



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, May 25, 2022

9:35 AM

HYBRID (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, May 25, 2022 at 9:35 a.m. or immediately following the 9:05 a.m. BAIFA meeting, in the Bay Area Metro Center (HYBRID - In person option available). 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/88190761522>
Or iPhone one-tap: US: +13462487799,,88190761522# or +16699006833,,88190761522#
Or Join by Telephone: (for higher quality, dial a number based on your current location) US:
+1 408 638 0968 or +1 669 900 6833 or +1 253 215 8782 or +1 346 248 7799 or
+1 312 626 6799 or +1 646 876 9923 or +1 301 715 8592 or
877 853 5247 (Toll Free) or 888 788 0099 (Toll Free)
Webinar ID: 881 9076 1522
International numbers available: <https://bayareametro.zoom.us/j/kdiVbKoYW1>

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. Joint MTC and BAHFA Consent Calendar:

- 2a.** [22-0807](#) MTC Resolution No. 4518, and BAHFA Resolution No. 013 - Providing for Remote Meetings Pursuant to Assembly Bill 361

Action: Commission Approval; and

BAHFA Approval

Attachments: [2a - 22-0807 - MTC-Reso-4518 AB 361.pdf](#)
 [2a - 22-0807 - BAHFA-Reso-13 AB 361.pdf](#)

- 2b.** [22-0939](#) BAHFA Resolution No. 11. Adoption of BAHFA Resolution No. 11 to apply Metropolitan Transportation Commission (MTC) Resolution No. 3619 and other MTC rules for administration, employee relations, contracting and other business operations to BAHFA.

Action: BAHFA Approval

Attachments: [2b - 22-0939 - BAHFA Reso 11 - Adoption of MTC Administration Policies.pdf](#)
 [2b - 22-0939 - Attachment.pdf](#)

3. Public Comment / Other Business

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

5. Chair's Report (Pedroza)

6. Policy Advisory Council Report (Randi Kinman)

7. Executive Director's Report (McMillan)

[22-0808](#) Executive Director's Report

Action: Information

8. Commissioner Comments

9. Consent Calendar:

- 9a. [22-0809](#) Minutes of the April 27, 2022 meeting
- Action:** Commission Approval
- Attachments:** [9a - 22-0809 - April 27 Draft Commission Minutes.pdf](#)

Programming and Allocations Committee

- 9b. [22-0678](#) MTC Resolution No. 4202, Revised. Revisions to the One Bay Area Grant program (OBAG 2), including reprogramming \$4.2 million within the Santa Clara County Program and \$2.0 million within the Alameda County Program.
- Action:** Commission Approval
- Attachments:** [9b - 22-0678 - Update to Commission - MTC Reso 4202 - OBAG2 Revisions.pdf](#)
[9b - 22-0678 - PAC MTC-Reso-4202 - OBAG2 Revisions.pdf](#)
- 9c. [22-0679](#) MTC Resolution No. 4465, Revised. Allocation of \$8.7 million in FY2021-22 Transportation Development Act (TDA) to the City of Fairfield to support transit operations.
- Action:** Commission Approval
- Attachments:** [9c - 22-0679 - PAC MTC-Reso-4465 - City of Fairfield TDA Allocation.pdf](#)
- 9d. [22-0801](#) MTC Resolution No. 4475, Revised. 2021 Transportation Improvement Program (TIP) Amendment 2021-21.
- Action:** Commission Approval
- Attachments:** [9d - 22-0801 - PAC MTC-Reso-4475 - TIP Amendment 2021-21.pdf](#)

Committee Reports

10. Programming and Allocations Committee (Rabbitt)

- 10a. [22-0669](#) MTC Resolution Nos. 4510, Revised and 4169, Revised. Transit Capital Priorities Program FY2021-22 - FY2023-24

Programming of \$454 million in FTA Formula Revenue balances 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, and correction to BATA Project Savings program.

Action: Commission Approval

Attachments: [10a - 22-0669 - PAC_MTC-Resos-4510 and 4169 - TCP Program.pdf](#)

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

- 11a. [22-0833](#) Assembly Bill 2237 (Friedman): Transportation Funding and State Climate Goals

Prohibits regions from funding projects not aligned with state climate goals and adds state climate goal alignment requirements to projects funded from local transportation tax measures.

Action: Oppose Unless Amended / MTC Commission Approval

Attachments: [11a - 22-0833 - AB 2237 \(Friedman\).pdf](#)

- 11b. [22-0825](#) Assembly Constitutional Amendment 14 (Wicks): Housing Opportunities for Everyone Act

Assembly Constitutional Amendment (ACA) 14 would dedicate five percent each year from the state's General Fund over a ten-year period to address California's affordable housing and homelessness crisis.

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

Attachments: [11b - 22-0825 - ACA 14 \(Wicks\).pdf](#)

12. Public Comment / Other Business

13. Adjournment / Next Meetings:

The next meeting of the Metropolitan Transportation Commission is scheduled to be held on Wednesday, June 22, 2022 at 9:45 a.m. 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 #:	22-0807	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	4/15/2022	In control:		Metropolitan Transportation Commission	
On agenda:	5/25/2022	Final action:			
Title:	MTC Resolution No. 4518, and BAHFA Resolution No. 013 - Providing for Remote Meetings Pursuant to Assembly Bill 361				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	2a - 22-0807 - MTC-Reso-4518 AB 361.pdf 2a - 22-0807 - BAHFA-Reso-13 AB 361.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4518, and BAHFA Resolution No. 013 - Providing for Remote Meetings Pursuant to Assembly Bill 361

Recommended Action:

Commission Approval; and

BAHFA Approval

Metropolitan Transportation Commission

May 25, 2022

Agenda Item 2a - 22-0807

MTC Resolution No. 4518 Providing for Remote Meetings Pursuant to AB 361

Subject:

Approval of MTC Resolution No. 4518 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 prospectively for 30 days following the Commission's action.

Issues:

Findings in support of MTC Resolution No. 4518 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. 4518, authorizing its committees and related entities, to meet remotely pursuant to the provisions of AB 361.

Attachments:

- Attachment A: MTC Resolution No. 4518



Therese W. McMillan

Date: May 25, 2022
Referred By: Commission

ABSTRACT

Resolution No. 4518

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 May 25, 2022.

Date: May 25, 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. 4518

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 May 25, 2022.

Bay Area Housing Finance Authority
BAHFA

May 25, 2022

Agenda Item 2a - 22-0807

BAHFA Resolution No. 13 Providing for Remote Meetings Pursuant to AB 361

Subject:

Approval of BAHFA Resolution No. 13 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 prospectively for 30 days following the Bay Area Housing Finance Authority's action.

Issues:

Findings in support of Resolution No. 13 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. 13, authorizing its committees and related entities, to meet remotely pursuant to the provisions of AB 361.

Attachments:

- Attachment A: BAHFA Resolution No. 13



Therese W. McMillan

Date: May 25, 2022
Referred By: BAHFA

ABSTRACT

Resolution No. 13

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 May 25, 2022.

Date: May 25, 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. 13

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 May 25, 2022.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-0939 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 5/3/2022 **In control:** Metropolitan Transportation Commission
On agenda: 5/25/2022 **Final action:**
Title: BAHFA Resolution No. 11. Adoption of BAHFA Resolution No. 11 to apply Metropolitan Transportation Commission (MTC) Resolution No. 3619 and other MTC rules for administration, employee relations, contracting and other business operations to BAHFA.

Sponsors:

Indexes:

Code sections:

Attachments: [2b - 22-0939 - BAHFA Reso 11 - Adoption of MTC Administration Policies.pdf](#)
[2b - 22-0939 - Attachment.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

BAHFA Resolution No. 11. Adoption of BAHFA Resolution No. 11 to apply Metropolitan Transportation Commission (MTC) Resolution No. 3619 and other MTC rules for administration, employee relations, contracting and other business operations to BAHFA.

Presenter:

Kate Harley

Recommended Action:

BAHFA Approval

Association of Bay Area Governments

Bay Area Housing Finance Authority

Housing Committee

Oversight Committee

May 12, 2022

Agenda Item 8.b.

Bay Area Housing Finance Authority – Establishing Organizational and Administrative
Procedures of the Bay Area Housing Finance Authority

Subject:

Adoption of BAHFA Resolution No. 11 to apply Metropolitan Transportation Commission (MTC) Resolution No. 3619 and other MTC rules for administration, employee relations, contracting and other business operations to the Bay Area Housing Finance Authority

Background:

Title 6.8 of the Government Code, commencing with Government Code Section 64510 (AB 1487, Chiu, October 8, 2019) creates the Bay Area Housing Finance Authority (BAHFA, or the Authority) with jurisdiction extending throughout the San Francisco Bay Area and provides that BAHFA shall be governed by the same board that governs the Metropolitan Transportation Commission (MTC).

Per Government Code Section 64514, the BAHFA board may make and enforce rules and regulations necessary for governing the Authority and may act by resolution.

The proposed BAHFA Resolution No. 11 would apply MTC Resolution No. 3619 and other MTC rules, as they exist and as they may be amended, for administration, personnel, payroll, employee relations, purchasing, contracting and other business operations to BAHFA, unless there is a conflict between a MTC rule and a BAHFA rule, in which case, the BAHFA rule shall apply and control.

BAHFA Resolution No. 11 also sets forth BAHFA's agreement to make direct payments on, or reimburse MTC for costs associated with, contracts that directly benefit BAHFA, such as contracts necessary to secure professional services to assist BAHFA in fulfilling its purpose as set forth in Government Code section 64510(c) and related sections of the San Francisco Bay Area Regional Housing Finance Act (Gov. Code, sec. 64500, et seq.), as it exists and as it may be amended. The MTC Executive Director or designee is authorized to make such payments on BAHFA's behalf to MTC, including payments for costs that were incurred before the date of this Resolution, provided the costs were incurred in fiscal year 2021-22.

Issues:

None

Recommended Action:

The BAHFA Oversight Committee is requested to refer BAHFA Resolution No. 11 to the Bay Area Housing Finance Authority for adoption.

Attachment:

BAHFA Resolution No. 11

Reviewed:

A handwritten signature in blue ink, appearing to read "Therese W. McMillan", with a stylized flourish at the end.

Therese W. McMillan

Date: May 25, 2022

ABSTRACT

BAHFA Resolution No. 11

This resolution defines certain organizational and administrative procedures for the Bay Area Housing Finance Authority (BAHFA).

Further discussion of this action is contained in the BAHFA Summary Sheet dated May 12, 2022, included below as Attachment A.

Date: May 25, 2022

RE: Establishing Organizational and Administrative Procedures of the Bay Area Housing Finance Authority Structure

BAY AREA HOUSING FINANCE AUTHORITY
RESOLUTION NO. 11

WHEREAS, Title 6.8 of the Government Code, commencing with Government Code Section 64510 (AB 1487, Chiu, October 8, 2019) creates the Bay Area Housing Finance Authority (BAHFA, or the Authority) with jurisdiction extending throughout the San Francisco Bay Area and provides that BAHFA shall be governed by the same board that governs the Metropolitan Transportation Commission (MTC); and

WHEREAS, per Government Code Section 64510(c), the Authority's purpose is to raise, administer, and allocate funding and provide technical assistance at a regional level for tenant protection, affordable housing preservation, and new affordable housing production; and

WHEREAS, per Government Code Section 64514, the BAHFA board may make and enforce rules and regulations necessary for governing the Authority, and may act by resolution; and

WHEREAS, on June 24, 2020, in adopting Resolution No. 1, the BAHFA Board resolved, among other things, 1) to use Metropolitan MTC staff and the MTC committee structure to assist it in performing its statutory responsibilities; 2) to adopt the MTC Commission Procedures Manual as the Authority's manual; and 3) to adopt the MTC Conflict of Interest Code as the Authority's conflict of interest code; and

WHEREAS, BAHFA now seeks to further clarify its operational and administrative procedures; now, therefore, be it

RESOLVED, that BAHFA finds that the foregoing recitals are true and correct; and be it further

RESOLVED, MTC Resolution No. 3619 and other MTC rules, as they exist and as they may be amended, for administration, personnel, payroll, employee relations, purchasing,

contracting and other business operations shall apply to BAHFA, unless there is a conflict between a MTC rule and a BAHFA rule, in which case, the BAHFA rule shall apply and control; and be it further

RESOLVED, beginning in fiscal year 2021-22, BAHFA hereby agrees to reimburse MTC for costs associated with or to make direct payments on contracts that directly benefit BAHFA, in the discretion of the MTC Executive Director or designee, such as contracts necessary to secure professional services to assist BAHFA in fulfilling its purpose as set forth in Government Code section 64510(c) and related sections of the San Francisco Bay Area Regional Housing Finance Act (Gov. Code, sec. 64500, et seq.), as it exists and as it may be amended. The MTC Executive Director or designee is authorized to make such payments on BAHFA's behalf to MTC, including payments for costs that were incurred before the date of this Resolution, provided the costs were incurred in fiscal year 2021-22.

RESOLVED, that the officers and agents of BAHFA are hereby authorized and directed to take all further actions necessary and convenient to carry out the purposes of this resolution and that all actions heretofore taken by the officers and agents of BAHFA with respect to the convening of BAHFA are hereby acknowledged, ratified, and approved.

