2. Implement no-cost and reduced cost transfers for transit users transferring between different transit agencies beginning in 2023, coinciding with the rollout of the Next Generation Clipper® system/Clipper® 2.
3. Continue to develop a proposal for implementing an all-transit agency pass product for the general public after the launch of the Next Generation Clipper® system/Clipper® 2 in 2023 or later (pending outcomes and data from the pilot noted in no. 1 above).
4. Continue to refine the vision of eventually creating a common fare structure (distance or zone-based) for regional rail, ferry, and express bus service after Next Generation Clipper® system/Clipper® 2 implementation. Direct transit operator staff and MTC staff to continue to evaluate the benefits and costs of a common fare structure for regional transit services in the context of a broader evaluation of post-COVID-19 pandemic ridership patterns, the role of regional transit service in the region, and the funding strategy for these regional transit services.

Complementary and Necessary Objectives to Facilitate Delivery of Transit Fare Policy Initiatives

In collaboratively advancing these improvements for the benefit of the Bay Area's transit customers, we also recognize the continued economic challenges facing the region, and the transit industry in particular. The Task Force recommends that transit operator and MTC staff work to advance the above policies while also acknowledging that successful delivery will require pursuit of the following complementary and necessary objectives:

- Implementation will not require the transfer of locally sourced funds between transit agencies.
- Prior to implementation of any of the Transit Fare Policy Initiatives, new funding sources will be sought to offset adverse transit agency revenue impacts resulting from implementation.
- Implementation of any of the Transit Fare Policy Initiatives will require approval by the appropriate transit agency governing body.
- Implementation of any of the Transit Fare Policy Initiatives shall not result in a reduction of transit agency operating service levels.

DRAFT - Analysis and Proposed Amendments to Senate Bill 917 (Becker)

Background

Based on our review of SB 917 and after consultation with transit operators, staff recommends the following amendments to the bill as a condition for MTC support.

Topic/Bill Section	Proposed Amendment
Fare Integration	Eliminate the requirement to implement regional fare integration, an individual pass, and local fare equivalence. Instead, require MTC and the transit operators to coordinate on the preparation of a report to the Legislature related to progress on regional fare integration and an individual pass no sooner than January 1, 2025, or within 18 months of the launch of Next Generation Clipper, whichever is later.
Connected Network Plan	Remove deadline references, to allow MTC to determine appropriate timeline based on both available resources and coordination of Network Planning with other efforts such as findings from the Regional Rail Study and Network Management business case. Eliminate paragraph (5) related to governance and institutional reform. Revise other language defining scope of study for greater clarity.
Mapping and Wayfinding	Extend deadlines for system development and use of system by one year and clarify that operators are obligated to adhere to the <i>design guidelines</i> after specified date, not required to fully <i>implement and deploy</i> the new system, since such implementation depends on securing new funding.
Real Time Transit Information	Revise deadline to ensure date is feasible for operators within budgetary constraints and anticipated timeline to procure necessary equipment and software upgrades.

State Transit Assistance (STA) Conditioning	Adjust language to allow MTC to take extenuating circumstances into account, clarify that MTC may withhold an increment of STA funding (not necessarily the entire amount) and that operator will regain access to funds upon demonstration of compliance.
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The remainder of this memo provides staff's analysis of the bill and rationale for these proposed amendments.

Fare Integration

The inclusion of fare policy provisions in Senate Bill (SB) 917 follows the extensive analysis that's been underway, co-led by MTC and BART, as part of the Fare Coordination/Integration Study and Business Case (FCIS). In October 2021, the FCIS project team released a Draft Business Case Summary Report (FCIS Draft Report). The report provided a detailed analysis of possible transit fare policy actions.

SB 917 requires MTC to adopt an integrated transit fare structure, in consultation with the transit operators by December 31, 2023 that will become effective no later than July 1, 2024.¹ The bill requires this policy to include the following components:

1. No-cost transfers for local-local and local-regional across multiple operators;
2. Common fare structure for regional service;
3. Common transfer rules for local fares, such as means for validation;
4. Common definitions for adults, youth, seniors, persons with disabilities and other categories;

¹ The bill requires MTC consult with the "regional transit coordinating council." This is an existing body that MTC was required to establish by statute, and which in practice, means the general managers of all of the transit operators. MTC has convened this group when we update Resolution 3866, our Regional Transit Coordination Plan.

5. A multiagency pass, which may include a cap, that allows access to all operators on a daily or monthly basis for one set price; and
6. A simplified system for local fares where intersecting local transit services have the same fares.

Transfer Discounts

Notably, the FCIS report determined that no-cost transfers for local-local and local-regional (Item 1 in the list above) would require a relatively low level of investment, estimated at between \$11 - \$25 million annually but would be *highly cost-effective* at just \$2.25 per new rider, substantially less than the cost of most transit projects in Plan Bay Area 2050. This option was found to **have the highest benefits over the first five years** of integration as it does not raise the price for any traveler, whereas other fare integration options may result in fare increases, with negative equity impacts and the risk of reducing ridership. Item 1 was also endorsed by the FCIS Task Force and MTC's Executive Committee as part of the **Bay Area Transit Fare Policy Vision Statement**, which recommended that it be implemented in conjunction with the rollout of the Next Generation Clipper® system in 2023. This is actually in advance of the date set forth in the legislation (December 31, 2023 for adoption of the integrated fare policy; implementation by July 1, 2024).

Individual Pass

The FCIS Draft Report also recommended an individual transit pass, similar to Item 5 on p.1, but recommended *piloting* this idea through development of an all-agency pass for *institutions*, such as universities, which are already offering transit passes for individual operator systems as a way to inform development of a universal pass for everyone. The Vision Statement indicates support for *continuing to develop this after the launch of the Next Generation Clipper®* system in 2023 or later, pending outcomes and data from the pilot. As such, a requirement with a specific date for implementation of an individual pass in the legislation is premature, but it seems reasonable for the legislation to include intent language indicating the Legislature's support for the concept of an individual pass and to require a report to the Legislature on progress made on it by a date certain – post 2025.

Common Regional Fare Structure

Regarding a common fare structure for regional service (Item 2) the FCIS Draft Report noted that it could have significant ridership benefits, but that implementing it would require several key steps, including new agreements or governance structure for regional service and new Clipper equipment and that further study of the benefits and costs of such a system should be undertaken. Similarly, the Vision Statement states that a common fare structure (distance or zone-based) for regional transit service should be further refined and studied as an option to be implemented *after Next Generation Clipper* implementation. It is important to note that the FCIS study found that under a high investment scenario of about \$70 million/year, regional fare integration was very impactful on ridership – potentially increasing it by as much as 4.7 percent. As with the individual pass, it is premature for legislation to require this, but the bill could include intent language indicating the Legislature’s support for the concept of integrated regional fares and to require a report to the Legislature on progress made on it by a date certain – post 2025.

Local Fare Integration

Item 6, which aligns with what the FCIS Draft Report characterized as Tier 4 integration, was not *recommended* in the FCIS Draft Report, which found it had mixed equity impacts due to some options resulting in fare increases for residents of equity priority communities and requiring new agreements or governance structures for all service and rule changes affecting most customers. As such, this should not be included in the legislation nor required as a follow up report.

Proposed Fare Policy Amendments

Consistent with the findings of the FCIS and the Vision Statement adopted by the FCIS Task Force and MTC’s Executive Committee, *staff recommends MTC seek amendments that bring SB 917 in line with what the transit operators and MTC have already agreed upon*. While some might argue that these changes would amount to a bill that is either unnecessary or not going far enough, **staff believes codifying in statute what has been agreed to is a meaningful step which will help ensure their timely implementation and consistent application**

regionwide. As such, staff recommends MTC pursue amendments to Section 5 of the bill as follows:

- Limit any specific implementation deadlines to Items 1, 3 and 4. (Note that Items 3 and 4 are now harmonized, so do not require any change from status quo but codifying them will help maintain consistency over time).
- Provide greater flexibility to MTC and the operators as to the date by which the free transfer policy takes effect, given factors outside of MTC or the operators' control, such as the timeline required to complete a Title VI Analysis of any fare changes in compliance with the Civil Rights Act of 1964.
- Require MTC and the operators report to the Legislature on progress made related to development of an individual pass and a single fare structure for regional service in recognition that such system should not be mandated until sufficient funds are identified to ensure their successful deployment at the "high investment option" scenario. Select the date for such report, as well as the scope of any milestones to be achieved based on further consultation with the transit operators.

Connected Network Plan

The Transit Transformation Action Plan adopted by the Blue Ribbon Transit Recovery Task Force and supported by MTC recommends that MTC fund, develop and adopt a Bay Area Connected Network Plan (Plan) that includes transit service and hub categories, core service networks (such as Rapid Transit), funding requirements and next steps by late 2023. Note that the Transformation Action Plan provided only recommendations, including references to target completion dates, in this case December 31, 2023. However, SB 917 adds additional components to the scope of the Plan, while keeping the December 31, 2023 date. Staff believes that this Plan and its deadlines should, among other considerations, take into account findings from the Regional Rail Study and Network Management business case. In addition, the Commission has yet to identify funding for the Plan, which will necessarily impact its timing and scope. The bill should enable MTC to take these considerations into account.