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 May 25, 2020.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-0808 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 4/15/2022 **In control:** Metropolitan Transportation Commission

On agenda: 5/25/2022 **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 #: 22-0809 **Version:** 1 **Name:**
Type: Minutes **Status:** Commission Approval
File created: 4/15/2022 **In control:** Metropolitan Transportation Commission
On agenda: 5/25/2022 **Final action:**
Title: Minutes of the April 27, 2022 meeting
Sponsors:
Indexes:
Code sections:
Attachments: [9a - 22-0809 - April 27 Draft Commission Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of the April 27, 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, April 27, 2022

9:35 AM

REMOTE (In person option available)

Call Meeting to Order

1. Roll Call / Confirm Quorum

Present: 14 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Glover, Commissioner Dutra-Vernaci, Commissioner Miley, Commissioner Papan, Commissioner Schaaf, Commissioner Sperling, and Commissioner Worth

Absent: 4 - Commissioner Fleming, Commissioner Liccardo, Commissioner Rabbitt, and Commissioner Ronen

Non-Voting Member Present: Commissioner Giacomini

Non-Voting Member Absent: Commissioner El-Tawansy

2. Pledge of Allegiance/ Acknowledgement of the Flag

3. Compensation Announcement (Clerk)

4. Chair's Report (Pedroza)

4a. [22-0604](#) MTC Resolution No. 4497. Resolution of appreciation for Ursula Vogler on the occasion of her retirement from MTC.

Action: Commission Approval

Commissioner Canepa, Commissioner Dutra-Vernaci, and Commissioner Schaaf arrived during agenda item 4a.

The following members of the public were called to speak: Senator Bill Dodd, Randi Kinman, Rich Hedges, and Anne Olivia Eldred.

Upon the motion by Commissioner Sperling and seconded by Vice Chair Josefowitz, the Commission unanimously adopted MTC Resolution No. 4497. The motion carried by the following vote:

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

Absent: 4 - Commissioner Fleming, Commissioner Liccardo, Commissioner Rabbitt and Commissioner Ronen

5. Policy Advisory Council Report (Randi Kinman)

6. Executive Director's Report (McMillan)

[22-0530](#) Executive Director's Report

Action: Information

7. Commissioner Comments

8. Consent Calendar

Written public comments were received from BART and TJPA.

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

Aye: 14 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Glover, Commissioner Dutra-Vernaci, Commissioner Miley, Commissioner Papan, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

Absent: 4 - Commissioner Fleming, Commissioner Liccardo, Commissioner Rabbitt and Commissioner Ronen

8a. [22-0531](#) Minutes of the March 23, 2022 meeting

Action: Commission Approval

8b. [22-0529](#) MTC Resolution No. 4515 - Providing for Remote Meetings Pursuant to Assembly Bill 361

Action: Commission Approval

Planning Committee

8c. [21-1510](#) MTC Resolution No. 4500: San Francisco County Transportation Authority's Draft Sales Tax Reauthorization Expenditure Plan

Action: MTC Commission Approval

Presenter: Krute Singa

Administration Committee

- 8d. [22-0384](#) MTC Resolution No 3769, Revised - Amend the Bay Area Infrastructure Financing Authority Joint Powers Agreement
- Request for Commission approval of MTC Resolution No. 3769, Revised amending the Joint Powers Agreement (JPA) between the Metropolitan Transportation Commission and the Bay Area Toll Authority that establishes the Bay Area Infrastructure Financing Authority. This amendment modifies the composition of the BAIFA board to match the composition of the MTC board. The amendment also allows BAIFA implement or operate other toll facilities pursuant to state law to accommodate responsibilities that may be assigned to BAIFA for tolling on State Route 37, subject to passage of Senate Bill 1050 (Dodd).

Action: Commission Approval

Presenter: Lisa Klein

Programming and Allocations Committee

- 8e. [22-0502](#) MTC Resolution No. 4202, Revised. Various revisions to the One Bay Area Grant program (OBAG 2), including programming \$2.2 million within the Freeway Performance Program for MTC's I-880 Optimized Corridor Operations project.

Action: Commission Approval

Presenter: Thomas Arndt

- 8f. [22-0503](#) MTC Resolution Nos. 4511 and 4461, Revised. Programming of FTA Section 5311 Rural Area funds: \$4.7 million in fiscal years 2021-22 and 2022-23 Section 5311 formula funds, and revision of one project in FY2020-21 funds.

Action: Commission Approval

Presenter: Margaret Doyle

- 8g. [22-0487](#) MTC Resolution Nos. 4465, Revised and 4466, Revised. Allocation of \$34 million in FY2021-22 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to BART, SMART, and Union City to support transit operations and capital projects and to rescind \$600,000 in STA from SFMTA.

Action: Commission Approval

Presenter: Kenji Anzai

- 8h. [22-0533](#) MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letter of No Prejudice to the Napa Valley Transportation Authority for the SR-29 Improvement Project.

Action: Commission Approval

Presenter: Kenneth Kao

- 8i. [22-0560](#) MTC Resolution No. 4475, Revised. 2021 Transportation Improvement Program (TIP) Amendment 2021-20.

Action: Commission Approval

Presenter: Adam Crenshaw

Committee Reports

9. Planning Committee (Spring)

- 9a. [22-0511](#) MTC Resolution No. 4514: Community-Based Transportation Planning Program Guidelines

Share findings of staff's evaluation of the Community-Based Transportation Planning (CBTP) program and present revised CBTP guidelines for adoption (MTC Resolution No. 4514).

Action: MTC Commission Approval

Presenter: Raleigh McCoy

Commissioner Canepa was absent during the vote for agenda item 9a.

Upon the motion by Commissioner Spering and seconded by Vice Chair Josefowitz, the Commission unanimously adopted MTC Resolution No. 4514. The motion carried by the following vote:

Aye: 13 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Chavez, Commissioner Connolly, Commissioner Glover, Commissioner Dutra-Vernaci, Commissioner Miley, Commissioner Papan, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

Absent: 5 - Commissioner Canepa, Commissioner Fleming, Commissioner Liccardo, Commissioner Rabbitt and Commissioner Ronen

10. Legislation Committee (Liccardo, Vice Chair)

10a. [22-0521](#) Assembly Bill 2805 (Bauer-Kahan): Regional Conservation Investment Strategy Program

Updates current law to facilitate greater use of regional conservation investment strategies (RCIS) by enabling the use of mitigation credit agreements, among other provisions.

Action: Support / MTC Commission Approval

Presenter: Georgia Gann Dohrmann

Commissioner Canepa returned during agenda item 10a.

Upon the motion by Chair Pedroza and seconded by Commissioner Worth, the Commission unanimously adopted a support position for AB 2805 (Bauer-Kahan). The motion carried by the following vote:

Aye: 14 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Glover, Commissioner Dutra-Vernaci, Commissioner Miley, Commissioner Papan, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

Absent: 4 - Commissioner Fleming, Commissioner Liccardo, Commissioner Rabbitt and Commissioner Ronen

10b. [22-0581](#) Assembly Bill 1640 (Ward): Regional Climate Networks and Regional Climate Adaptation and Resilience Action Plans

Authorizes the establishment of regional climate networks (networks) and adoption of regional climate adaptation and resilience action plans. Requires the Office of Planning and Research to adopt guidelines related to establishment of regional climate networks, defines the entities eligible to form such networks and the activities in which they may engage.

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

Presenter: Rebecca Long

Upon the motion by Chair Pedroza and seconded by Vice Chair Josefowitz, the Commission unanimously adopted a support and seek amendments position for AB 1640 (Ward). The motion carried by the following vote:

Aye: 14 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Glover, Commissioner Dutra-Vernaci, Commissioner Miley, Commissioner Papan, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

Absent: 4 - Commissioner Fleming, Commissioner Liccardo, Commissioner Rabbitt and Commissioner Ronen

10c. [22-0582](#) Senate Bill 942 (Newman): Free or Reduced Fare Transit Program

Low Carbon Transit Operations Program: free or reduced fare transit program.

Action: Support and Seek Amendments / MTC Commission Approval

Presenter: Rebecca Long

Commissioner Canepa left during agenda item 10c.

Aleta Dupree was called to speak.

Upon the motion by Chair Pedroza and seconded by Commissioner Spering, the Commission unanimously adopted a support and seek amendments position for SB 942 (Newman). The motion carried by the following vote:

Aye: 13 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Chavez, Commissioner Connolly, Commissioner Glover, Commissioner Dutra-Vernaci, Commissioner Miley, Commissioner Papan, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

Absent: 5 - Commissioner Canepa, Commissioner Fleming, Commissioner Liccardo, Commissioner Rabbitt and Commissioner Ronen

11. Administration Committee (Glover)

11a. [22-0538](#) MTC Resolution No. 4458, Revised - FY 2021-22 Overall Work Program (OWP) Amendment No. 3

A request that the Committee refer MTC Resolution No. 4458, Revised, the Metropolitan Transportation Commission (MTC) FY 2021-22 Overall Work Program (OWP), Amendment No. 3 to the Commission for approval.

Action: Commission Approval

Presenter: Arleicka Conley

Upon the motion by Commissioner Glover and seconded by Commissioner Spering, the Commission unanimously adopted MTC Resolution No. 4458, Revised. The motion carried by the following vote:

Aye: 13 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Chavez, Commissioner Connolly, Commissioner Glover, Commissioner Dutra-Vernaci, Commissioner Miley, Commissioner Papan, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

Absent: 5 - Commissioner Canepa, Commissioner Fleming, Commissioner Liccardo, Commissioner Rabbitt and Commissioner Ronen

- 11b. [22-0539](#) MTC Resolution No. 4459, Revised - MTC FY 2021-22 Agency Operating and Capital Budgets, Amendment No. 3

A request that the Committee refer MTC Resolution No. 4459 Revised, Amendment No. 3, amending the MTC FY 2021-22 Operating and Capital Budgets to the Commission for approval.

Action: Commission Approval

Presenter: Arleicka Conley

Upon the motion by Commissioner Glover and seconded by Commissioner Chavez, the Commission unanimously adopted MTC Resolution No. 4459, Revised. The motion carried by the following vote:

- Aye:** 13 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Chavez, Commissioner Connolly, Commissioner Glover, Commissioner Dutra-Vernaci, Commissioner Miley, Commissioner Papan, Commissioner Schaaf, Commissioner Spering and Commissioner Worth
- Absent:** 5 - Commissioner Canepa, Commissioner Fleming, Commissioner Liccardo, Commissioner Rabbitt and Commissioner Ronen

- 11c. [22-0542](#) MTC Resolution No. 4516 - FY 2022-23 Overall Work Program (OWP) Planning Process Self-Certification, Authorization to the Administration Committee to Monitor the OWP and take related actions, and Authorization to the Executive Director for Execution of Agreements for Federal and State Planning Grants, Execution of Amendments to Grant Applications and Filing of Assurances

A request that the Committee refer MTC Resolution No. 4516 to the Commission for approval.

Action: Commission Approval

Presenter: Matt Maloney

Upon the motion by Commissioner Glover and seconded by Commissioner Papan, the Commission unanimously adopted MTC Resolution No. 4516. The motion carried by the following vote:

- Aye:** 13 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Chavez, Commissioner Connolly, Commissioner Glover, Commissioner Dutra-Vernaci, Commissioner Miley, Commissioner Papan, Commissioner Schaaf, Commissioner Spering and Commissioner Worth
- Absent:** 5 - Commissioner Canepa, Commissioner Fleming, Commissioner Liccardo, Commissioner Rabbitt and Commissioner Ronen

12. Programming and Allocations Committee (Rabbitt)

- 12a. [22-0344](#) Regional Approach and Prioritization Principles for Bay Area Senate Bill 1 (SB1) Competitive Program Nominations.

Proposed Regional Approach and Prioritization Principles for Bay Area SB1 competitive program nominations, including Solutions for Congested Corridors, Trade Corridor Enhancement, and Local Partnership Programs.

Action: Commission Approval

Presenter: Kenneth Kao

Upon the motion by Commissioner Papan and seconded by Commissioner Glover, the Commission unanimously approved the Regional Approach and Prioritization Principles for the Bay Area SB1 Competitive Program Nominations. The motion carried by the following vote:

Aye: 13 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Chavez, Commissioner Connolly, Commissioner Glover, Commissioner Dutra-Vernaci, Commissioner Miley, Commissioner Papan, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

Absent: 5 - Commissioner Canepa, Commissioner Fleming, Commissioner Liccardo, Commissioner Rabbitt and Commissioner Ronen

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. on Wednesday, May 25, 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 #: 22-0678 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 3/31/2022 **In control:** Programming and Allocations Committee
On agenda: 5/11/2022 **Final action:**
Title: MTC Resolution No. 4202, Revised. Revisions to the One Bay Area Grant program (OBAG 2), including reprogramming \$4.2 million within the Santa Clara County Program and \$2.0 million within the Alameda County Program.

Sponsors:

Indexes:

Code sections:

Attachments: [9b - 22-0678 - Update to Commission - MTC Reso 4202 - OBAG2 Revisions.pdf](#)
[9b - 22-0678 - PAC MTC-Reso-4202 - OBAG2 Revisions.pdf](#)
[2c - 22-0678 - MTC Reso 4202 - SantaClara and Alameda Counties OBAG2 Revise.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4202, Revised. Revisions to the One Bay Area Grant program (OBAG 2), including reprogramming \$4.2 million within the Santa Clara County Program and \$2.0 million within the Alameda County Program.

Presenter:

Thomas Arndt

Recommended Action:

Commission Approval

Metropolitan Transportation Commission

May 25, 2022

Agenda Item 9b - 22-0678

MTC Resolution No. 4202, Revised – Correction

Subject:

Minor correction to the One Bay Area Grant program (OBAG 2), to reflect actual fund obligations and resulting unprogrammed balance.

Background:

Revisions to the OBAG 2 program, MTC Resolution No. 4202, were presented to the Programming and Allocations Committee on May 11th and referred to the full Commission for approval.

Following the posting of the Committee meeting materials online, Alameda County Transportation Commission (ACTC) staff alerted MTC staff of a correction that was needed to reflect funds obligated on a project that is proposed for revision. This correction also reduces the resulting unprogrammed balance within the Alameda County Program by the same amount.

MTC staff recommend the Commission approve MTC Resolution No. 4202, Revised as referred to the Commission by PAC, with the following changes:

- Reduce the amount redirected from Hayward's Winton Avenue Complete Streets project from \$1,750,000 to \$1,662,000, as the remaining \$88,000 has already been obligated by the City for this project; and
- Decrease the resulting unprogrammed balance within the Alameda County Program accordingly, from \$1,355,000 to \$1,267,000.

These revisions have been incorporated into MTC Resolution No. 4202, Revised, where appropriate.

Issues:

None identified.

Recommendations:

Approve MTC Resolution No. 4202, Revised.

Attachment:

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



Therese W. McMillan

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

ABSTRACT

MTC Resolution No. 4202, Revised

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\$2,500,000 from the Water Emergency Transportation Authority (WETA) Ferry Service Enhancement Pilot within the Regional Active Operational Management Program.

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

ABSTRACT

MTC Resolution No. 4202, Revised

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Operations Program (\$13,000,000) within the Regional Active Operational Management program; direct \$19,000,000 from the Transportation Management System (TMS) Field Equipment Devices Operations and Maintenance to TMS Implementation (\$2,910,000), Performance-Based Intelligent Transportation Systems Device Maintenance and Rehabilitation (\$5,940,000), Transportation Management Center Asset Upgrade and Replacement (\$4,000,000), I-880 Communication Upgrade and Infrastructure Gap Closures (\$4,000,000) and a Detection Technology Pilot (\$5,000,000) within the Regional Active Operational Management program; and remove \$290,556 in un-programmed balances from the Regional Active Operational Management program to address over-programming in a previous cycles of the STP/CMAQ regional programs.

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

ABSTRACT

MTC Resolution No. 4202, Revised

Page 4

program for \$2,500,000 and the Shared Use Mobility program for \$2,500,000; and program \$16,000,000 for three corridors within the Freeway Performance Program, with \$8,000,000 for I-680, \$3,000,000 for I-880, and \$5,000,000 for SR-84.

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

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

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

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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.

ABSTRACT

MTC Resolution No. 4202, Revised

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On July 25, 2018, Attachment B-1 was revised to program \$1,600,000 to Santa Clara Valley Transportation Authority (VTA) for the SR 85 Transit Guideway Study as part of a fund exchange agreement; remove Rohnert Park's \$65,000 Central Rohnert Park PDA/Creekside Neighborhood Subarea Connector Path Technical Assistance grant from the Regional PDA Planning Grant program as it will be funded through a prior cycle; reduce the funding for Windsor's PDA Planning and Implementation Staffing Assistance grant by \$85,000 as this project will receive an equivalent amount of funds through a prior cycle; a total of \$150,000 balance created by these two revisions was returned to the Regional PDA Planning Grant Program un-programmed balance.

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

On November 28, 2018, Attachment B-1 was revised to make adjustments related to the MTC/SCVTA Funding Exchange Agreement MTC Resolution No. 4356 and to the MTC/CCTA

ABSTRACT

MTC Resolution No. 4202, Revised

Page 7

Funding Exchange Agreement MTC Resolution No. 4357, and to program \$4,000,000 in MTC exchange funds in accordance with MTC Resolution 3989, to the following projects: \$619,000 to CCTA for Innovative Deployment for Enhanced Arterials; \$621,000 to the city of Walnut Creek for innovative Deployment for Enhanced Arterials; \$500,000 to the city of Richmond for the Richmond-San Rafael Bridge Bikeway Access; \$1,160,000 to MTC for Richmond-San Rafael Bridge Forward; and \$1,100,000 to MTC for Napa Valley Transportation Demand.

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

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

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

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

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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)

ABSTRACT

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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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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

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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.

On April 27, 2022, Attachments B-1 and B-2 were revised to program \$2,240,000 within the Freeway Performance Program for MTC's I-880 Optimized Corridor Operations project; reprogram \$1,800,000 in Safe & Seamless Mobility Quick-Strike funds from Vallejo's Bay Trail/Vine Trail Gap Closure Segment to Vallejo's Springs Road Pavement Preservation project as part of a local funding exchange; revise MTC's \$1.4 million Blue Ribbon Centralized Program Eligibility project within the Safe & Seamless Mobility Quick-Strike program to redirect \$900,000 to Clipper for Regional Transit Connection contract expenses in support of the project; rename MTC's Interconnect Bay Area Program project to Regional Communications Infrastructure Upgrade; reprogram \$2,206,000 within the Napa County Program to NVTA's Vine Trail Calistoga to St. Helena project from St. Helena's \$1,206,000 Main Street Pedestrian Improvements project and American Canyon's \$1,000,000 Green Island Road Improvements; and rename the City of Alameda's City-Wide Pavement Rehabilitation project within the Alameda County Program to Grand Street Pavement Resurfacing and Safety Improvements.

On May 25, 2022, Attachment B-2 was revised to redirect funds within the Santa Clara County Program, including \$2,449,000 from Santa Clara's San Tomas Aquino Creek Trail Underpass and \$790,000 Hetch Hetchy Trail Phase 1 projects, and \$919,000 from Palo Alto's Waverly Multi-Use Path, East Meadow Drive and Fabian Way Enhanced Bikeways project, and

ABSTRACT

MTC Resolution No. 4202, Revised

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reprogram \$3,351,000 of these funds to Los Gatos' Creek Trail to Highway 9 Trailhead Connection and \$807,000 to Cupertino's new Stevens Creek Boulevard Class IV Bike Lanes project; redirect funds within the Alameda County Program, including ~~\$1,750,000~~ **\$1,662,000** from Hayward's Winton Avenue Complete Streets project and \$225,000 from Emeryville's Slurry Seal of Frontage Road, 65th Street, and Powell Street projects, and reprogram \$620,000 of these funds to ACTC's Alameda County Safe Routes to School Non-Infrastructure Program, leaving an unprogrammed balance of ~~\$1,355,000~~ **\$1,267,000** within the Alameda County Program.

Further discussion of the project selection criteria and programming policy is contained in the memorandum to the Programming and Allocations Committee dated November 4, 2015, July 13, 2016, October 12, 2016, December 14, 2016, February 8, 2017 (action deferred to March 2017), March 8, 2017, April 12, 2017, May 10, 2017, June 14, 2017, July 12, 2017, September 13, 2017, October 11, 2017, November 8, 2017, December 13, 2017, January 10, 2018, February 14, 2018, March 7, 2018, and April 11, 2018; the Planning Committee dated April 6, 2018; 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, April 13, 2022, and May 11, 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-2

MTC Res. No. 4202 Attachment B-2

MTC Resolution No. 4202

Adopted: 11/18/15-C

OBAG 2 County Programs

Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C 11/15/17-C 12/20/17-

C 02/28/18-C 05/23/18-C 06/27/18-C 09/26/18-C 12/19/18-C 01/23/19-C

06/26/19-C 09/25/19-C 11/20/19-C 02/26/20-C 09/23/20-C 07/28/21-C

11/17/21-C 12/15/21-C 02/23/22-C 04/27/22-C 05/25/22-C

FY 2017-18 through FY 2021-22

May 2022

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$385,512,000
ALAMEDA COUNTY		
CMA Planning Activities		
Planning Activities Base	ACTC	\$5,489,000
Planning Activities - Supplemental	ACTC	\$2,800,000
Federal Aid Secondary (FAS)		
Alameda County: Various Streets & Roads Preservation	Alameda County	\$1,779,000
Safe Routes To School (SRTS)		
ACTC: Alameda County SRTS Non-Infrastructure Program	ACTC	\$5,340,000
County Program		
ACTC: Alameda County SRTS Non-Infrastructure Program - Supplemental (Revised)	ACTC	\$2,579,000
Alameda: Central Ave Complete Street	Alameda	\$3,487,000
Alameda: Grand St Pavement Resurfacing & Safety Improvements	Alameda	\$827,000
Alameda: Clement Ave Complete Street	Alameda	\$5,018,000
Alameda County: Meekland Ave Corridor Improvement, Phase II	Alameda County	\$9,300,000
Alameda County: Various Streets and Roads Preservation	Alameda County	\$2,171,000
Albany: San Pablo Ave and Buchanan St Pedestrian Improvements	Albany	\$340,000
Berkeley: Southside Complete Streets & Transit Improvements	Berkeley	\$8,335,000
Dublin: Dublin Blvd Rehabilitation	Dublin	\$661,000
Emeryville: Slurry Seal of Frontage Rd, 65th St, and Powell St (Removed)	Emeryville	\$225,000
Fremont: Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	Fremont	\$7,695,000
Fremont: Various Streets and Roads Rehabilitation	Fremont	\$2,760,000
Hayward: Main St Complete Street	Hayward	\$1,675,000
Hayward: Winton Ave Complete Street (Revised)	Hayward	\$88,000
Livermore: Annual Pavement Preservation	Livermore	\$1,382,000
MTC: I-580 Corridor Study	MTC	\$200,000
Newark: Thornton Ave Pavement Rehabilitation	Newark	\$592,000
Oakland: Lakeside Family Streets	Oakland	\$4,792,000
Oakland: Citywide Various Streets and Roads Rehabilitation	Oakland	\$4,895,000
Piedmont: Oakland Ave Improvements	Piedmont	\$168,000
Pleasanton: Hacienda Business Park Pavement Rehabilitation	Pleasanton	\$1,095,000
San Leandro: Washington Ave Rehabilitation	San Leandro	\$1,048,000
Union City: Dyer Rd Pavement Rehabilitation	Union City	\$872,000
Unprogrammed Balance (Added)	TBD	\$1,267,000
ALAMEDA COUNTY	TOTAL:	\$76,655,000
CONTRA COSTA COUNTY		
CMA Planning Activities		
Planning Activities Base	CCTA	\$4,342,000
Federal Aid Secondary (FAS)		
Contra Costa County: Kirker Pass Rd Overlay	Contra Costa County	\$1,343,000
Safe Routes To School (SRTS)		
Antioch: L Street Pathway to Transit	Antioch	\$1,469,000
Concord: Willow Pass Road Rehab and SRTS	Concord	\$1,012,000
Contra Costa County: West County Walk & Bike Non-Infrastructure Prog.	Contra Costa County	\$561,000
Moraga: Moraga Way and Canyon Rd/Camino Pablo Improvements	Moraga	\$91,000
Pleasant Hill: Pleasant Hill Rd Improvements	Pleasant Hill	\$67,000
Richmond: Lincoln Elementary Pedestrian Enhancements	Richmond	\$497,000
San Ramon: San Ramon Valley Street Smarts Non-Infrastructure Program	San Ramon	\$391,000
County Program		
Antioch: Pavement Rehabilitation	Antioch	\$2,474,000
Brentwood: Various Streets and Roads Preservation	Brentwood	\$628,000
Clayton: Neighborhood Streets Rehabilitation	Clayton	\$308,000
Concord: Monument Blvd Class I Path	Concord	\$4,368,000
Concord: Willow Pass Road Rehab and SRTS	Concord	\$4,183,000
Contra Costa County: Local Streets and Roads Preservation	Contra Costa County	\$3,847,000