One specific change would be the elimination of paragraph (5) which requires the Plan to “identify potential governance, institutional, or legislative changes that would support the Connected Network Plan.” This provision is duplicative of the Network Management Business Case and is outside of the scope of the Plan that was envisioned in the Transit Transformation Action Plan.

Mapping and Wayfinding

SB 917 requires the Commission, in consultation with the region’s transit agencies, by July 1, 2024 to (1) develop a comprehensive, standardized regional transit mapping and wayfinding system, including common branding for regional transit service and a shared digital mapping platform and (2) develop an implementation and maintenance strategy and funding plan for deployment of the new system. The bill requires operators to follow the system by July 1, 2025. Given the current status of the project with respect to hiring a consultant to perform the work (interviews happening soon) we believe this schedule should be pushed out by one year for both the development of the system and operators’ adoption of it.

Real-Time Transit Information

The bill requires that the Commission establish open data standards in consultation with the regional transit coordinating council (RTCC) to provide real-time transit vehicle location, arrival and departure predictions and service alerts data to transit riders and requires that all transit agencies in the region comply with such standards. As a reminder, access to reliable real-time transit information is an item that resonated strongly with transit riders and the public as a whole, with 92 percent of Bay Area residents supporting it. Over the next several months, MTC is researching the cost for operators to bring up their systems in line with these provisions, which will help inform a reasonable date for the requirements to take effect. As written, the bill requires them to take effect on January 1, 2023, which is too soon. Staff will consult with the operators on this provision to make sure it is structured in a way that is feasible within existing resources.

Funding Conditioning - Accountability Provisions

SB 917 conditions an operator's access to State Transit Assistance funds on its compliance with the bill's provisions related to fare integration, real-time transit information and mapping and wayfinding requirements. We believe these provisions should be revised to ensure that MTC has discretion to take extenuating circumstances into account and to clarify that the Commission may withhold all or a small portion of an operator's STA funds for a limited duration and that the operator would regain access to STA funds upon demonstration of compliance.

As described at the Commission workshop last October, state law has authorized MTC to condition access to STA funds on Bay Area transit operators' adherence to transit coordination requirements since the 1990s. Specifically, current law requires MTC to adopt rules and regulations to promote the coordination of fares and schedules for all public transit systems in the region (Government Code 66516) and conditions STA funding on compliance with such rules (PUC Code 99314.7). MTC's Transit Coordination Implementation Plan, also known as Resolution 3866, details the process MTC follows in the event that an operator is not following the requirements; STA funds are only withheld if agency fails to meet or exhibit good faith will the sanction of withholding or reprogramming funds be exercised. Resolution 3866 also requires that MTC provide at least 60 days advance notice, including specifying any corrective action needed for any operator not in compliance with the policy, prior to the Commission taking any action to withhold funds. This authority has been used sparingly but has nonetheless been a helpful tool in accelerating implementation of transit coordination projects, including Clipper®.

Joint MTC ABAG Legislation Committee**March 11, 2022****Public Comment****Agenda Item 3g**

Date: March 10, 2022
 Attention: Chair Jesse Arreguin, Joint MTC ABAG Legislation Committee
 Re: **Agenda Item 3g., March 11, 2022 Meeting - Analysis and Proposed Amendments to Senate Bill 917 (Becker)**

Honorable Commissioners,

We are grateful to MTC for the stalwart leadership in the Blue Ribbon Task Force/Transformation Action Plan.

Our organizations are writing to express concern over some of the amendments proposed by staff about SB 917 (Becker), the Seamless Transit Transformation Act. We support the intent to modify the language to ensure that the actions the bill calls for are feasible.

However, several of the proposed amendments go too far and would significantly weaken the bill's ability to bring about a more customer-focused, seamless transit system that can bring back riders, and build the necessary public confidence in MTC and transit agencies to compel the public to vote in favor of additional funding for transit.

We'd ask that rather than suggesting areas of SB 917 to be removed, that staff come forward with creative suggestions on how we can meet the goals and deadlines within the bill, recognizing the urgent need for transformation of our transit system in order to meet our climate, equity, and ridership goals. **Therefore, we request that the Commission direct staff to continue discussing the amendments with bill sponsors and author.**

At several points over the past number of years the MTC has called upon its staff to be 'bold and unflinching' in pursuit of a more seamlessly integrated transit system. The Region's Transformation Action Plan reinforced this ambitious direction and identified 27 near term actions to advance transformation. Polling conducted by MTC indicates that 89% or more of Bay Area residents strongly support seamless transit integration for riders.

SB 917 is an endorsement of the Transformation Action Plan priorities and deadlines for action. Yet, the proposed amendments from staff included in this report suggest a 'walking back' of the commitments the Task Force and MTC adopted just six months ago that should be deeply concerning to the commission and members of the public. Specifically:

Mapping & Wayfinding

Mapping & Wayfinding was identified as one of 3 accelerated priorities in the Transformation Action Plan. SB 917 sets deadlines identical to what was approved in the Transformation Action Plan, less than a year ago. The proposed amendments suggest postponing these deadlines for creating wayfinding standards by an entire year, even though planning has been underway for many years on this initiative. The deadline specified in the bill for wayfinding standards is 2 years and 3 months from now; this would extend the deadline to 3 years 3 months from now. Taking over *three years* to develop wayfinding standards, when efforts on this topic have been underway for over a decade does not seem reasonable.

Connected Network Plan

Similar to mapping and wayfinding, staff propose amendments to SB 917 that would remove deadlines that were approved by the Task Force and MTC just six months ago. Completion of a Connected Network Plan is critical to our region's ability to offer a vision of integrated service to take to voters in a 2024 ballot measure that could address the 'fiscal cliff' agencies are facing.

The deadline of December 31, 2023, 21 months from now, will build voter confidence in any proposed funding measure in 2024. This is the primary reason the Connected Network Plan is specifically called out in SB 917.

The staff report notes "SB 917 adds additional components to the scope of the Plan, while keeping the December 31, 2023 date". We would support amendments that maintain the intent of the Transformation Action Plan item in order to be able to meet the December 31st, 2023 deadline - rather than eliminate the deadline.

Fare Integration

Staff propose to eliminate any deadlines for the implementation of a common fare structure for regional services, and for making multi-agency transit passes available to the general public. Instead staff propose that MTC submit a report to the legislature on progress by January 1, 2025.

If funding is the main issue, we encourage MTC staff to propose amendments that allow deadlines to be extended by action taken by the commission due to funding restrictions, rather than removing the deadlines.

Stronger commitments are needed considering the scale of our climate and transit crisis. The common regional fare structure was identified in the Fare Integration Study as the single most beneficial fare policy the region could pursue to increase transit ridership, and it was a policy that could be pursued in a range of funding scenarios. A multi-agency pass for the general public is something that riders have been requesting for decades and which is available in most other regions; it also performed very well in the analysis. These are both common sense policies that must be prioritized. By setting deadlines for these policies, SB 917 can act as a powerful motivator for transit agencies and MTC to figure out how to deliver these rider-first improvements in a timely manner.

Finally, we do not view SB 917 as intending to pursue local fare consistency, and we would support amendments to clarify that the bill does not require local fares to be consistent across the region. The bill also doesn't preclude local agencies from offering discounts or free transit to certain populations if desired.

In summary, we ask you to reinforce the call to be 'bold and unflinching' in pursuit of a more integrated transit system. Rather than suggesting areas of SB 917 be removed, we request that staff come forward with creative suggestions on how we can meet the goals and deadlines within the bill.

Thank you for your consideration,

A handwritten signature in black ink, appearing to read "Ian Griffiths".

Ian Griffiths
Policy Director, Seamless Bay Area

A handwritten signature in black ink, appearing to read "Hayley Currier".

Hayley Currier
Policy Advocacy Manager, TransForm

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-0422 **Version:** 1 **Name:**
Type: Action Item **Status:** Commission Approval
File created: 2/10/2022 **In control:** Joint MTC ABAG Legislation Committee
On agenda: 3/11/2022 **Final action:**
Title: Bipartisan Infrastructure Law Regional Grant Strategy

Proposed Bay Area project priorities for select federal grant programs.

Sponsors:

Indexes:

Code sections:

Attachments: [14c - 22-0422 - Bipartisan Infrastructure Law Update to Commission.pdf](#)
[14c - 22-0422 - Committee - Bipartisan Infrastructure Law Regional Grant Strategy.pdf](#)
[14c - 22-0422 - Committee - HANDOUT_BIL_Map_Project-List_Grants.pdf](#)
[14c - 22-0422 - Committee - HANDOUT PowerPoint BIL Grant Strategy Presentaion.pdf](#)
[14c - 22-0422 - Committee - PUBLIC COMMENT Bipartisan Infrastructure Law Regional Grant](#)
[4a Bipartisan Infrastructure Law Regional Grant Strategy.pdf](#)
[4ai Handout PowerPoint BIL Grant Strategy Presentaion.pdf](#)
[4aii Habdout BIL_Map_Project-List_Grants.pdf](#)
[4a Public Comment Bipartisan Infrastructure Law Regional Grant Strategy.pdf](#)

Date	Ver.	Action By	Action	Result
3/11/2022	1	Joint MTC ABAG Legislation Committee		

Subject:

Bipartisan Infrastructure Law Regional Grant Strategy

Proposed Bay Area project priorities for select federal grant programs.

Presenter:

Georgia Gann Dohrmann

Recommended Action:

Support / MTC Commission Approval

Attachments:

Metropolitan Transportation Commission

March 23, 2022

Agenda Item 14c - 22-0422

Bipartisan Infrastructure Law Regional Grant Strategy

Subject:

Bay Area focused advocacy strategy to maximize Bay Area federal discretionary grants, including list of priority projects and programmatic categories for regional endorsement; the project list targets a limited set of 13 U.S. Department of Transportation (USDOT))-administered Bipartisan Infrastructure Law (BIL) grant programs.

Background:

Bipartisan Infrastructure Law Funding Opportunities to Advance Plan Bay Area 2050

In February, staff received direction from the MTC and ABAG Joint Legislation Committee to proceed with developing a federal grant strategy to empower the Bay Area to meaningfully advance Plan Bay Area 2050's ambitious goals to combat the climate crisis; deliver a well-connected, safe and multimodal transportation network; and improve access to opportunity for all Bay Area residents. The strategy aims to maximize the Bay Area's share of the more than \$100 billion in federal discretionary funds authorized under the five-year Bipartisan Infrastructure Law (BIL) for which Bay Area projects can compete. Grants are expected to be highly competitive, and awards will likely range from the single digit millions to \$500 million or more. The core elements of the strategy include:

1. MTC, in coordination with Bay Area transportation partners, will develop a short list of priority projects for regional endorsement targeted at a limited set of USDOT-administered BIL grants.
2. Proceed with focused advocacy for the region's most competitive projects seeking grant funding from those larger-scale, regionally and nationally significant project-focused programs. Support Bay Area project competitiveness through informing grant development, as necessary, and with focused advocacy for grant awards.
3. MTC regional coordination should be limited to where it is most value-add, leaving plenty of opportunity for agencies to pursue local priorities from grant programs outside the regional target list.

Throughout February and March, MTC—in partnership with our Bay Area transportation agency partners—developed a short list of regionally significant priority projects or program areas that target a limited set of larger-scale USDOT-administered grants for funding. Staff also worked with partners to refine the focused advocacy strategy as follows:

- Regional grant targets shall be limited to 13 BIL grant programs; the remaining BIL grant programs (nearly 20) shall be reserved for local prioritization;
- MTC’s role will be that of a partner with regard to the local prioritization grants; Upon request, MTC will provide letters of support for Bay Area grant applications for projects consistent with Plan Bay Area 2050; and
- MTC and Bay Area partners will consult and coordinate with the California State Transportation Agency and other state agencies on our advocacy strategy, in particular as it relates to rail programs and projects;

This strategy, including a proposed BIL project list, was presented at the March Joint Legislation Committee. The proposed project list—including as Attachment A—recommended priorities for nearly all 13 programs targeted for regional endorsement. However, there were two areas where staff identified that more work was needed to identify specific projects:

1. Grade separations

Staff to identify approximately 5 – 10 Bay Area grade separation projects to share with the state by the March Commission meeting for incorporation into the overall BIL grant strategy. The Consolidated Rail Infrastructure and Safety Improvements and Railroad Crossing Elimination Program are proposed grant targets.

2. National Infrastructure Project Assistance (MEGA) “small” project candidates

Recommend Bay Area prioritize 1 – 2 projects in this category for regional endorsement. Many project sponsors requested projects be considered for this “small” MEGA project category (projects totaling between \$100 million and \$500 million). Staff to continue assessing project eligibility and alignment with BIL guiding principles and aim to bring recommendations to March Commission meeting.

The Committee provided some project-specific feedback, including requests for projects to be added to the INFRA project list and requests related to grade separation projects and candidates

for the “small” MEGA category, where further staff analysis and refinement of the list is ongoing.

Staff further received feedback related to the Bridge Program and a request to clarify that the seismic retrofit of the Golden Gate Bridge is the region’s priority with respect to the Bridge Program. Staff agrees this makes sense strategically and will include clarifying language in the final list document indicating that pursuit of funding for rehabilitation of the San Francisco-Oakland Bay Bridge will occur secondarily to seeking funds for the Golden Gate Bridge. Additionally, staff received a request related to refining terminology in the Federal-State Partnership for Intercity Passenger Rail program recommendation for the Downtown Rail Extension and staff committed to work with the project sponsors on that item.

After robust discussion the Committee unanimously voted in favor of staff’s recommendation to advance the proposed project list to the Commission for approval, with direction to staff to further refine those two outstanding items and to continue to work with project sponsors.

As of the writing of this memo, that refinement is underway. Staff has coordinated with the Bay Area’s nine county transportation agencies to compile potential grade separation project candidates and will evaluate projects for prioritization based on project readiness and project benefits including benefits related to safety, mobility (including goods movement, passenger rail/transit and bicycle/pedestrian access), California High-Speed Rail, and equity. Staff is additionally continuing to assess project candidates for the National Infrastructure Project Assistance “small” category. A refined recommended project list for your consideration and approval will be included as a handout prior to your Commission meeting.

Recommendation: Support/MTC Commission Approval

Attachments:

- March MTC and ABAG Joint Legislation Committee Materials



Therese W. McMillan

**Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC ABAG Legislation Committee**

March 11, 2022

Agenda Item 4a

Bipartisan Infrastructure Law Regional Grant Strategy

Subject:

Proposed Bay Area project priorities for select federal grant programs.

Background:

Bipartisan Infrastructure Law Funding Opportunities to Advance Plan Bay Area 2050

Last month, staff outlined a proposed federal grant strategy to empower the Bay Area to meaningfully advance Plan Bay Area 2050's ambitious goals to combat the climate crisis; deliver a well-connected, safe and multimodal transportation network; and improve access to opportunity for all Bay Area residents. The strategy is aimed at maximizing the Bay Area's share of the more than \$100 billion in federal discretionary funds authorized under the five-year Bipartisan Infrastructure Law (BIL) for which Bay Area projects can compete.

U.S. Department of Transportation (USDOT) grant funding is spread across approximately two dozen federal grant programs of interest, two-thirds of which are either entirely new or substantially revised.ⁱ Grants are expected to be highly competitive, and awards will likely range from the single digit millions to \$500 million or more.

Focused Advocacy to Maximize the Bay Area's USDOT Grant Funding

Encouragingly, Bay Area projects are primed to compete well for USDOT BIL grants, given Plan Bay Area 2050's alignment with the Biden Administration's focus on climate, mobility and equity. However, we expect competition to be fierce—both within California and from major metros around the country. Regional coordination will help us be more competitive against the nation's biggest metro areas, particularly when seeking grants from those larger-scale, regionally and nationally significant project-focused programs.

MTC—in partnership with our Bay Area transportation agency partners—have been working to develop a short list of regionally significant priority projects or program areas that target a limited set of eleven larger-scale USDOT-administered grants for funding. A draft list and supporting materials will be provided at a later date as a handout. Of note, we expect that the draft list will include several programmatic categories. These are areas where more work will be needed either to identify specific projects and/or to determine whether the category should be prioritized regionally or locally.

The following principles have guided the development of this draft list:

1. Plan Bay Area 2050 Alignment
 - Set of projects demonstrate strong alignment with Plan Bay Area 2050, supporting progress toward meeting the Bay Area’s ambitious climate goals and building toward a well-connected, safe and multimodal regional transportation network. Projects demonstrate strong alignment with Plan Bay Area 2050;
 - Individual projects must be in the Plan or consistent with the Plan
2. Maximize National Competitiveness
 - Projects must demonstrate readiness and be able to present a full funding plan within BIL’s five-year timeframe
 - Focus on projects that align with large competitive grant program criteria
3. Balanced Approach that Minimizes Intra-regional Competition
 - Select a limited number of projects for each of the programs within the regional grant priority list
 - Focus on the most regionally significant projects that are highly competitive candidates
 - Within these constraints, seek a set of projects that reflect priorities across the region and across transportation modes

When the Bay Area transportation sector presents a unified front, we empower our elected officials and transportation stakeholders to be strong champions for the region’s top priorities. To be successful in the Bay Area, this approach requires consensus from all transportation agencies around a short list for those programs that fall within the regional target programs.

MTC Endorsement – Local Priority USDOT Grant Targets

To ensure project sponsors throughout the Bay Area have ample opportunity to seek grant funding for those projects that aren’t included in the regional consensus list described above, we recommend *excluding* from our “regionally significant” target list 16 BIL grant programs with grant opportunities totaling over \$25 billion in guaranteed funding. Another five grant programs recommended for “local prioritization” are authorized, but funding is subject to appropriations, and thus less certain. Those grant programs are outlined in Attachment A. Upon request, MTC

will write letters of support for Bay Area grant applications for these local priority grants for projects that are consistent with Plan Bay Area 2050.