Attachment B-2

MTC Res. No. 4202 Attachment B-2

MTC Resolution No. 4202

Adopted: 11/18/15-C

OBAG 2 County Programs

Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C 11/15/17-C 12/20/17-

C 02/28/18-C 05/23/18-C 06/27/18-C 09/26/18-C 12/19/18-C 01/23/19-C

06/26/19-C 09/25/19-C 11/20/19-C 02/26/20-C 09/23/20-C 07/28/21-C

11/17/21-C 12/15/21-C 02/23/22-C 04/27/22-C 05/25/22-C

FY 2017-18 through FY 2021-22**May 2022****OBAG 2 County Programs Project List**

PROJECT CATEGORY AND TITLE	SPONSOR	STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$385,512,000
Danville: Camino Ramon Improvements	Danville	\$1,357,000
Danville: San Ramon Valley Blvd. Imps. (for: Diablo Road Trail)	San Ramon	\$130,000
El Cerrito: Carlson Blvd and Central Ave Pavement Rehabilitation	El Cerrito	\$424,000
El Cerrito: El Cerrito del Norte TOD Complete Streets Imps	El Cerrito	\$4,960,000
Hercules: Sycamore/Willow Pavement Rehabilitation	Hercules	\$492,000
Lafayette: Pleasant Hill Rd Pavement Rehabilitation	Lafayette	\$579,000
Martinez: Downtown Streets Rehabilitation	Martinez	\$846,000
Moraga: Moraga Way and Canyon Rd/Camino Pablo Improvements	Moraga	\$596,000
Oakley: Street Repair and Resurfacing	Oakley	\$969,000
Orinda: Orinda Way Pavement Rehabilitation	Orinda	\$620,000
Pinole: San Pablo Ave Rehabilitation	Pinole	\$586,000
Pinole: Safety Improvements at Appian Way and Marlesta Rd	Pinole	\$350,000
Pittsburg: BART Pedestrian and Bicycle Connectivity Improvements	Pittsburg	\$3,870,000
Pittsburg: Pavement Improvements	Pittsburg	\$2,410,000
Pleasant Hill: Pleasant Hill Rd Improvements	Pleasant Hill	\$920,000
Richmond: ADA Improvements on 7th, Central, Cutting, Giant Hwy	Richmond	\$2,205,000
San Pablo: Giant Rd Pavement Rehabilitation	San Pablo	\$618,000
San Ramon: Alcosta Blvd Pavement Rehabilitation	San Ramon	\$1,175,000
San Ramon: Iron Horse Bike and Pedestrian Overcrossings	San Ramon	\$4,840,000
Walnut Creek: Ygnacio Valley Rd Rehabilitation	Walnut Creek	\$2,608,000
CONTRA COSTA COUNTY		TOTAL: \$56,136,000
MARIN COUNTY		
CMA Planning Activities		
Planning Activities Base	TAM	\$3,822,000
Federal Aid Secondary (FAS)		
County of Marin receives FAS funding directly from Caltrans		
Safe Routes To School (SRTS)		
Corte Madera: Paradise Dr Multi-Use Path (San Clement Dr to Seawolf Passage)	Corte Madera	\$595,000
San Anselmo: San Anselmo Bike Spine	San Anselmo	\$269,000
County Program		
GGBHTD: San Rafael Bettini Transit Center	GGBHTD	\$1,250,000
Novato: Nave Dr and Bel Marin Keys Blvd Preservation (for Novato Downtown SMART S	Novato	\$1,450,000
San Anselmo: Sir Francis Drake Blvd Pavement Rehab and Crossing Imps	San Anselmo	\$1,134,000
San Rafael: Francisco Blvd East Sidewalk Improvements	San Rafael	\$2,100,000
Sausalito: US 101/Bridgeway/Gate 6 Bicycle Improvements	Sausalito	\$250,000
MARIN COUNTY		TOTAL: \$10,870,000
NAPA COUNTY		
CMA Planning Activities		
Planning Activities Base	NVTA	\$3,822,000
Federal Aid Secondary (FAS)		
County of Napa receives FAS funding directly from Caltrans		
Safe Routes To School (SRTS)		
NVTA: Napa County SRTS Non-Infrastructure Program	NVTA	\$122,000
NVTA: Vine Trail Calistoga to St. Helena (Added)	NVTA	\$393,000
County Program		
NVTA: Vine Transit Bus Maintenance Facility	NVTA	\$2,000,000
NVTA: Vine Trail Calistoga to St. Helena (Added)	NVTA	\$1,813,000
NAPA COUNTY		TOTAL: \$8,150,000

Attachment B-2

MTC Res. No. 4202 Attachment B-2

MTC Resolution No. 4202

Adopted: 11/18/15-C

OBAG 2 County Programs

Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C 11/15/17-C 12/20/17-

C 02/28/18-C 05/23/18-C 06/27/18-C 09/26/18-C 12/19/18-C 01/23/19-C

06/26/19-C 09/25/19-C 11/20/19-C 02/26/20-C 09/23/20-C 07/28/21-C

11/17/21-C 12/15/21-C 02/23/22-C 04/27/22-C 05/25/22-C

FY 2017-18 through FY 2021-22**May 2022****OBAG 2 County Programs Project List**

PROJECT CATEGORY AND TITLE	SPONSOR	STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$385,512,000
SAN FRANCISCO COUNTY		
CMA Planning Activities		
Planning Activities Base	SFCTA	\$3,997,000
Planning Activities - Supplemental	SFCTA	\$1,900,000
Federal Aid Secondary (FAS)		
County of San Francisco is entirely urban and therefore does not receive FAS funding		
Safe Routes To School (SRTS)		
SFMTA: San Francisco SRTS Non-Infrastructure Program	SFMTA	\$1,797,000
County Program		
BART: Embarcadero Station New Northside Platform Elevator and Faregates	BART	\$2,000,000
Caltrain: Peninsula Corridor Electrification	Caltrain	\$11,188,000
SFMTA: Geary Bus Rapid Transit Phase 1	SFMTA	\$6,939,000
SFMTA: San Francisco SRTS Non-Infrastructure Program - Supplemental	SFMTA	\$1,016,000
SFMTA: Central Subway	SFMTA	\$15,980,000
SFDPW: Better Market Street	SFDPW	\$3,366,000
SAN FRANCISCO COUNTY	TOTAL:	\$48,183,000
SAN MATEO COUNTY		
CMA Planning Activities		
Planning Activities Base	C/CAG	\$3,822,000
Planning Activities - Supplemental	C/CAG	\$1,512,000
Federal Aid Secondary (FAS)		
County of San Mateo receives FAS funding directly from Caltrans		
Safe Routes To School (SRTS)		
C/CAG: San Mateo SRTS Non-Infrastructure Program	CCAG/COE	\$2,394,000
County Program		
Atherton: James Ave Rehabilitation	Atherton	\$251,000
Belmont: Various Streets Pavement Rehabilitation	Belmont	\$467,000
Belmont: Ralston Ave Corridor Bike/Ped Improvements	Belmont	\$1,000,000
Brisbane: Crocker Trail Commuter Connectivity Upgrades	Brisbane	\$885,000
Brisbane: Tunnel Ave Rehabilitation	Brisbane	\$137,000
Burlingame: Various Streets Resurfacing	Burlingame	\$571,000
Burlingame: Broadway PDA Lighting Improvements	Burlingame	\$720,000
Burlingame: Hoover School Area Sidewalk Improvements	Burlingame	\$700,000
C/CAG: San Mateo SRTS Non-Infrastructure Program - Supplemental	CCAG/COE	\$223,000
Colma: Mission Rd Bike/Ped Improvements	Colma	\$625,000
Daly City: Various Streets Pavement Resurfacing and Slurry Seal	Daly City	\$1,310,000
Daly City: Southgate Ave and School Street Safety Imps.	Daly City	\$450,000
East Palo Alto: Various Streets Resurfacing	East Palo Alto	\$416,000
Foster City: Various Streets Pavement Rehabilitation	Foster City	\$441,000
Half Moon Bay: Poplar Street Complete Streets	Half Moon Bay	\$1,202,000
Hillborough: Various Streets Resurfacing	Hillsborough	\$408,000
Menlo Park: Santa Cruz and Middle Avenues Rehabilitation	Menlo Park	\$647,000
Millbrae: Various Streets Pavement Rehabilitation	Millbrae	\$387,000
Millbrae: Park Blvd, San Anselmo Ave, & Santa Teresa Way Imps.	Millbrae	\$347,000
Pacifica: Citywide Curb Ramp Replacements	Pacifica	\$400,000
Pacifica: Various Streets Pavement Rehabilitation	Pacifica	\$671,000
Pacifica: Palmetto Sidewalk Improvements	Pacifica	\$330,000
Portola Valley: Various Streets Resurfacing	Portola Valley	\$201,000
Redwood City: Twin Dolphin Parkway Overlay	Redwood City	\$1,266,000
San Bruno: Huntington Transit Corridor Bicycle/Pedestrian and Related Imps	San Bruno	\$914,000
San Bruno: Various Streets Pavement Rehabilitation	San Bruno	\$673,000
San Carlos: Cedar and Brittan Ave Pavement Rehabilitation	San Carlos	\$575,000
San Carlos: Ped Enhancements Arroyo/Cedar and Hemlock/Orange	San Carlos	\$500,000

Attachment B-2

MTC Res. No. 4202 Attachment B-2

MTC Resolution No. 4202

Adopted: 11/18/15-C

OBAG 2 County Programs

Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C 11/15/17-C 12/20/17-

C 02/28/18-C 05/23/18-C 06/27/18-C 09/26/18-C 12/19/18-C 01/23/19-C

06/26/19-C 09/25/19-C 11/20/19-C 02/26/20-C 09/23/20-C 07/28/21-C

11/17/21-C 12/15/21-C 02/23/22-C 04/27/22-C 05/25/22-C

FY 2017-18 through FY 2021-22

May 2022

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$385,512,000
San Carlos: US 101/Holly Street Bike/Ped Overcrossing	San Carlos	\$1,000,000
San Mateo: Various Streets Pavement Rehabilitation	San Mateo	\$1,593,000
San Mateo: Laurie Meadows Ped/Bike Safety Improvements	San Mateo	\$987,000
San Mateo County: Canada Rd and Edgewood Rd Resurfacing	San Mateo County	\$892,000
San Mateo County: Countywide Pavement Maintenance	San Mateo County	\$1,072,000
South San Francisco: Various Streets Pavement Rehabilitation	South San Francisco	\$1,027,000
South San Francisco: Grand Boulevard Initiative Complete Street Imps	South San Francisco	\$1,000,000
Woodside: Various Streets Pavement Rehabilitation	Woodside	\$242,000
Woodside: Woodside Pathway Phase 3	Woodside	\$136,000
Unprogrammed balance	TBD	\$151,000
SAN MATEO COUNTY	TOTAL:	\$32,545,000
SANTA CLARA COUNTY		
CMA Planning Activities		
Planning Activities Base	VTA	\$6,078,000
Planning Activities - Supplemental	VTA	\$4,822,000
Federal Aid Secondary (FAS)		
Santa Clara County: Uvas Rd Rehabilitation	Santa Clara County	\$1,701,000
Safe Routes To School (SRTS)		
Campbell: Eden Ave Sidewalk Improvements	Campbell	\$555,000
Cupertino: McClellan Rd Separated Bike Lane	Cupertino	\$1,000,000
Palo Alto: Waverley Multi Use Path, E. Meadow & Fabian Bikeways (Removed)	Palo Alto	\$919,000
Los Gatos: Los Gatos Creek Trail to Highway 9 Trailhead Connection (Revised)	Los Gatos	\$919,000
San Jose: Mount Pleasant Schools Area Pedestrian & Bicycle Safety Imps.	San Jose	\$1,000,000
Santa Clara: Santa Clara Schools Access Improvements	Santa Clara	\$1,146,000
Santa Clara: Saratoga Creek Trail Phase 1	Santa Clara	\$339,000
Sunnyvale: Homestead Rd at Homestead High School Ped & Bike Imps.	Sunnyvale	\$1,000,000
Sunnyvale: Pedestrian and Bicyclist Infrastructure Improvements	Sunnyvale	\$919,000
County Program		
Campbell: Campbell PDA Enhancements	Campbell	\$550,000
Campbell: Winchester Boulevard Overlay	Campbell	\$554,000
Campbell: Harriet Ave Sidewalk Project	Campbell	\$447,328
Cupertino: Pavement Management Program	Cupertino	\$769,000
Cupertino: Stevens Creek Boulevard Class IV Bike Lanes (Added)	Cupertino	\$807,000
Gilroy: Downtown Monterey St Rehabilitation	Gilroy	\$1,028,000
Los Altos: Fremont Ave Asphalt Concrete Overlay	Los Altos	\$336,000
Los Gatos: Los Gatos Creek Trail to Highway 9 Trailhead Connection (Revised)	Los Gatos	\$2,775,000
Los Gatos: Shannon Rd Complete Streets	Los Gatos	\$940,100
Milpitas: Various Streets Resurfacing	Milpitas	\$1,609,000
Morgan Hill: East Dunne Ave Pavement Rehabilitation	Morgan Hill	\$857,000
Mountain View: Shoreline Boulevard Pathway Improvements	Mountain View	\$1,996,000
Mountain View: West Middlefield Road Improvements	Mountain View	\$1,136,000
Palo Alto: Adobe Creek/Highway 101 Bicycle Pedestrian Bridge	Palo Alto	\$4,350,000
Palo Alto: North Ventura Coordinated Area Plan	Palo Alto	\$638,000
Palo Alto: Various Streets Resurfacing	Palo Alto	\$1,009,000
San Jose: Downtown San Jose Mobility, Streetscape, and Public Life Plan	San Jose	\$813,000
San Jose: East Side Alum Rock (east of 680) Urban Village Plan	San Jose	\$400,000
San Jose: Julian & St. James Livable Streets Couplet Conversion	San Jose	\$2,067,572
San Jose: McKee Road Vision Zero Priority Safety Corridor Improvements	San Jose	\$8,623,000
San Jose: Various Streets Pavement Rehabilitation	San Jose	\$14,597,000
San Jose: Tully Road Vision Zero Priority Safety Corridor Improvements	San Jose	\$8,599,000
San Jose: West San Carlos Urban Village Streetscape Improvements	San Jose	\$3,582,000
Santa Clara: Hetch-Hetchy Trail Phase 1 (Removed)	Santa Clara	\$790,000
Santa Clara: San Tomas Aquino Creek Trail Underpass (Removed)	Santa Clara	\$2,449,000
Santa Clara: Saratoga Creek Trail Phase 1	Santa Clara	\$3,396,000
Santa Clara: Streets & Roads Preservation	Santa Clara	\$2,356,000