Transportation Partner Engagement

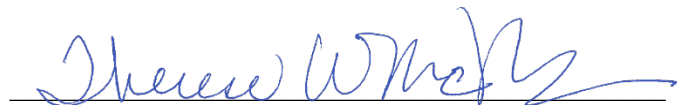
Over the past month, staff has worked in coordination with Bay Area transportation partners to identify project candidates for regional endorsement and to compile the draft project list for consideration at this committee meeting. The chart in Attachment B outlines formal Bay Area partner stakeholder engagement. In addition to Bay Area coordination, expanding this focused advocacy strategy to include partnering with the state will be important, in particular as it relates to rail and other programs of statewide interest. We have begun conversations with state partners and will continue to engage.

Next Steps/Timing

USDOT is expected to begin releasing fiscal year (FY) 2022 notice of funding opportunities (NOFOs) for many of the regional grant priority BIL programs anytime, with application deadlines expected in the April - May timeframe. As such, we recommend aiming for Commission approval of a consensus list for regional endorsement this month. Although this is an ambitious timeline, March Commission adoption will allow the region to begin positioning Bay Area priority projects as grant program candidates with stakeholders and potential Congressional champions with enough lead time to secure those letters of support that make for the most competitive grant applications. Other important programs are actively under development, and focused advocacy will be important to help inform grant guidelines.

Attachments:

- Attachment A: Bipartisan Infrastructure Law Grant Programs: Regional vs. Local Programs
- Attachment B: Stakeholder Engagement re: Bipartisan Infrastructure Law Grant Strategy



Therese W. McMillan

Bipartisan Infrastructure Law Grant Programs: Regional vs. Local Programs

**Regional Prioritization Targets
(11 grant programs)**

Transit

1. Capital Investment Grants
2. Low- and No-Emission Grants
3. Bus and Bus Facilities Discretionary

Intercity and Freight rail

4. Federal-state Partnership for Intercity Rail
5. CRISI
6. Railroad Crossing Elimination Program

Multimodal Mobility and Goods movement

7. MEGA (National Infrastructure Project Assistance)
8. INFRA

State of Good Repair & Resilience

9. Bridge Investment Program (large bridges; \geq \$100 million cost)**
10. Rural Surface Transportation Program
11. PROTECT grant program

Local Prioritization (21 grant programs, of which 16 have guaranteed funding)

Multimodal Mobility, Safety and Equity

1. RAISE (Local and Regional Project Assistance)
2. Safe Streets and Roads for All
3. Reconnecting Communities
4. Wildlife Crossings Elimination Pilot
5. Active Transportation Infrastructure Investment Program*
6. Stopping Threats on Pedestrians Program*

Local Prioritization (21 grant programs, of which 16 have guaranteed funding) (cont'd)

Climate, Congestion Relief and Goods Movement

7. Charging and Fueling Infrastructure Grants
8. Port Infrastructure Development Program
9. Reduce Truck Emissions at Port Facilities
10. Congestion Relief Program
11. Healthy Streets Program*

Transit and Bridge Modernization

12. Bridge Investment Program (small projects; $<$ \$100 million cost)**
13. All Station Accessibility Program
14. Competitive Grants for Rail Vehicle Replacement
15. Electric or Low-emitting Ferry Program
16. Federal Transit Administration Ferry Program

Innovation and Technology

17. Intelligent Transportation Systems Program
18. Technology and Innovation Deployment Program
19. SMART grants
20. Emerging Technology Research Pilot Program*
21. Open Challenge and Research Proposal Pilot Program*

*Grant program is authorized but funding is wholly subject to annual appropriation, and thus much less certain than that grant program funding that is either “guaranteed” through a Highway Trust Fund allocation or upfront BIL appropriation.

**The Bridge Investment Program is a single grant program that can fund small or large projects ($>$ \$100 million). Up to 50 percent of the \$12.5 billion program may fund small projects. Since some funds are anticipated to be reserved for smaller projects, staff’s proposal is to limit the “regional strategy” to the selection of larger projects and enable local prioritization for smaller projects.

Stakeholder Engagement re: Bipartisan Infrastructure Law Grant Strategy

Meeting Date	Stakeholder/Partner
February 18, 2022	General Managers of Large Transit Agencies
February 25, 2022	Bay Area County Transportation Agencies
February 25, 2022	Bay Area Rail Operators and Interrelated Intercity Rail and Transit Project Leads
Week of February 28	California State Transportation Agency
March 1, 2022	General Managers of Large Transit Agencies
March 1, 2022	General Managers of Small Transit Agencies
March 2, 2022	Bay Area County Transportation Agencies
March 2, 2022	MTC Partnership Legislative Committee
March 9, 2022	MTC Policy Advisory Council
Week of March 14-18	Briefings with State Legislative and Congressional Delegations

DRAFT Bay Area Bipartisan Infrastructure Law Priority Projects



Bay Area Bipartisan Infrastructure Law (BIL) Regional Grants Prioritization
Proposed Regional Endorsement List 3.9.2022

BIL Grant Program*	5 Year National Total (Guaranteed)	Recommended Projects
Transit Expansion & Modernization (Federal Transit Administration)		
New Starts/Core Capacity (Capital Investment Grants)	\$18 billion (New Starts/Core Capacity and Small Starts)	Projects with existing FFGAs (including seeking supplementary funding from FY 2023 CIG program funds to offset cost increases): <ul style="list-style-type: none">Caltrain ElectrificationBART Core Capacity Projects in CIG pipeline seeking new grant agreements through FY 2026: <ul style="list-style-type: none">BART Silicon Valley Phase II (seeking FFGA in 2023)Downtown Rail Extension (DTX) (seeking FFGA in 2025) <i>Inclusion of other entrants to regional grant strategy is subject to MTC’s Major Project Advancement Policy (MAP) to be adopted by Summer 2022.</i>
Small Starts (Capital Investment Grants)		Programmatic approach recommended; Prioritize competitive small starts candidates seeking grant agreements through FY 2026.
Low- and Zero-Emission Bus Program	\$5.6 billion	Programmatic approach recommended; Support Bay Area’s transition to a zero-emission fleet (including facilities upgrades).
Bus and Bus Facilities Discretionary	\$2.3 billion	<ul style="list-style-type: none">FY 2022-23: Seek agreement among operators to limit applications to zero emission transit-related projects; aim for a coordinated application, if possible.FYs 2023-26: MTC to develop Bay Area zero emission transition strategy in coordination with Bay Area Partnership; Strategy to define future grant priorities.
Intercity and Freight Rail (Federal Railroad Administration)		
Federal-State Partnership for Intercity Passenger Rail (Outside Northeast Corridor)	\$12 billion (\$36 billion total; \$12 billion for projects outside the Northeast Corridor)	California High Speed Rail Joint Benefit projects that support bringing HSR into the Bay Area. <ul style="list-style-type: none">Project Development:<ul style="list-style-type: none">DTXDiridon StationConstruction/Implementation:<ul style="list-style-type: none">Caltrain Electrification Capitol Corridor South Bay Connect Link 21 (project development phase) conditioned on grant guidelines including a set-aside for project development <i>Note: Given state leadership in the rail area, staff has consulted with the California State Transportation Agency (CalSTA) on our recommend approach and will continue to coordinate with CalSTA on advocacy strategy.</i>
Consolidated Rail Infrastructure and Safety Improvements (CRISI) and Railroad Crossing Elimination Program	\$8 billion (\$5 billion – CRISI; \$3 billion – Railroad Crossing Elimination)	Alameda County Rail Safety Enhancement Plan (CRISI) Grade Separation <ul style="list-style-type: none">Given state leadership in this area, staff recommends a programmatic approach to enable consultation and coordination with CalSTA on best Bay Area candidates to advance for BIL grant funds. We anticipate state prioritization will include:<ul style="list-style-type: none">HSR-related grade separations; andHigh performing goods movement projects <i>Note: Staff aims to identify approx. 5-10 Bay Area grade-separation projects to share with the state by March Commission meeting for incorporation into overall BIL Grant Strategy.</i>
Multimodal Projects of National & Regional Significance (US Department of Transportation)		
MEGA (National Infrastructure Project Assistance) LARGE (>\$500 million)	\$5 billion (LARGE & SMALL)	Innovate 680 Express Lane project with supplemental transit/Express Bus component
MEGA (National Infrastructure Project Assistance) SMALL (\$100 million - \$500 million)		Recommend Bay Area prioritize 1 – 2 “small” megaprojects for regional endorsement. Many project sponsors have expressed interest for projects to be considered for this category. Staff is still assessing eligibility criteria and alignment with the guiding principles and aim to bring recommendations to the March Commission meeting. Example projects include: <ul style="list-style-type: none">Transforming Oakland Waterfront Neighborhoods Project (TOWN)Bike Superhighway/Bay Trail Gap Closures
Road, Bridge & Multimodal Projects (Federal Highway Administration (FHWA))		
Bridge Investment Program LARGE (Projects >\$100 million)	\$12.5 billion (\$6.25 b minimum for large bridges)	Golden Gate Bridge Seismic Bay Bridge Rehabilitation
INFRA (nationally significant freight)	\$8 billion	I-80 Clean Freight Truck Scales project (component of proposed East Bay Clean Freight Corridor program)
		Programmatic category for future INFRA candidates, subject to need following state and federal awards for this cycle
Rural Surface Transportation Program	\$2 billion	State Route 37 Interim Project
PROTECT (surface transportation resilience)	\$1.4 billion	State Route 37 Resilience Improvements
Port Infrastructure and Electrification (Maritime Administration and FHWA)		
Port Infrastructure Development Program	\$2.5 billion	Port of Oakland Electrification and Modernization
Reduce Truck Emissions at Ports	\$400 million	

Note: Staff has reflected each program's administrating agency to the best of our knowledge. In some cases, U.S. Department of Transportation (the Secretary's office) may administer programs identified here as being administered by a modal agency.