MTC Resolution No. 4202

Adopted: 11/18/15-C

OBAG 2 County Programs

Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C 11/15/17-C 12/20/17-

C 02/28/18-C 05/23/18-C 06/27/18-C 09/26/18-C 12/19/18-C 01/23/19-C

06/26/19-C 09/25/19-C 11/20/19-C 02/26/20-C 09/23/20-C 07/28/21-C

11/17/21-C 12/15/21-C 02/23/22-C 04/27/22-C 05/25/22-C

FY 2017-18 through FY 2021-22**May 2022****OBAG 2 County Programs Project List**

PROJECT CATEGORY AND TITLE	SPONSOR	STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$385,512,000
Santa Clara County: Capitol Expressway Rehabilitation	Santa Clara County	\$5,000,000
Santa Clara County: McKean Rd Pavement Rehabilitation	Santa Clara County	\$1,151,000
Saratoga: Prospect Rd Complete Streets	Saratoga	\$1,075,000
Saratoga: Saratoga Village Crosswalks & Sidewalks Rehabilitation	Saratoga	\$338,000
Sunnyvale: Bernardo Avenue Bicycle Underpass - EIR	Sunnyvale	\$500,000
Sunnyvale: East Sunnyvale Area Sense of Place Improvements	Sunnyvale	\$1,701,000
Sunnyvale: Fair Oaks Avenue Bikeway - Phase 2	Sunnyvale	\$782,000
Sunnyvale: Java Drive Road Diet & Bike Lanes	Sunnyvale	\$500,000
Sunnyvale: Lawrence Station Area Sidewalks & Bike Facilities	Sunnyvale	\$500,000
Sunnyvale: Peery Park Sense of Place Improvements	Sunnyvale	\$2,686,000
Sunnyvale: Traffic Signal Upgrades	Sunnyvale	\$2,566,000
VTA/Milpitas: Montague Exwy Pedestrian Overcrossing at Milpitas BART	VTA/Milpitas	\$3,560,000
SANTA CLARA COUNTY	TOTAL:	\$104,073,000
SOLANO COUNTY		
CMA Planning Activities		
Planning Activities Base	STA	\$3,822,000
Planning Activities - Supplemental	STA	\$3,039,000
Federal Aid Secondary (FAS)		
Solano County: County Roads Paving	Solano County	\$506,000
Solano County: Farm to Market Phase 2 Imps	Solano County	\$1,000,000
Safe Routes To School (SRTS)		
Fairfield: Grange Middle School SRTS Imps	Fairfield	\$260,000
STA: Countywide SRTS Non-Infrastructure Program	STA	\$1,209,000
County Program		
Benicia: Park Rd Improvements	Benicia	\$2,731,000
Fairfield: Cadenasso Dr Repaving	Fairfield	\$1,394,000
Suisun City: Railroad Ave Repaving	Suisun City	\$491,000
STA: Vacaville Jepson Parkway Phase 3 Bike Path	STA	\$1,407,000
STA: Solano Mobility Call Center	STA	\$1,537,000
Vacaville: VacaValley/I-505 Roundabouts	Vacaville	\$1,907,000
Vacaville: Local Streets Overlay	Vacaville	\$1,193,000
Vallejo: Sacramento St Rehabilitation	Vallejo	\$681,000
SOLANO COUNTY	TOTAL:	\$21,177,000
SONOMA COUNTY		
CMA Planning Activities		
Planning Activities Base	SCTA	\$3,822,000
Planning Activities - Supplemental	SCTA	\$1,178,000
Federal Aid Secondary (FAS)		
Sonoma County: River Road Pavement Rehabilitation	Sonoma County	\$3,264,000
Safe Routes To School (SRTS)		
SCTA: Sonoma County Safe Routes To School (SRTS)	SCTA	\$1,655,000
County Program		
Cotati: E. Cotati Avenue Street Rehabilitation	Cotati	\$675,000
Healdsburg: Healdsburg Avenue Road Diet	Healdsburg	\$600,000
Petaluma: Petaluma Boulevard South Road Diet	Petaluma	\$2,916,000
SMART: Petaluma SMART Pathway	SMART	\$400,000
Rohnert Park: Various Streets Rehabilitation	Rohnert Park	\$1,035,000
Santa Rosa: US 101 Bicycle and Pedestrian Bridge Overcrossing	Santa Rosa	\$1,418,000
Santa Rosa: Various Streets Rehabilitation	Santa Rosa	\$1,655,000
Sebastopol: Bodega Avenue Bike Lanes and Pavement Rehabilitation	Sebastopol	\$1,195,000
Sonoma (City) : New Fryer Creek Bicycle and Pedestrian Bridge	Sonoma (City)	\$501,000
Sonoma County: Various County Roads Rehabilitation	Sonoma County	\$2,600,000

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
May 2022

MTC Res. No. 4202 Attachment B-2
 Adopted: 11/18/15-C
 Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C 11/15/17-C 12/20/17-C
 C 02/28/18-C 05/23/18-C 06/27/18-C 09/26/18-C 12/19/18-C 01/23/19-C
 06/26/19-C 09/25/19-C 11/20/19-C 02/26/20-C 09/23/20-C 07/28/21-C
 11/17/21-C 12/15/21-C 02/23/22-C 04/27/22-C 05/25/22-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$385,512,000
Sonoma County: New Crocker Bridge Bike and Pedestrian Passage	Sonoma County	\$1,809,000
Windsor: Windsor River Road at Windsor Road Intersection Imps	Windsor	\$3,000,000
SONOMA COUNTY	TOTAL:	\$27,723,000
OBAG 2 COUNTY PROGRAMS	TOTAL:	\$385,512,000

**Metropolitan Transportation Commission
Programming and Allocations Committee**

May 11, 2022

Agenda Item 2c - 22-0678

MTC Resolution No. 4202, Revised

Subject:

Revisions to the One Bay Area Grant program (OBAG 2), including reprogramming \$4.2 million within the Santa Clara County Program and \$2.0 million within the Alameda County Program.

Background:

The OBAG 2 program adopted by the Commission establishes 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 2017-18 through FY 2021-22.

This month, staff recommend the following revisions to the Alameda and Santa Clara County Programs, as requested by Alameda County Transportation Commission (ACTC) and the Santa Clara Valley Transportation Authority (VTA), respectively:

1) Alameda County Program

Redirect \$1,975,000 from two projects:

- Hayward's \$1,750,000 Winton Avenue Complete Streets project, which will be completed as part of a future project; and
- Emeryville's \$225,000 Slurry Seal of Frontage Road, 65th Street, and Powell Street project, which will be completed with local Measure BB funds in accordance with ACTC's "Small Cities" Policy to facilitate administrative efficiencies for smaller jurisdictions.

Reprogram \$620,000 of these funds to ACTC's Alameda County Safe Routes to School Non-Infrastructure Program, leaving an \$1,355,000 unprogrammed balance within the Alameda County Program. ACTC will request programming of the remaining funds through a future programming action.

2) Santa Clara County Program

Redirect \$4,158,000 from three projects that will be completed with local funds, due to unanticipated delays preventing the projects from meeting OBAG 2 delivery deadlines:

- Santa Clara's \$2,449,000 San Tomas Aquino Creek Trail Underpass project;
- Santa Clara's \$790,000 Hetch Hetchy Trail Phase 1 project; and

- Palo Alto's \$919,000 Waverly Multi-Use Path;

Reprogram \$3,351,000 of these funds to Los Gatos' Creek Trail to Highway 9 Trailhead

Connection project; and the remaining \$807,000 to Cupertino's new Stevens Creek Boulevard

Class IV Bike Lanes project.

Issues:

None.

Recommendation:

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

Attachments:

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



Therese W. McMillan

**See updated MTC Resolution No. 4202 and
Attachment B-2 associated with the update to
Commission.**



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-0679 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 3/31/2022 **In control:** Programming and Allocations Committee
On agenda: 5/11/2022 **Final action:**

Title: MTC Resolution No. 4465, Revised. Allocation of \$8.7 million in FY2021-22 Transportation Development Act (TDA) to the City of Fairfield to support transit operations.

Sponsors:

Indexes:

Code sections:

Attachments: [9c - 22-0679 - PAC MTC-Reso-4465 - City of Fairfield TDA Allocation.pdf](#)
[2d - 22-0679 - MTC Reso 4465 - City of Fairfield TDA Allocation.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4465, Revised. Allocation of \$8.7 million in FY2021-22 Transportation Development Act (TDA) to the City of Fairfield to support transit operations.

Presenter:

Kenji Anzai

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

May 11, 2022

Agenda Item 2d - 22-0679

MTC Resolution No. 4465, Revised

Subject:

Allocation of \$8.7 million in FY2021-22 Transportation Development Act (TDA) to the City of Fairfield to support transit operations.

Background:

This month's proposed actions continue the annual allocation process of TDA funds for FY2021-22. Allocations to the city of Fairfield totaling \$8.7 million are proposed. Allocation requests that are less than \$1 million are approved separately through the Executive Director's Delegated Authority (DA) process and reported to this Committee quarterly. The proposed allocation amounts are based on the programming levels identified in the FY 2021-22 Fund Estimate (MTC Resolution No. 4450).

Issues:

None identified.

Recommendations:

Refer MTC Resolution No. 4465, Revised to the Commission for approval.

Attachments:

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



Therese W. McMillan

Attachment A – Transit Operator Budget Summary

FAST

Adopted Operating Budget	\$12.7 million
Increase in Budget compared to FY2019-20	15%
Current Average Ridership Change (Feb 2022 to Feb 2020)	-62%
Total Proposed TDA & STA FY2021-22 Allocation ¹	\$8.8 million
Proportion of Operating Budget Funded with Allocations	69%
Estimated COVID Relief Funding at the End of FY2021-22 ²	\$6.0 million

Budget and Operating Highlights

The City of Fairfield operates transit in Fairfield, Suisun City, and a few other locations in and around Solano County through the municipally operated Fairfield and Suisun Transit (FAST). FAST's FY 2021-22 Operating Budget is comprised of \$12.7 million in expenses. Of this amount, \$6.0 million (47%) is TDA, STA, and RM2 revenue. FAST received \$7.5 million in Federal COVID relief funds prior to 2022 plus \$2.5 in discretionary ARP funds in early 2022, for a total of \$9.9 million in Federal COVID relief funds. \$3.9 million of this is expected to be spent in FY 2021-22, leaving \$6 million for use in future years.

FAST operates eight local and two intercity bus lines. In February 2022, the Suisun City Council voted unanimously to reduce FAST services to the city by 75% and direct funds to Lyft to provide micro transit to supply the city's public transport needs. Simultaneously, in an effort to consolidate intercity services, the two intercity Solano Express bus lines are being transferred from FAST to SolTrans this year. The Green Line transition occurred on April 4, 2022 and the

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

² Includes around \$2.5 million of COVID relief awarded under the American Rescue Plan Additional Assistance Grant Program

Blue Line transition will occur in August 2022. The City's comprehensive operational analysis (COA) recommendations for its local services are being finalized, and the COA will be completed during Summer 2022. Currently, the largest capital undertaking at FAST is fleet electrification, estimated to be complete by 2033.

Date: June 23, 2021
W.I.: 1514
Referred by: PAC
Revised: 07/28/21-C 09/22/21-C
10/27/21-C 11/17/21-C
12/15/21-C 04/27/22-C
05/25/22-C

ABSTRACT

Resolution No. 4465, Revised

This resolution approves the allocation of fiscal year 2021-2022 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

This resolution allocates funds to AC Transit, County Connection (CCCTA), Napa Valley Transportation Authority (NVTA), Soltrans, and Santa Clara Valley Transportation Authority (VTA).

On July 28, 2021, Attachment A was revised to allocate funds to Eastern Contra Costa Transit Authority (ECCTA or Tri Delta Transit), Livermore Amador Valley Transit Authority (LAVTA or Wheels), Napa Valley Transportation Authority (NVTA), Sonoma County Transit, and Western Contra Costa Transit Authority (WestCAT).

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

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

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

On December 15, 2021, Attachment A was revised to allocate funds to Santa Rosa and rescind funds from GGBHTD.

On April 27, 2022, Attachment A was revised to allocate funds to Union City.

On May 25, 2022, Attachment A was revised to allocate funds to FAST.

ABSTRACT

MTC Resolution No. 4465

Page 2

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 9, 2021, July 14, 2021, September 8, 2021, October 13, 2021, November 10, 2021, December 8, 2021, April 13, 2022, and May 11, 2022.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4465

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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

Alfredo Pedroza, Chair

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

Date: June 23, 2021
 Referred by: PAC
 Revised: 07/28/21-C 09/22/21-C
 10/27/21-C 11/17/21-C
 12/15/21-C 04/27/22-C
 05/11/22-C

Attachment A
 MTC Resolution No. 4465
 Page 1 of 3

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

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area	Note
5801 - 99233.7, 99275 Community Transit Service - Operations						
VTA	Paratransit Operations	6,155,184	01	06/23/21	Santa Clara County	
CCCTA	Paratransit Operations	1,211,358	02	06/23/21	Contra Costa County	
AC Transit	Paratransit Operations	4,338,169	03	06/23/21	Alameda County	
VTA	Paratransit Operations	21,522	01	11/17/21	Santa Clara County	
SamTrans	Paratransit Operations	1,845,853	28	11/17/21	San Mateo County	
	Subtotal	13,572,086				
5802 - 99260A Transit - Operations						
AC Transit	Transit Operations	48,597,106	04	06/23/21	AC Transit - D1 Ala	
AC Transit	Transit Operations	12,980,480	05	06/23/21	AC Transit - D2 Ala	
AC Transit	Transit Operations	7,072,554	06	06/23/21	AC Transit - D1 CC	
VTA	Transit Operations	116,948,496	07	06/23/21	VTA	
SolTrans	Transit Operations	3,327,437	08	06/23/21	Vallejo/Benicia	
CCCTA	Transit Operations	20,905,683	09	06/23/21	CCCTA	
ECCTA	Transit Operations	12,074,983	12	07/28/21	ECCTA	
Sonoma County Tra	Transit Operations	6,772,284	13	07/28/21	Sonoma County	
NVTA	Transit Operations	1,451,200	14	07/28/21	NVTA	
WCCTA	Transit Operations	2,444,398	15	07/28/21	WestCat	

5802 - 99260A Transit - Operations (continued)