Bipartisan Infrastructure Law Grant Programs: Regional vs. Local Programs

**Regional Prioritization Targets
(13 grant programs)**

Transit

1. Capital Investment Grants
2. Low- and No-Emission Grants
3. Bus and Bus Facilities Discretionary

Intercity and Freight rail

4. Federal-state Partnership for Intercity Rail
5. CRISI
6. Railroad Crossing Elimination Program

Multimodal Mobility and Goods movement

7. MEGA (National Infrastructure Project Assistance)
8. INFRA
9. Port Infrastructure Development Program
10. Reduce Truck Emissions at Port Facilities

State of Good Repair & Resilience

11. Bridge Investment Program (large bridges; \geq \$100 million cost)**
12. Rural Surface Transportation Program
13. PROTECT grant program

Local Prioritization (19 grant programs, of which 14 have guaranteed funding)

Multimodal Mobility, Safety and Equity

1. RAISE (Local and Regional Project Assistance)
2. Safe Streets and Roads for All
3. Reconnecting Communities
4. Wildlife Crossings Elimination Pilot

Local Prioritization (19 grant programs, of which 14 have guaranteed funding) (cont'd)

Multimodal Mobility, Safety and Equity, cont.

5. Active Transportation Infrastructure Investment Program*
6. Stopping Threats on Pedestrians Program*

Climate, Congestion Relief and Goods Movement

7. Charging and Fueling Infrastructure Grants
8. Congestion Relief Program
9. Healthy Streets Program*

Transit and Bridge Modernization

10. Bridge Investment Program (small projects; $<$ \$100 million cost)**
11. All Station Accessibility Program
12. Competitive Grants for Rail Vehicle Replacement
13. Electric or Low-emitting Ferry Program
14. Federal Transit Administration Ferry Program

Innovation and Technology

15. Intelligent Transportation Systems Program
16. Technology and Innovation Deployment Program
17. SMART grants
18. Emerging Technology Research Pilot Program*
19. Open Challenge and Research Proposal Pilot Program*

*Grant program is authorized but funding is wholly subject to annual appropriation, and thus much less certain than that grant program funding that is either “guaranteed” through a Highway Trust Fund allocation or upfront BIL appropriation.

**The Bridge Investment Program is a single grant program that can fund small or large projects ($>$ \$100 million). Up to 50 percent of the \$12.5 billion program may fund small projects. Since some funds are anticipated to be reserved for smaller projects, staff’s proposal is to limit the “regional strategy” to the selection of larger projects and enable local prioritization for smaller projects.

*Grant program is authorized but funding is wholly subject to annual appropriation, and thus much less certain than that grant program funding that is either “guaranteed” through a Highway Trust Fund allocation or upfront BIL appropriation.

**The Bridge Investment Program is a single grant program that can fund small or large projects (>\$100 million). Up to 50 percent of the \$12.5 billion program may fund small projects. Since some funds are anticipated to be reserved for smaller projects, staff’s proposal is to limit the “regional strategy” to the selection of larger projects and enable local prioritization for smaller projects.



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

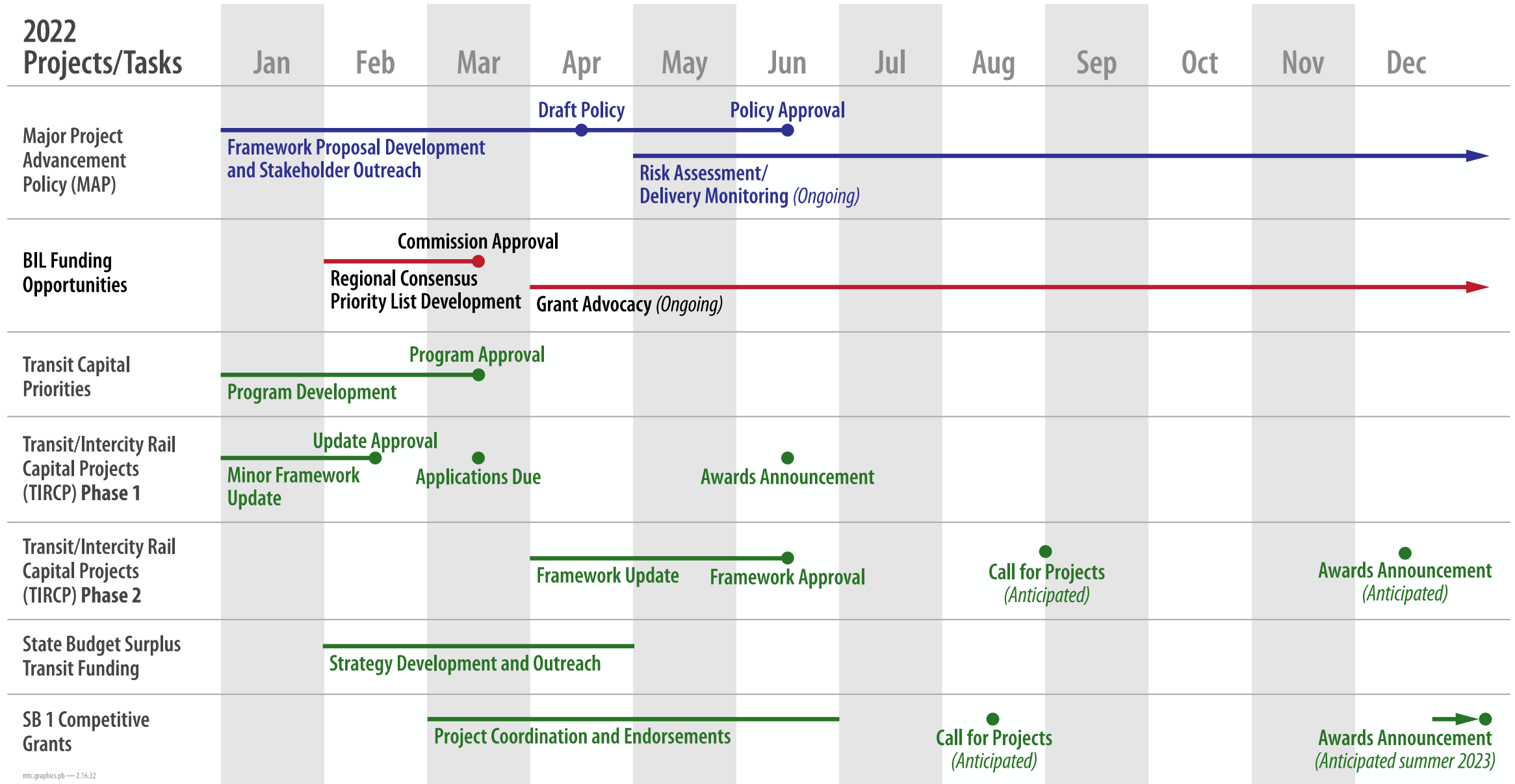
Bay Area Federal Grants Strategy: DRAFT Project List

Joint MTC ABAG Legislation Committee

March 11, 2022



BIL Grant Strategy in Larger Funding Context: Timelines for Various Transportation Funding Programs and Policies

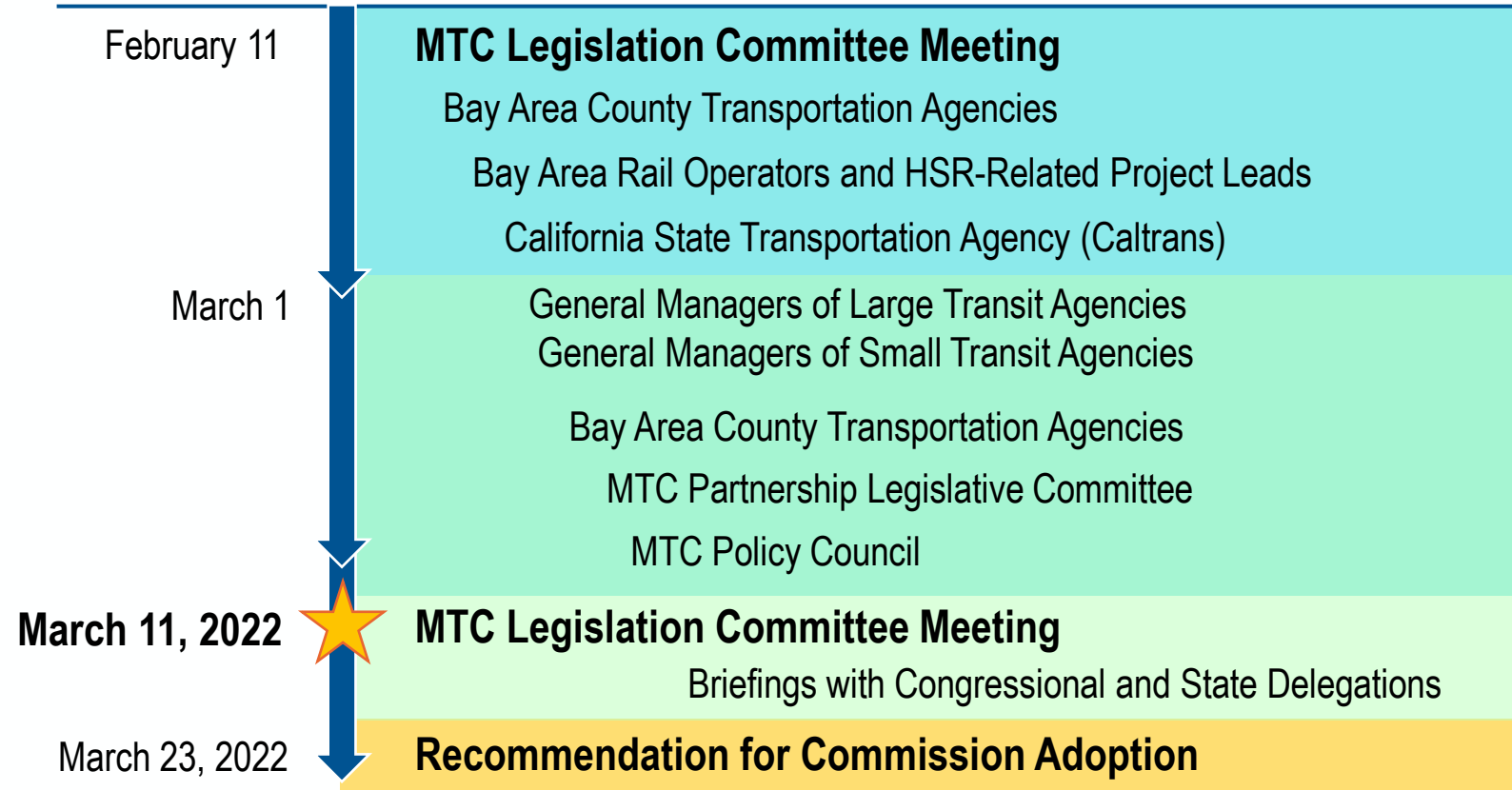


Strategy to Maximize Federal Grant

- MTC—in coordination with Bay Area transportation partners—develop short list of priority projects for regional endorsement (MTC + other partners) targeted at limited set of USDOT-administered BIL grant programs.
- Goal is for region to create more focused advocacy for the most competitive projects by minimizing competition **within the region**.
- MTC/regional coordination should be limited to where it is most value-add, leaving plenty of opportunity for agencies to pursue local priorities from grant programs outside the regional target list.

Bay Area Grant Strategy Timeline

BIL Grant Strategy Development Meetings



- First waves of US Department of Transportation (USDOT) Bipartisan Infrastructure Law (BIL) calls for projects expected in coming months
- Draft project list (including some project categories) for consideration today.
- Ideally, Bay Area will identify short list of priority projects and project categories for regional endorsement targeted at limited set of BIL grant programs in time **for March Commission approval.**



What We're Hearing...

Key Bay Area Transportation Needs



Closing Funding Gaps
for regional priority projects
either already under construction
or soon to be under construction



State of Good Repair,
including for Bridges



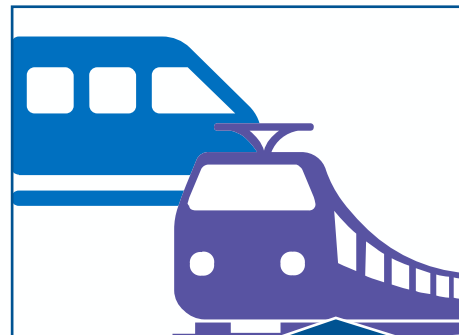
Freight & Rail Safety
Enhancements



Transit Fleet
Electrification



Seeding the Next
Generation of
Transit/Mobility Projects



High Speed Rail, & Seeding
Projects Integral to
Incorporating HSR
into the Bay Area



Multimodal Mobility
Improvements

What We're Hearing...

Bay Area Federal Grants Strategy

- Bay Area is most competitive with focused advocacy.
- Support for limiting focused advocacy to subset of federal grants; retaining other grants for local prioritization.
- Bay Area should unify behind projects that advance key regional priorities (connectivity, climate, equity) and that are most competitive for federal funds.
- Federal grants are an opportunity to leverage state funds; state/regional funding opportunities should remain available for projects that aren't good candidates for federal discretionary grants; explore non-traditional matches (Department of Energy, etc.).



Guiding Principles for BIL Grant List Development

Plan Bay Area Alignment

- Set of projects demonstrate strong alignment with Plan Bay Area 2050, supporting progress toward meeting the Bay Area's ambitious climate goals and building toward an affordable, well-connected, safe and multimodal regional transportation network.
- Individual projects must be in the Plan or consistent with the Plan.

Maximize National Competitiveness

- Projects (or phase) must demonstrate readiness and be able to present a full funding plan within BIL's five-year timeframe.
- Focus on projects that align with large competitive grant program criteria.

Balanced Approach that Minimizes Intra-regional Competition

- Select a limited number of projects for each of the programs within the regional priority grant list.
- Focus on the most regionally significant projects that are highly competitive candidates.
- Within these constraints, seek a set of projects that reflect priorities across the region and transportation modes.



Coordinating BIL Grant Requests

TRANSIT EXPANSION & MODERNIZATION



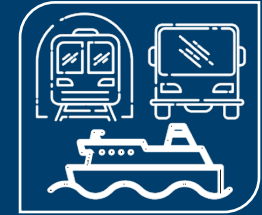
USDOT Program Name	5-Year National Total (Guaranteed)	Proposed Projects/Project Categories
New Starts/Core Capacity - Capital Investment Grants (CIG)	\$18 billion* (including Small Starts)	<p>Projects with existing full funding grant agreements (FFGA), including seeking supplementary funding from FY 2023 CIG program funds to offset cost increases)</p> <ul style="list-style-type: none"> • Caltrain Electrification • BART Core Capacity <p>Projects in CIG pipeline seeking new grant agreements through FY 2026:</p> <ul style="list-style-type: none"> • BART Silicon Valley Phase II (seeking FFGA in 2023) • Downtown Rail Extension (DTX) (seeking FFGA in 2025) <p><i>Inclusion of other entrants subject to MTC's Major Project Advancement Policy (MAP), anticipated to be adopted by Summer 2022</i></p>

*Assumes Congress maintains historic commitment of approximately \$2 B/year in annual appropriations supplemented with \$8 billion in upfront stimulus. Actual funding levels will be subject to CIG project's annual funding needs and congressional spending priorities.



Coordinating BIL Grant Requests

TRANSIT EXPANSION & MODERNIZATION



USDOT Program Name	5-Year National Total (Guaranteed)	Proposed Projects/Project Categories
Small Starts - Capital Investment Grants, cont.	\$18 billion (including New Starts/Core Capacity)	Programmatic approach recommended; Prioritize competitive small starts candidates seeking grant agreements through FY 2026. Potential projects include Geary Bus Rapid Transit and bus rapid transit in Santa Clara County.
Low and Zero Emission Bus Program	\$5.6 billion	Programmatic approach recommended; Support Bay Area's transition to a zero-emission fleet, (including facilities upgrades), as follows:
Discretionary Bus & Bus Facilities (broad eligibility, including projects to advance electrification. New requirement for a zero-emission fleet transition plan for projects related to zero emission vehicles)	\$2.3 billion	<ul style="list-style-type: none">FY 2022-23: Seek agreement among operators to limit applications to zero-emission transit-related projects; aim for a coordinated application, if possible.FYs 2023-26: MTC to develop Bay Area zero emission transition strategy in coordination with Bay Area Partnership; Strategy to define future grant priorities.

Coordinating BIL Grant Requests

INTERCITY RAIL



USDOT Program Name	5-Year National Total (Guaranteed)	Proposed Projects/Project Categories
<p>Federal-State Partnership for Intercity Passenger Rail</p> <p>(Newly expanded to intercity rail establishment or expansion projects eligible, including project development, right of way acquisition and project construction)</p>	<p>\$12 billion</p> <p>(\$36 billion total; \$12 billion for projects outside the Northeast Corridor)</p>	<ul style="list-style-type: none"> California High Speed Rail (HSR) Joint Benefit projects that support bringing HSR into the Bay Area: <ul style="list-style-type: none"> Project development <ul style="list-style-type: none"> DTX Diridon Station Construction/Implementation <ul style="list-style-type: none"> Caltrain Electrification Other Bay Area Intercity Rail Priorities <ul style="list-style-type: none"> Capitol Corridor South Bay Connect Link 21 (project development) conditioned on grant guidelines including a set-aside for project development <p><i>Note: Given state leadership in the rail area, staff has consulted with the California State Transportation Agency (CalSTA) on our recommend approach and will continue to coordinate with them on advocacy strategy.</i></p>

Coordinating BIL Grant Requests

FREIGHT & INTERCITY RAIL, Cont.