LAVTA	Transit Operations	11,282,017	16	07/28/21	LAVTA	
GGBHTD	Transit Operations	7,416,263	23	09/22/21	GGBHTD (Marin)	
GGBHTD	Transit Operations	6,322,679	24	09/22/21	GGBHTD (Sonoma)	
SFMTA	Transit Operations	2,096,220	25	09/22/21	San Francisco County	1
SFMTA	Transit Operations	39,828,179	26	09/22/21	SFMTA	
Marin Transit	Transit Operations	6,565,228	27	10/27/21	Marin Transit	
VTA	Transit Operations	408,908	07	11/17/21	VTA	
SamTrans	Transit Operations	35,071,204	29	11/17/21	Samtrans	
GGBHTD	Transit Operations	(40,000)	24	12/15/21	GGBHTD (Sonoma)	
Santa Rosa	Transit Operations	5,000,000	31	12/15/21	Santa Rosa	
Union City	Transit Operations	4,057,136	33	04/27/22	Union City	
Fairfield	Transit Operations	203,025	34	05/25/22	Suisun City	
Fairfield	Transit Operations	200,000	34	05/25/22	Suisun City	
Fairfield	Transit Operations	1,317,274	35	05/25/22	Fairfield	
Fairfield	Transit Operations	1,719,749	35	05/25/22	Fairfield	
Fairfield	Transit Operations	1,668,353	36	05/25/22	Vacaville	
Fairfield	Transit Operations	78,961	37	05/25/22	Solano County	
Fairfield	Transit Operations	0	38	05/25/22	Vallejo/Benicia	
Fairfield	Transit Operations	0	39	05/25/22	Dixon	
Subtotal		355,769,817				

5803 - 99260A Transit - Capital

SolTrans	Transit Capital	4,012,000	10	06/23/21	Vallejo/Benicia	
CCCTA	Transit Capital	2,694,520	11	06/23/21	CCCTA	
ECCTA	Transit Capital	4,103,457	17	07/28/21	ECCTA	
Sonoma County Tra	Transit Capital	2,032,760	18	07/28/21	Sonoma County	
NVTA	Transit Capital	4,223,000	19	07/28/21	NVTA	
LAVTA	Transit Capital	4,686,907	20	07/28/21	LAVTA	
Santa Rosa	Transit Capital	1,585,000	32	12/15/21	Santa Rosa	
Fairfield	Transit Capital	3,500,000	40	05/25/22	Fairfield	
Subtotal		26,837,644				

5807 - 99400C General Public - Operating

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

5808 - 99400C General Public - Capital

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

5812 - 99400D Planning & Admin - Operating

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

TOTAL 401,957,047

Note:

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

Date: June 23, 2021
Referred by: PAC

Attachment B
Resolution No. 4465
Page 1 of 3

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

FINDINGS

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

Transportation Development Act Article 4 Funds

Public Utilities Code § 99268 et seq.

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

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

Transportation Development Act Article 4.5 Funds

Public Utilities Code § 99275

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

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

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

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

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

Transportation Development Act Article 8 Transit Funds

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-0801 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 4/14/2022 **In control:** Programming and Allocations Committee

On agenda: 5/11/2022 **Final action:**

Title: MTC Resolution No. 4475, Revised. 2021 Transportation Improvement Program (TIP) Amendment 2021-21.

Sponsors:

Indexes:

Code sections:

Attachments: [9d - 22-0801 - PAC MTC-Reso-4475 - TIP Amendment 2021-21.pdf](#)
[2e - 22-0801 - MTC Reso 4475 - TIP Amendment 2021-21.pdf](#)

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

Subject:

MTC Resolution No. 4475, Revised. 2021 Transportation Improvement Program (TIP) Amendment 2021-21.

Presenter:

Adam Crenshaw

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

May 11, 2022

Agenda Item 2e - 22-0801

MTC Resolution No. 4475, Revised

Subject:

2021 Transportation Improvement Program (TIP) Amendment 2021-21.

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 2021-21 makes revisions to 31 projects with a net funding increase of approximately \$508 million. Among other changes, this revision will:

- Add one new exempt project and update the funding plans of 11 existing projects to reflect the latest programming decisions in the Transit Capital Priorities Program;
- Add Tri-Delta Transit's Hydrogen Fueling Station project to reflect the award of \$4 million in FTA Bus and Bus Facilities Discretionary Program funds;
- Add one new project and update five existing projects to reflect the latest programming decisions in the State Transportation Improvement Program;
- Add two new projects, update two existing projects and delete three existing projects to reflect changes in the One Bay Area Grant 2 (OBAG2) Program;
- Add one new locally funded project; and
- Archive four projects from the TIP.

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 Items 2c and 3a. 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 2021-21
- MTC Resolution No. 4475, Revised



Therese W. McMillan

**TIP Revision Summary
2021-21**

ATTACHMENT 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Local Road					
ALA210032	Pleasanton	W Las Positas Repair and Separated Bike Lanes	Amend a new exempt project into the TIP with \$200K in Local funds and \$19.8M in RTP-LRP	\$20,000,000	~%
CC-050076	Richmond	I-80/Central Avenue - Local Portion	Update the funding plan to reprogram CON from FY23 to FY25	\$0	0.0%
SCL170044	San Jose	San Jose Pavement Maintenance	Archive this project from the TIP as all funds have been obligated	\$0	0.0%
SCL170053	Palo Alto	South Palo Alto Bikeways	Update the funding plan to remove all funds and delete this project as it will not move forward as a federal project at this time	-\$1,399,000	-100.0%
SCL210034	Cupertino	Cupertino Stevens Creek Blvd Class IV Bike Lanes	Amend a new exempt project into the TIP with \$807K in CMAQ and \$1.5M in Local funds	\$2,350,000	~%
SOL110019	Solano Transportation Authority (STA)	Solano Safe Routes to School Program	Update the funding plan to add \$600K in FY23 STP as the funds are being transferred from SOL150004	\$600,000	15.6%
SOL150004	Solano Transportation Authority (STA)	STA SR2S Infrastructure and Non-infrastructure	Update the funding plan to remove \$600K in STP as the funds are being transferred to SOL110019 and archive this project as all of the funding has been obligated	-\$600,000	-14.8%
SON210009	Rohnert Park	Southwest Boulevard Complete Streets	Amend a new exempt project into the TIP with \$2.3M in RIP-COVID21, \$100K in SB1-LSRP, and \$769K in Local funds	\$3,154,000	~%
System: Public Lands/Trails					
SCL170028	Los Gatos	Los Gatos Creek Trail to Hwy 9 Trailhead Connector	Update the funding plan to change the program year and source for \$3.4M in CON from FY25 RTP-LRP to FY23 CMAQ and for \$191K in CON from FY25 RTP-LRP to FY23 Local, add \$379K in FY23 Local and \$1M in FY23 TFCA, and reprogram \$840K in RTP-LRP to FY27	\$1,800,000	41.0%
SCL170052	Santa Clara (City)	San Tomas Aquino Creek Trail Underpass	Delete this project from the TIP as it will not move forward as a federal project at this time	-\$3,720,000	-100.0%
SCL170055	Santa Clara (City)	Hetch-Hetchy Trail Phase 1	Delete this project from the TIP as it will not move forward as a federal project at this time	-\$1,250,000	-100.0%
System: Regional					
REG170027	Metropolitan Transportation Commission (MTC)	Targeted Transportation Alternatives	Update the funding plan to add \$10K in federally non-participating FY19 Local funds to reflect that incentives were provided to participants and archive this project as the funding has been obligated	\$10,000	3.1%
System: State Highway					
CC-170062	Contra Costa Transportation Authority (CCTA)	Innovate680:Coordinated Adaptive Ramp Metering Ph1	Update the funding plan to change the source for \$200K from RTP-LRP to Sales Tax and for \$25M from RTP-LRP to RIP, remove \$2M in Local and \$24.3M in RTP-LRP, reprogram funds between years and phases and update the scope of project to reflect only Phase 1	-\$26,300,000	-49.9%
SCL030006	San Jose	US 101/Blossom Hill Interchange Improvements	Archive this project as all funds have been obligated	\$0	0.0%
SM-090014	San Mateo CCAG	Improve US 101 operations near Rte 92	Update the funding plan to add \$200K in FY23 ROW Sales Tax, \$1.7M in FY24 CON RIP, \$25K in FY27 ROW RTP-LRP, and \$12.7M in FY27 CON RTP-LRP and reprogram \$18M in CON RTP-LRP from FY25 to FY27	\$14,614,000	53.6%

**TIP Revision Summary
2021-21**

ATTACHMENT 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SM-190009	San Mateo CCAG	US-101 Managed Lanes North of I-380	Update the funding plan to reprogram \$1.7M in RIP from PSE to ROW, reprogram PSE from FY24 to FY23 and CON from FY25 to FY27, add \$4.3M in PSE Sales Tax, \$15.1M in ROW Sales Tax, and \$152M in CON RTP-LRP	\$171,423,000	120.6%
SOL090015	Solano County	Redwood-Fairgrounds Dr Interchange Imps	Update the funding plan to change the program year and source for \$5M in CON funds from FY22 RIP funds to FY25 RTP-LRP funds	\$0	0.0%
VAR210008	Metropolitan Transportation Commission (MTC)	I-880 Optimized Corridor Operations	Amend a new project into the TIP with \$2.24M in CMAQ and \$3.76M in RTP-LRP	\$6,000,000	~%
System: Transit					
CC-210017	Eastern Contra Costa Transit Authority (Tri Delta)	ECCTA: Hydrogen Fueling Station	Amend a new exempt project into the TIP with \$4M in 5339 Bus and Bus Facilities Discretionary and \$2.5M in TDA funds	\$6,500,000	~%
REG090054	Water Emergency Transportation Authority (WETA)	WETA: Ferry Channel and Berth Dredging	Update the funding plan to add \$2.4M in FY22 5337, \$611K in FY22 Local, \$2.6M in FY24 5337 and \$651K in FY24 Local	\$6,314,275	63.8%
REG090057	Water Emergency Transportation Authority (WETA)	WETA: Ferry Major Component Rehab/Replacement	Update the funding plan to add \$6M in FY22 5337, \$1.5M in FY22 Local, \$8M in FY23 5337, \$2M in FY23 Local, \$12.2M in FY24 5337 and \$3M in FY24 Local	\$32,732,450	112.5%
SCL050001	Santa Clara Valley Transportation Authority (VTA)	VTA: Standard & Small Bus Replacement	Update the funding plan to add \$42.3M in 5307, \$3.3M in 5339 and \$11.4M in Local for FY22; \$23.4M in 5307, \$3.4M in 5339 and \$6.7M in Local for FY23, and \$15.3M in 5307, \$3.5M in 5339 and \$4.7M in Local for FY24	\$113,836,500	35.0%
SCL050002	Santa Clara Valley Transportation Authority (VTA)	VTA: Rail Replacement Program	Update the funding plan to add \$6.9M in 5337 and \$1.7M in Local for FY22, \$12.1M in 5337 and \$3M in Local for FY23, and \$8.8M in 5337 and \$2.2M in Local for FY24	\$34,795,250	44.2%
SCL090044	Santa Clara Valley Transportation Authority (VTA)	VTA: TP OCS Rehab & Replacement	Update the funding plan to add \$13M in FY22 5337, \$3.3M in FY22 Local, \$11.4M in FY24 5337 and \$2.9M in FY24 Local	\$30,650,000	93.4%
SCL150008	Santa Clara Valley Transportation Authority (VTA)	VTA Track Intrusion Abatement	Update the funding plan to add \$2.2M in FY22 5337, \$557K in FY22 Local, \$407K in FY23 5337, \$102K in FY23 Local, \$1.5M in FY24 5337, and \$363K in FY24 Local	\$5,107,750	46.4%
SCL170050	Santa Clara Valley Transportation Authority (VTA)	VTA: SCADA Control Center System Replacement	Update the funding plan to add \$2.3M in FY23 5337 funds and \$570K in FY23 Local funds.	\$2,850,000	75.6%
SCL210009	Santa Clara Valley Transportation Authority (VTA)	Guadalupe Signal Improvements/SCADA System Repl	Update the funding plan to add \$12.6M in FY23 5337, \$3.2M in FY23 Local, \$4.5M in FY24 5337, and \$1.1M in Local	\$21,414,963	413.8%
SCL210033	Santa Clara Valley Transportation Authority (VTA)	VTA North Yard Tire Awning	Amend an exempt project into the TIP with \$320K in 5337 and \$80K in Local funds	\$400,000	~%

TIP Revision Summary 2021-21

ATTACHMENT 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SF-110053	Water Emergency Transportation Authority (WETA)	WETA: Replace Ferry Vessels	Update the funding plan to add \$21M in 5307 and \$5.3M in Local funds	\$26,446,625	21.7%
SF-170018	San Francisco Municipal Transport Agency (SFMTA)	SFMTA: Motor Coach Mid-Life Overhaul	Update the funding plan to add \$17.7M in FY22 5307, \$4.4M in FY22 Local, and \$8M in FY25 RIP funds	\$30,085,333	55.3%
SOL090034	Solano County Transit (SolTrans)	SolTrans: Bus Replacement (Alternative Fuel)	Update the funding plan to add \$2.2M in FY22 5307, \$419K in FY22 5339, \$665K in FY22 Local, \$1.4M in FY23 5307, \$433K in FY23 5339, \$452K in FY23 Local, \$3.2M in FY24 5307, \$450K in FY24 5339, and \$921K in FY24 Local funds	\$10,191,000	83.4%
Total Funding Change:				\$508,006,146	

TIP Revision Summary

	Federal	State	Regional	Local	Total	2021 TIP Only
Current:	\$506,559,159	\$22,556,882	\$7,373,157	\$548,940,613	\$1,085,429,811	\$171,162,954
Proposed:	\$790,217,418	\$22,656,882	\$8,412,402	\$772,149,255	\$1,593,435,957	\$501,985,100
Delta:	\$283,658,259	\$100,000	\$1,039,245	\$223,208,642	\$508,006,146	\$330,822,146

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 04/27/22-C
 05/25/22-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, March 9, 2022, April 13, 2022, and May 11, 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.	5	\$0	2/18/2022	2/18/2022
2021-14	Amendment	6	\$5,406,171	1/26/2022	3/11/2022

ABSTRACT

MTC Resolution No. 4475, Revised

Page 2

2021-15	Admin. Mod.	14	\$195,029,981	3/24/2022	3/24/2022
2021-16	Amendment	2	\$12,246,000	2/23/2022	4/22/2022
2021-17	Admin. Mod	Pending	Pending	Pending	Pending
2021-18	Amendment	34	\$139,743,694	3/23/2022	Pending
2021-19	Admin. Mod	Pending	Pending	Pending	Pending
2021-20	Amendment	28	\$444,378,128	4/27/2022	Pending
2021-21	Amendment	31	\$508,006,146	5/25/2022	Pending
Net Funding Change		545	\$7,773,261,132		
Absolute Funding Change			\$7,773,261,132		

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 04/27/22-C
05/25/22-C

Attachment B
Resolution No. 4475
Page 1 of 10

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 an administrative modification that revises five projects with no net change in funding. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on February 18, 2022. Among other changes, this revision:

- Updates the funding plans of three projects to reflect the latest programming decisions and obligations; and

- Updates the description of Alameda CTC's I-680 Express Lane Gap Closure: SR-84 to Alcosta Blvd. project and the Bike Share Capital Program to better reflect the existing scopes of the projects.