USDOT Program Name	5-Year National Total (Guaranteed)	Proposed Projects/Project Categories
Consolidated Rail Infrastructure & Safety Improvements	\$5 billion	<ul style="list-style-type: none">Alameda County Rail Safety Enhancement Plan (CRISI)Grade Separations: Given state leadership in this area, staff recommends a programmatic approach to enable consultation and coordination with CalSTA on best Bay Area candidates to advance for BIL grant funds. We anticipate state prioritization will include:<ul style="list-style-type: none">HSR-related grade separations (ex: Burlingame Grade Separation); andHigh performing goods movement projects <p><i>Note: Staff aims to identify approximately 5-10 Bay Area grade separation projects to share with the state by March Commission meeting for incorporation into overall BIL grant strategy.</i></p>
Railroad Crossing Elimination Program	\$3 billion	

Coordinating BIL Grant Requests

MULTIMODAL



USDOT Program Name	5-Year National Total (Guaranteed)	Proposed Projects/Project Categories
NEW National Infrastructure Project Assistance* (or “MEGA”): Project costs \geq \$500 million	\$5 billion	Innovate 680 Express Lane project with supplemental transit/express bus component
NEW National Infrastructure Project Assistance* (or “MEGA”): Project costs \$100 million - \$500 million		<p>Recommend Bay Area prioritize 1 – 2 “small” megaprojects for regional endorsement. Many project sponsors have expressed interest for projects to be considered for this category. Staff is still assessing eligibility criteria and alignment with the guiding principles and aim to bring recommendations to the March Commission meeting. Example projects include:</p> <ul style="list-style-type: none">• Transforming Oakland Waterfront Neighborhoods Project (TOWN)• Bike Superhighway/Bay Trail Gap Closures

*Transit eligible only if part of a larger, multimodal project. May fund programs of projects. Road/bridge components must be on either on the National Highway System or National Freight Network.

Coordinating BIL Grant Requests

BRIDGE



USDOT Program Name	5-Year National Total (Guaranteed)	Proposed Projects/Project Categories
<p>NEW Bridge Investment Program – Large Bridge Projects (\geq\$100 million)</p> <p>(Bridge state of good repair program for “large” and “small” projects. Staff is recommending regional prioritization for the “large bridge” category and local prioritization for the “small bridge” portion of the program.)</p>	<p>\$6.25 billion - \$12.5 billion</p> <p>(Not less than 50% percent of the funds must be spent on “large” bridge projects)</p>	<ul style="list-style-type: none">• Golden Gate Bridge Seismic Retrofit• Bay Bridge Rehabilitation



Coordinating BIL Grant Requests

GOODS MOVEMENT



USDOT Program Name	5-Year National Total (Guaranteed)	Proposed Projects/Project Categories
INFRA (Nationally significant freight projects)	\$8 billion	<ul style="list-style-type: none"> I-80 Clean Freight Truck Scales project (component of proposed East Bay Clean Freight Corridor program) Programmatic category for future INFRA candidates, subject to need following state and federal awards for this cycle
Port Infrastructure Development Program	\$2.5 billion	<ul style="list-style-type: none"> Port of Oakland electrification and modernization
NEW Reduce Truck Emissions at Port Facilities	\$400 million	



Coordinating BIL Grant Requests

ROAD, BRIDGE & MULTIMODAL, cont.



USDOT Program Name	5 Year Total Guaranteed	Proposed Projects/Project Categories
NEW Rural Surface Transportation Program (road/bridge in areas <200k in population)	\$2 billion	<ul style="list-style-type: none"> State Route 37 Interim Project <p><i>Note: Staff recommends program revert to “local prioritization” category for grant cycles following a SR 37 grant award.</i></p>
NEW PROTECT Grant Program (surface transportation resilience)	\$1.4 billion	<ul style="list-style-type: none"> State Route 37 Resilience Improvements <p><i>Note: Staff recommends program revert to “local prioritization” category for grant cycles following a SR 37 grant award.</i></p>



Significant Remaining Funding Available for Local Prioritization, with MTC Endorsement

MTC to provide support letters for projects seeking local grant funding that are consistent with PBA 2050

OVER
\$25
Billion
Funding

19 Grants
Recommended



Discussion

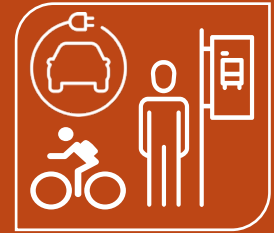


Slides that might be helpful to answer questions/requests for clarification during discussion



BIL Grants for Local Prioritization

MULTIMODAL MOBILITY, SAFETY & EQUITY



USDOT Program Name	5 Year Total Guaranteed	Project Eligibilities/Potential Projects for Endorsement
Local and Regional Project Assistance (RAISE)	\$7.5 billion	Authorizes existing RAISE Grant Program; Mode-neutral; Funding source for bike/ped, climate, local streets & roads, transit, etc.
NEW Safe Streets and Roads for All	\$5 billion	Vision Zero Planning and Implementation
NEW Reconnecting Communities	\$1 billion	Removing or Retrofitting Highways to Restore Community Connectivity
NEW Wildlife Crossings Elimination Pilot Program	\$350 million	Grants for projects that reduce wildlife-vehicle collisions while improving habitat connectivity



BIL Grants for Local Prioritization

CLIMATE & CONGESTION RELIEF



USDOT Program Name	5 Year Total Guaranteed	Project Eligibilities/Potential Projects for Endorsement
NEW Charging and Fueling Infrastructure Grants	\$2.5 billion	Alternative fueling Infrastructure
Intelligent Transportation Systems Program	\$550 million	Intelligent Transportation Systems Projects, Including Connected/Autonomous Vehicles
Technology and Innovation Deployment Program	\$550 million	Program to accelerate the deployment of new highway transportation innovations and technology
NEW SMART Grants	\$500 million	Demonstration Projects Utilizing Innovative Technology to Improve Transportation Efficiency and Safety
NEW Congestion Relief Program	\$250 million	Deployment and Operation of Congestion Management Strategies



BIL Grants for Local Prioritization

TRANSIT & BRIDGE MODERNIZATION



USDOT Program Name	5 Year Total Guaranteed	Project Eligibilities/Potential Projects for Endorsement
NEW Bridge Investment Program – Small projects < \$100 million (bridge state of good repair)	Up to \$6.25 billion	Smaller-scale bridge rehabilitation and repair projects (<\$100 million in total project cost); Minimum grant award of \$2.5 million; Total program funded at \$12.5 billion with a minimum of 50% of program funding reserved for “large” projects.
NEW All Stations Accessibility Program	\$1.75 billion	Rail station accessibility upgrades.
NEW Competitive Grants for Rail Vehicle Replacement	\$1.5 billion	Rail fleet upgrades
NEW Electric or Low-emitting Ferry Program	\$250 million	Ferry electrification
Federal Transit Administration Ferry Program	\$150 million	Ferry vehicles and facilities



BIL Grants for Local Prioritization

GRANTS NOT GUARANTEED FUNDING



USDOT Program Name	5 Year Total AUTHORIZED	Project Categories/Potential Projects for Endorsement
NEW Active Transportation Infrastructure Investment Program	\$1 billion	Grants to create active transportation networks or active transportation corridors
NEW Healthy Streets Program	\$500 million	Funds projects in historically disadvantaged communities that reduce urban heat islands and/or improve air quality
NEW Open Challenge and Research Proposal Pilot Program	\$75 million	Research grants for needs determined by the USDOT Office of the Secretary.
NEW Emerging Technologies Research Pilot Program	\$25 million	Grants to fund emergency technology research and development, including for connected and autonomous vehicle deployment
NEW Stopping Threats on Pedestrians	\$25 million	Grants to install traffic barriers to mitigate vehicular crossings onto sidewalks and pedestrian plazas



Relationship to TIRCP

- TIRCP an important component of delivering full funding plans on major transit projects.
- Where advantageous, TIRCP can help leverage new federal funding opportunities through focused regional advocacy, or provide alternative funding for other projects that advance Plan Bay Area 2050 goals