The administrative modification is financially constrained by year. MTC's 2021 TIP, as revised with Revision No. 2021-13, 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 2021-14 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 was received on March 3, 2022 and final federal approval was received on March 11, 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 an administrative modification that revises 14 projects with a net increase in funding of \$195 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on March 24, 2022. Among other changes, this revision:

- Updates the funding plan of one existing Active Transportation Program (ATP) funded project to reflect the latest programming decisions;
- Updates the funding plans of three 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 plan of the San Francisco County Transportation Authority's Yerba Buena Island (YBI) Ramp Improvements project to reflect the award of \$18 million in Rebuilding American Infrastructure with Sustainability and Equity (RAISE) funds;
- Updates the funding plan of the Clipper 2.0 Fare Payment System project to reflect the advance of \$30 million in One Bay Area Grant 3 (OBAG 3) funding to active years of the TIP; and
- Updates the funding plans and back-up listings of five State Highway Operation and Protection Program (SHOPP) funded group listings to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$198 million in SHOPP funds, \$12,948 in Highway Bridge Program funds, \$18 million in RAISE funds, and \$4 million in Road Repair and Accountability Act (SB1) funds. MTC's 2021 TIP, as revised with Revision No. 2021-15, 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 2021-16 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 was received on April 11, 2022 and final federal approval was received on April 22, 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.

Revision 2021-19 is a pending administrative modification.

Revision 2021-20 is an amendment that revises 28 projects with a net funding increase of approximately \$444.4 million. The revision was referred by the Programming and Allocations Committee on April 13, 2022 and approved by the MTC Commission on April 27, 2022.

Caltrans approval is expected in late May 2022 and final federal approval is expected in June 2022. Among other changes, this revision:

- Updates Santa Rosa CityBus's Electric Bus Replacement project to reflect the award of \$4.3 million in FTA Grants for Bus and Bus Facilities Program funds;
- Updates WETA's Electric Vessels and Related Infrastructure project to reflect the award of \$3.4 million in FTA Passenger Ferry Grant Program funds;
- Adds Fairfield's West Texas St Complete Streets project to the TIP to reflect the award of approximately \$11 million in statewide Active Transportation Program Cycle 5 funds;
- Adds 11 new projects and updates 10 existing projects to partially reflect the recent adoption of the Transit Capital Priorities Program for FY2021-22 to FY2023-24; and
- Updates four existing projects to reflect the latest programming decisions in the One Bay Area Grant (OBAG) 2 Program.

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

Revision 2021-21 is an amendment that revises 31 projects with a net funding increase of approximately \$508 million. The revision was referred by the Programming and Allocations Committee on May 11, 2022 and approved by the MTC Commission on May 25, 2022. Caltrans approval is expected in late June 2022 and final federal approval is expected in July 2022. Among other changes, this revision:

- Adds one new exempt project and updates the funding plans of 11 existing projects to reflect the latest programming decisions in the Transit Capital Priorities Program;
- Adds Tri-Delta Transit's Hydrogen Fueling Station project to reflect the award of \$4 million in FTA Bus and Bus Facilities Discretionary Program funds;
- Adds one new project and updates five existing projects to reflect the latest programming decisions in the State Transportation Improvement Program;
- Adds two new projects, updates two existing projects and deletes three existing projects to reflect changes in the One Bay Area Grant 2 (OBAG2) Program;
- Adds one new locally funded project; and
- Archives four projects from the TIP.

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 #: 22-0669 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 3/29/2022 **In control:** Programming and Allocations Committee
On agenda: 5/11/2022 **Final action:**
Title: MTC Resolution Nos. 4510, Revised and 4169, Revised. Transit Capital Priorities Program FY2021-22 - FY2023-24

Programming of \$454 million in FTA Formula Revenue balances 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, and correction to BATA Project Savings program.

Sponsors:

Indexes:

Code sections:

Attachments: [10a - 22-0669 - PAC_MTC-Resos-4510 and 4169 - TCP Program.pdf](#)
[3a - 22-0669 - MTC Resos 4510 and 4169 - TCP Program.pdf](#)

Date	Ver.	Action By	Action	Result
5/11/2022	1	Programming and Allocations Committee		

Subject:

MTC Resolution Nos. 4510, Revised and 4169, Revised. Transit Capital Priorities Program FY2021-22 - FY2023-24

Programming of \$454 million in FTA Formula Revenue balances 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, and correction to BATA Project Savings program.

Presenter:

Margaret Doyle

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee****May 11, 2022****Agenda Item 3a - 22-0669****MTC Resolution Nos. 4510, Revised and 4169, Revised. Transit Capital Priorities Program
FY2021-22 – FY2023-24**

Subject:

Programming of \$454 million in FTA Formula Revenue balances 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, and correction to BATA Project Savings program.

Background:

This item proposes to program \$454 million in remaining balances from Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula, 5337 State of Good Repair, and 5339 Bus and Bus Facilities 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.

As detailed in the table below, after initial action in March, and minor updates to the FY 2021-22 through FY 2023-24 baseline program as recommended today, an unprogrammed balance of \$658 million over three years remains. Following the framework proposed in March, this action programs \$325 million in pay-go to the BART Car Replacement project and sets aside \$43 million annually, and \$129 million in total, in to-be-programmed categories – \$23 million annually for an increase to fixed guideway caps and \$20 million annually for zero-emission bus infrastructure projects. Staff will return in the coming months to specifically program these set-asides, as well as the remaining balance of \$204 million.

FYs 2021-22 through 2023-24 Estimated Apportionments, Programming, and Balance

	FY 2022	FY 2023	FY 2024	Total
TCP Apportionments ¹	\$656	\$668	\$684	\$2,008
TCP Programming (3/2022) ²	\$461	\$409	\$480	\$1,350
BART Car Pay-Go ³	\$125	\$175	\$24	\$325
Annual Fixed Guideway Cap Increase ⁴	\$23	\$23	\$23	\$69
Annual ZEB Infrastructure ⁵	\$19	\$19	\$22	\$60
<i>Other Policy Priorities⁶</i>	<i>\$27</i>	<i>\$42</i>	<i>\$135</i>	<i>\$204</i>

1. Actual apportionments for FY 2022, FYs 2023-2026 projected based on national FTA funding levels in BIL.
2. Initial three-year program approved in March 2022, with May 2022 updates to baseline program incorporated.
3. For FY22 and FY23, illustrative programming represents BART Replacement Car-eligible apportionments minus baseline programming (note 2) and additional programming opportunities (notes 4 and 5). For FY24, programming represents BART's anticipated actual cash flow need.
4. Set-aside that would increase fixed guideway cap by 20%.
5. Set-aside that would provide \$20 million annually for zero emission/bus infrastructure.
6. 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.

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.

The first tranche of programming, inclusive of minor revisions proposed today, left an unprogrammed balance of \$658 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 Pay-go

As proposed in March, staff recommend programming \$325 million directly to the BART Railcar Replacement program. Delays in the production and acceptance of new BART cars have pushed back the need for financing, 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. 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 greatly increased pay-go funding directly to the BART Car Replacement project in addition to financing, significantly reducing the amount of interest expense required to be paid from the TCP program.

As recommended in March, staff proposes investing heavily in pay-go for the BART Car Replacement project, balancing the desire to reduce financing costs with the opportunity to pursue other critical transit capital needs as afforded by BIL funding. The proposed programming accommodates a significant investment in pay-go while still setting aside funding for other programming opportunities.

Additional Programming Opportunities

In addition to the BART Car Replacement, staff proposes setting aside \$23 million annually for fixed guideway projects and \$20 million annually for zero-emission buses (ZEBs) and associated facility improvements. In discussions with operators through the Transit Finance Working Group, staff has heard strong support for these two programming options. Today, staff are proposing setting aside these funds and will return to the Commission in the coming months with principles on their distribution and specific programming recommendations.

Fixed Guideway (FG) Cap Increase: The current FG cap of \$121 million, distributed amongst seven operators, has not been increased in several years. Need regularly outpaces available funds. Staff proposes a 20% increase, amounting \$23 million per year for an annual total cap of \$144 million. The FG caps were last updated in 2016 to reflect share of projected FG replacement and rehabilitation needs outlined in the Plan Bay Area 2040 Transit Capital Needs Assessment. Given the updated needs information in Plan Bay Area 2050, staff will perform a

needs analysis to identify each FG operators' share of the increased cap. Today, staff recommend setting aside the \$23 million per year needed for the increase, and in the coming months will return to update the TCP Process and Criteria and program the increase to the operators.

ZEB Infrastructure Set-Aside: Staff recommends an annual \$20 million commitment for FYs 2021-22 through 2022-23 for ZEB infrastructure needs. The TCP will be a critical piece of the region's transition to a zero-emission fleet, as required by California Air Resources Board's Innovative Clean Transit rule. In addition to vehicles, the ZEB transition will require additional infrastructure for battery charging, hydrogen fueling, and associated elements. The TCP is typically not able to fund these needs in the large UZAs of San Francisco-Oakland, Concord, and Antioch due to competing score-16 needs. At this time, staff recommends a \$20 million set-aside each year, with programming principles and specific programming to operators and projects to come.

Updates to FYs 2021-22 through 2023-24 Programming

In addition to programming pay-go for BART Car Replacement and FG/ZEB set-asides, this action includes minor updates to the program approved in March:

- FY 2021-22 Actual Apportionments: FTA released actual apportionments in April; the program now reflects these actuals.
- Lifeline Program: As the Lifeline program will now be funded via OBAG 3, its set-aside has been removed from the TCP.
- Fairfield Operating Assistance: Due to the updated actual apportionments and removal of Lifeline programming from the TCP, Fairfield's Operating Assistance programming increases slightly.
- CCCTA Bus Procurements: per operator request, mix of bus types has been updated to match procurement plan.
- Caltrain: minor adjustments between Caltrain projects are included; there is no net change to the program.
- Union City: Union City Transit was programmed funds in FYs 2015-16, 2016-17, and 2019-20 for a planned ZEB procurement in FY 2019-20. While bus replacements are

expected to be funded in the year they are needed; Union City's procurement was delayed and in order to purchase eight buses this year, a total increase to the programming of \$1 million, based on the current price list, is warranted.

- Vanpool: MTC's vanpool program's need has been reevaluated and programming requests have been increased accordingly. \$6.3 million has been added to the program across FYs 2021-22 through 2023-24.
- AC Transit: AC Transit's BATA Project Savings allocation in FY 2021-22 is corrected, removing \$4.7 million that had already been programmed to them through OBAG 2 via a fund swap in July 2021.

In summary, staff is recommending the following:

1. Fund additional replacement BART cars from the formula funds thus reducing the amount of financing needed and future interest costs.
2. Update the TCP based on operator requests and minor revisions.
3. Set aside FG increases and ZEB to fund key investments; return to the Commission in the coming months with specific programming principles and projects.
4. 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 and amendments to the regional Transportation Improvement Program (TIP) as applicable.

Issues:

None.

Recommendation:

Staff recommends referral of MTC Resolution Nos. 4510, Revised and 4169, Revised to the Commission for approval, and regarding set-asides and unprogrammed balances, Commission direction to staff to return to this Committee in the coming months with detailed principles and programming for fixed guideway state of good repair and zero-emission/bus infrastructure as well as any additional programming.

Attachments:

MTC Resolution Nos. 4510, Revised and 4169, Revised



Therese W. McMillan

Date: March 23, 2022
W.I.: 1512
Referred By: PAC
Revised: 05/25/22-C

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

Attachments A through D of this resolution were revised on May 25, 2022 to make revisions to the Transit Capital Priorities Program of Projects for FYs 2021-22 through 2023-24 as requested by operators, to set aside funds for fixed guideway cap increases and zero emission bus infrastructure, and to reconcile the program to final FTA apportionments in FY 2021-22.

Further discussion of the TCP program of projects is contained in the Programming and Allocations Committee summary sheets dated March 9, 2022 and May 11, 2022.