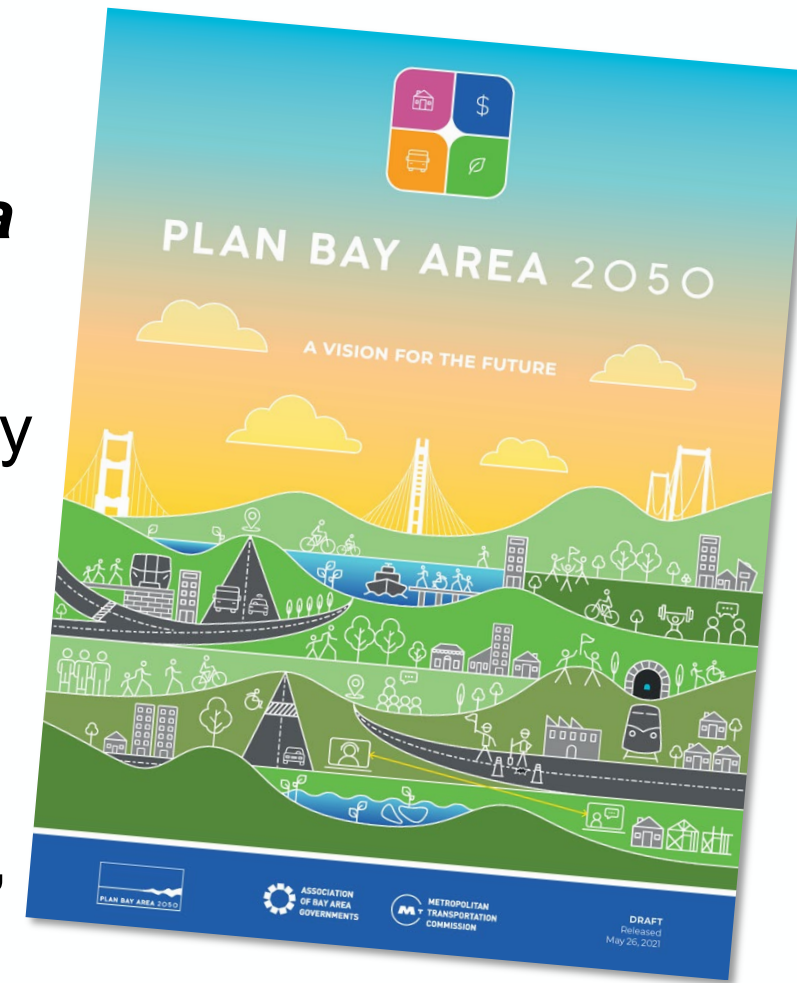
Relationship to State Budget Surplus

- Unique opportunity for less restrictive TIRCP and/or other transit capital funding
- Advocate for additional funding to complete TIRCP framework projects with funding gaps:
 - BART Transbay Corridor Core Capacity program
 - Caltrain Electrification
 - BART to Silicon Valley Phase II
- Also consider adding major new projects as part of TIRCP framework refresh



TIRCP Framework Refresh

- Consider focus on next generation of transit expansion projects listed in Tier 1 of ***Plan Bay Area 2050***
- Coordinated with development of BIL Grant Strategy
- Developed with partner agencies with focus on full project funding plans
- Projects may include those requesting funds this cycle, such as the Downtown Rail Extension (DTX), Valley Link, and I-680 Express Bus



From: [MTC-ABAG Info](#)
To: [Martha Silver](#)
Subject: Fwd: Joint MTC-ABAG Legislative Committee Meeting - Friday, March 11, 2022 - Agenda item 4a - Bipartisan Infrastructure Law Regional Grant Strategy
Date: Thursday, March 10, 2022 4:42:47 PM

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From: Tim Sbranti <tsbranti@innovationtrivalley.org>
Sent: Thursday, March 10, 2022 3:48:32 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Joint MTC-ABAG Legislative Committee Meeting - Friday, March 11, 2022 - Agenda item 4a - Bipartisan Infrastructure Law Regional Grant Strategy

External Email

Hello-

Please be sure that this public comment is sent to the Commissioners in advance of tomorrow's meeting. Thank you.

Tim Sbranti

Dear Chair Arreguin and Honorable Commissioners:

On behalf of the Innovation Tri-Valley Leadership Group, I wanted to provide some thoughts related to the proposed Bay Area project priorities for select federal grant programs.

In regards to the process, we believe it is impossible to take action on a list of project priorities for select federal grant programs if this is the first time that list of projects has been made available to the committee as well as partner agencies and the public that the committee represents. Specifically, we have the following questions regarding the process:

- How was project information solicited from partner agencies to support MTC's assessment?

What specific evaluation criteria stemming from the guiding principles to the individual federal programs was used to assess priorities?

- How was this evaluation criteria and draft list of project priorities provided to partner agencies for review and comment?

In regards to the principles, we believe the focus on an approach that minimizes intra-regional competition negates the mega-regional realities of our needs and work with other regions to advance the projects that best address those needs:

- MTC is currently the staff lead for the three-Metropolitan Planning Organization (MTC, SJCOG, SACOG) Megaregion Working Group that has recently identified a set of twelve projects of critical significance to the Bay Area with regard to equitable access for tens of thousands of employees commuting to Bay Area jobs as well as impacting the movement of freight critical to the Port of Oakland and Bay Area industries.
- MTC's principles need to recognize those Megaregion project priorities as developed with the Megaregion Working Group and support the gateway communities within the Bay Area that are most impacted by these mobility needs that are the result of collective challenges in job growth and housing affordability.

We also had questions relative to the staff report excerpt "MTC - in partnership with our Bay Area transportation agency partners - have been working to develop a short list of regionally significant priority projects or program areas that target a limited set of eleven large-scale USDOT-administered grants for funding. A draft list and supporting materials will be provided at a later date as a handout."

Our questions are: 1.) Who is MTC working with and what is the short list?; 2.) When will it be shared with policymakers for purposes of transparency and public participation in the process?

We hope and expect that the draft list will include several programmatic categories. These are areas where more work may be needed either to identify specific projects and/or to determine whether the category should be prioritized regionally or locally.

Thank you in advance for your consideration of these questions and concerns. We look forward to partnering with you on a strategy that is inclusive of the entire Megaregion's needs.

--



Tim Sbranti
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Group
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[CLICK HERE](#) to sign up for our Newsletter.

From: [Martha Silver](#)
To: [Martha Silver](#)
Subject: FW: TIME SENSITIVE MTC Leg. Comm. Item 4a
Date: Thursday, March 10, 2022 11:23:07 PM

Begin forwarded message:

From: Gina Papan <ginapapan@gmail.com>
Date: March 10, 2022 at 10:58:41 AM PST
To: "Therese W. McMillan" <tmcmillan@bayareametro.gov>, Alfredo Pedroza <alfredo@apedroza.com>
Cc: David Canepa <dcanepa@smcgov.org>, Jim Spering <jimzspering@cs.com>, Rebecca Long <rlong@bayareametro.gov>
Subject: TIME SENSITIVE MTC Leg. Comm. Item 4a

External Email

Therese McMillan
Executive Director at MTC
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

We appreciate the MTC's effort to move quickly to take advantage of the federal funds and the effort that went into creating this draft list of projects. We also thank your staff for their outreach efforts in coordinating with our County staff.

This list includes many of the regionally significant projects like the electrification of Caltrain and other critical projects to meet our next generation transportation needs. In particular, thank you for supporting the inclusion of Caltrain electrification in the list. While we support in general the projects currently named on the list, we also believe other San Mateo County projects should be considered for inclusion.

CRISI and Railroad Crossing Elimination Program

a) The Burlingame Grade Separation project is the highest ranked CPUC safety project and is finalizing its design and seeking construction funding. This critical safety project will also support Caltrain and HSR service. This project will be able to significantly leverage federal grant funds with the county's Measure A funds.

b) The South San Francisco/San Bruno Grade Separation is another pipeline grade separation project that will improve mobility, safety, and reduce environmental impacts like noise. This project will be listed in the upcoming CPUC Section 190 list. This project will also be able to leverage federal grant funds with the County's local Measure A sales tax funds.

MEGA (National Infrastructure Project Assistance)

a) Completing the express lane and express bus network is a key component of the Plan Bay Area 2050. The Managed Lanes Project North of I-380 will close a critical gap, create continuous express lanes along Highway 101 in San Mateo County, and complete an express lane network from the San Francisco County line to Oakland. Equity and express lanes go hand in hand in San Mateo County, and we are currently implementing our equity program, which consists of discounted Clipper Cards and/or Fastrak transponders for eligible people. The closure of this gap could expand the equity program and will facilitate mode shift. Completion of the express lanes in San Mateo County will provide a better travel experience for SamTrans' current and planned express bus service in this congested corridor. The PAED, PSE, and ROW phases are funded, and construction is scheduled to begin in early 2026.

b) The 92/101 Managed Lanes Director Connector Project will provide a direct connection from Hwy 92 to the Highway 101 express lanes. This connection will improve traffic flow and safety at this congested interchange and encourage mode shift by enabling transit, shuttles, and HOVs to quickly connect with the Highway 101 express lanes. This project is included in RM3, and is currently in the PAED phase. Construction is scheduled to start in 2026.

INFRA (nationally significant freight)

a) Highway 101/84(Woodside) Interchange in Redwood City is a critical connection to the Port of Redwood City. The Port is the only deep-water port in the south bay and serves businesses from San Francisco to Silicon Valley. The project will improve trade and freight activity by removing a traffic bottleneck that routinely delays goods movement. The project also included significant bicycle and pedestrian access improvements connecting adjacent Communities of Concern with open space along the Bay. The project is fully designed, has \$117 million in committed funds and is seeking the remainder of construction funding of \$184 million.

We appreciate your efforts and look forward to approving a regionally balanced list that both reflects the needs of the region as well as our San Mateo County constituents.

Gina Papan
MTC Commissioner
Cities of San Mateo County

David Canepa
MTC Commissioner

County of San Mateo County

#