Date: March 23, 2022
W.I.: 1512
Referred By: PAC
Revised: 05/25/22-C

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

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

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at 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
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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>			652,894,201	309,591,917	329,005,589	14,296,695
<i>Previous Year Carryover</i>			3,059,533	2,449,917	-	609,616
<i>Funds Available for Programming</i>			655,953,733	312,041,834	329,005,589	14,906,310
MTC Debt Service						
REG170023	MTC	Debt Service	-	-	-	-
Lifeline Set-Aside						
TBD	TBD - Lifeline	TBD - Reserved for future programming	-	-	-	-
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>			29,399,742	29,399,742	-	-
<i>Funds Available for Capital Programming</i>			626,553,991	282,642,092	329,005,589	14,906,310
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	-
REG090037	BART	Railcar Replacement Program	126,236,167	89,369,064	36,867,103	-
SM-03006B	Caltrain	Systemwide Track Rehabilitation	9,038,600	-	9,038,600	-
SM-050041	Caltrain	Comm. System/Signal Rehab.	2,554,400	-	2,554,400	-
SM-170010	Caltrain	TVM Project	2,080,000	-	2,080,000	-
NEW	CCCTA	Replace 40ft Diesel Buses - Diesel	18,048,000	17,134,616	-	913,384
SOL110041	Fairfield	Bus Replacement	308,398	-	-	308,398
VAR190006	Fairfield	Operating Assistance	3,550,376	3,550,376	-	-
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	3,021,540	3,021,540	-	-
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	25,771,207	-	844,793
NEW	SamTrans	Replace Paratransit Vehicles	3,845,520	3,845,520	-	-
NEW	Santa Rosa	Replace (2) 40' Diesel Buses - Electric	1,774,401	884,212	-	890,189
VAR190006	Santa Rosa	Operating Assistance	1,601,036	1,601,036	-	-
VAR190007	Santa Rosa	Preventive Maintenance	345,554	345,554	-	-

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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	3,963,022	3,963,022	-	-
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	686,285	-	203,173
VAR190007	Sonoma County	SCT Preventive Maintenance	1,280,000	1,280,000	-	-
ALA190029	Union City	Union City Transit Electric Bus Procurement	953,600	953,600	-	-
VAR190006	Vacaville	Operating Assistance	1,300,000	1,300,000	-	-
SOL210004	Vacaville	Electric Bus Fleet	221,978	6,682	-	215,296
NEW	VTA	Hybrid and Electric Bus Replacement 2022	45,598,000	42,337,143	-	3,260,857
NEW	VTA	North 1st Street/Tasman Drive - EB Tack Switch Addition Proj. - T	1,640,000	-	1,640,000	-
NEW	VTA	Network Switch Replacement/Upgrade	3,680,000	-	3,680,000	-
NEW	VTA	Axle Press Replacement	1,736,300	-	1,736,300	-
SCL050002	VTA	Rail Replacement and Rehabilitation	6,876,000	-	6,876,000	-
SCL090044	VTA	OCS Rehab & Replacement Program	13,120,000	-	13,120,000	-
SCL150008	VTA	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	558,700,521	249,432,799	295,008,118	14,305,758
Programmatic Set-Asides						
TBD	TBD	Fixed Guideway Cap Increase	22,990,000	-	22,990,000	-
TBD	TBD	Zero Emission Bus Facilities Program	18,988,124	18,988,124	-	-
		Total Programmed	630,078,387	297,820,666	317,998,118	14,305,758
		Fund Balance	25,875,346	14,221,168	11,007,471	600,552

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Attachment B
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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
<i>Projected Apportionments</i>			667,985,722	317,287,826	336,004,067	14,693,829
<i>Previous Year Carryover</i>			25,875,346	14,221,168	11,007,471	646,707
<i>Funds Available for Programming</i>			693,861,068	331,508,995	347,011,538	15,340,536
MTC Debt Service						
REG170023	MTC	Debt Service	-	-	-	-
Lifeline Set-Aside						
TBD	TBD - Lifeline	TBD - Reserved for future programming	-	-	-	-
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	-	-
<i>Total Program Set-asides and Commitments</i>			30,016,478	30,016,478	-	-
<i>Funds Available for Capital Programming</i>			663,844,590	301,492,517	347,011,538	15,340,536
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	-
REG090037	BART	Railcar Replacement Program	175,466,210	96,122,501	79,343,709	-
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 22' Vehicles	1,440,000	1,440,000	-	-
CC-070092	ECCTA	ECCTA: Transit Bus Replacements	1,499,729	566,717	-	933,012
SOL110041	Fairfield	Bus Replacement	2,818,214	2,500,000	-	318,214
VAR190006	Fairfield	Operating Assistance	1,151,476	1,151,476	-	-
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	-	-

Date: March 23, 2022
W.I.: 1512
Referred by: PAC
Revised: 05/25/22-C

Attachment B
Resolution No. 4510
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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
NEW	MCTD	MCTD: Replace one(1) Shuttle Vehicle	94,400	94,400	-	-
REG10003	MTC	Bay Area Vanpool Program	5,477,459	5,477,459	-	-
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	1,040,485	1,040,485	-	-
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	4,148,529	4,148,529	-	-
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	1,280,000	1,280,000	-	-
VAR190006	Vacaville	Operating Assistance	1,400,000	1,400,000	-	-
NEW	VTA	Signal Improvements Guadalupe	12,607,300	-	12,607,300	-
NEW	VTA	North Yard Tire Awning	320,000	-	320,000	-
SCL050001	VTA	Electric 40' Bus Replacement 2023	26,703,200	23,352,661	-	3,350,539
SCL050002	VTA	Rail Replacement and Rehabilitation	12,133,000	-	12,133,000	-
SCL110099	VTA	Bridge and Structures Repairs FY22/23	192,000	-	192,000	-
SCL150008	VTA	Track Intrusion Abatement FY22/23	407,000	-	407,000	-
SCL170050	VTA	SCADA Control Center & System Replacement	2,280,000	-	2,280,000	-
SCL190026	VTA	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			554,784,509	240,246,741	299,849,307	14,688,461
Programmatic Set-Asides						
TBD	TBD	Fixed Guideway Cap Increase	22,990,000	-	22,990,000	-
TBD	TBD	Zero Emission Bus Facilities Program	18,988,124	18,988,124	-	-
Total Programmed			626,779,111	289,251,343	322,839,307	14,688,461
Fund Balance			67,081,957	42,257,652	24,172,231	652,075

Date: March 23, 2022
W.I.: 1512
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Attachment C
Resolution No. 4510
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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
<i>Projected Apportionments</i>			684,294,742	325,610,252	343,412,309	15,272,181
<i>Previous Year Carryover</i>			67,081,957	42,257,652	24,172,231	652,075
<i>Funds Available for Programming</i>			751,376,699	367,867,904	367,584,540	15,924,255
MTC Debt Service						
REG170023	MTC	Debt Service	-	-	-	-
Lifeline Set-Aside						
TBD	TBD - Lifeline	TBD - Reserved for future programming	-	-	-	-
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	-	-
<i>Total Program Set-asides and Commitments</i>			30,801,818	30,801,818	-	-
<i>Funds Available for Capital Programming</i>			720,574,881	337,066,086	367,584,540	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	-
REG090037	BART	Railcar Replacement Program	24,252,859	-	24,252,859	-
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	7,616,000	6,640,790	-	975,210
NEW	CCCTA	Replacement Vans	177,600	177,600	-	-
SOL110041	Fairfield	Bus Replacement	330,739	-	-	330,739
VAR190006	Fairfield	Operating Assistance	3,747,245	3,747,245	-	-
MRN150014	GGBHTD	Ferry Major Component Rehabilitation	5,726,305	376,305	5,350,000	-
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	6,586,592	6,586,592	-	-
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	-	-

Date: March 23, 2022
W.I.: 1512
Referred by: PAC
Revised: 05/25/22-C

Attachment C
Resolution No. 4510
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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	VTa	Signal Improvements Guadalupe	4,524,670	-	4,524,670	-
SCL050001	VTa	Electric 40' bus replacement 2024	18,768,000	15,285,583	-	3,482,417
SCL050002	VTa	Rail Replacement and Rehabilitation	8,827,200	-	8,827,200	-
SCL110099	VTa	Bridge and Structures Repairs FY24	680,000	-	680,000	-
SCL170005	VTa	Paratransit Fleet Procurement	1,445,547	1,445,547	-	-
SCL090044	VTa	OCS Rehab & Replacement Program	11,400,000	-	11,400,000	-
SCL150008	VTa	Track Intrusion Abatement FY24	1,452,000	-	1,452,000	-
SCL190026	VTa	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			472,898,166	182,365,167	276,629,928	13,903,071
Programmatic Set-Asides						
TBD	TBD	Fixed Guideway Cap Increase	22,990,000	-	22,990,000	-
TBD	TBD	Zero Emission Bus Facilities Program	22,023,752	22,023,752	-	-
Total Programmed			548,713,735	235,190,736	299,619,928	13,903,071
Fund Balance			202,662,964	132,677,168	67,964,612	2,021,184

Transit Capital Priorities / Transit Capital Rehabilitation Program Notes

1	Program is based on actual apportionments for FY 2021-22 (except 5339 small UZAs, which are estimates) and estimated apportionments for FYs 2022-23 and 2023-24. 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 \$24,493,576 of BATA Project Savings, for a total of \$36,213,262, 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. \$323,931,484 in funds is programmed in May 2022 toward pay-go.
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, \$2,333,370 is available to Sonoma County Transit, \$3,222,272 to Santa Rosa CityBus, and \$4,148,529 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 \$4,257,328 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 \$67,000 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, and going up to \$600 per van per month starting in July 2022. 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. Staff will reevaluate annually.

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
05/25/22-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

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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.

This resolution was revised on May 25, 2022 to correct AC Transit's FY 2021-22 allocation, de-allocating \$4,667,000, to reflect a July 2021 funding exchange with the OBAG 2 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, March 9, 2022, and May 11, 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



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 05/25/22-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	9,472,750	
	Replace (23) 40ft Urban Buses - Diesel	3,040,512	
	<i>Total AC Transit Programming</i>	<i>24,493,576</i>	
SFMTA Projects			
	Light Rail Vehicle Replacement Procurements		
	<i>Total SFMTA Programming</i>	<i>5,000,000</i>	
Total FY2021-22 Programming:		34,160,576	

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 05/25/22-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	24,493,576	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:			251,412,063		

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.

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	22-0833	Version:	1	Name:	
Type:	Assembly Bill	Status:		Commission Approval	
File created:	4/22/2022	In control:		Joint MTC ABAG Legislation Committee	
On agenda:	5/13/2022	Final action:			
Title:	Assembly Bill 2237 (Friedman): Transportation Funding and State Climate Goals				
	Prohibits regions from funding projects not aligned with state climate goals and adds state climate goal alignment requirements to projects funded from local transportation tax measures.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	11a - 22-0833 - AB 2237 (Friedman).pdf 3a AB 2237 (Friedman).pdf				

Date	Ver.	Action By	Action	Result
5/13/2022	1	Joint MTC ABAG Legislation Committee		

Subject:

Assembly Bill 2237 (Friedman): Transportation Funding and State Climate Goals

Prohibits regions from funding projects not aligned with state climate goals and adds state climate goal alignment requirements to projects funded from local transportation tax measures.

Presenter:

Georgia Gann Dohrmann

Recommended Action:

Oppose Unless Amended / MTC Commission Approval

Attachments:

**Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC ABAG Legislation Committee**

May 13, 2022

Agenda Item 3a

Assembly Bill 2237 (Friedman): Transportation Funding and State Climate Goals

Subject:

Prohibits regions from funding projects not aligned with state climate goals and adds state climate goal alignment requirements to projects funded from local transportation tax measures.

Background:

Sustainable Communities Strategies and State Climate Goals

California's current goal to reduce greenhouse gas emissions (GHGs) to 40 percent below 1990 levels by 2030 was established by Senate Bill 32 (Pavley, 2016), which expanded upon the landmark 2006 Assembly Bill (AB) 32 (Nunez), which required California to reduce GHGs to 1990 levels by 2020. Senate Bill (SB) 375 (Steinberg, 2008) directs the California Air Resources Board (ARB) to set regional greenhouse gas emissions reduction targets from passenger vehicles and requires each region to develop a sustainable communities strategy (SCS) that outlines a land use and transportation investment strategy to achieve those emissions reductions. The SCS is the means by which SB 32 (and AB 32 before it) is achieved for passenger vehicle-related GHG reduction. This relationship is detailed in ARB's Scoping Plan, which incorporates the SB 375 targets into the state's overarching methodology for achieving the SB 32 goal. Sustainable communities strategies are required to be integrated into each region's federally mandated long range regional transportation plan (RTP).

Plan Bay Area 2050

MTC and ABAG's most recently adopted RTP/SCS is Plan Bay Area 2050 (Plan). The Plan includes a fiscally constrained list of transportation projects and programs of projects that can reasonably be funded from local, regional, state and federal transportation revenues within the Plan timeframe. The Plan's package of transportation investments paired with transportation and land use policies must achieve ARB's SB 375 target for the Bay Area (19 percent per capita GHG reduction by 2035). In addition, the Plan must meet federal Clean Air Act standards, analyzed and affirmed through a federally required air quality conformity analysis.

Numerous performance assessment activities informed Plan Bay Area 2050, including a robust transportation project-level analysis of proposed major transportation investments. Projects were assessed based on societal benefits as compared to cost—including benefits related to the environment, accessibility, reliability, health, and safety—as well as equity impacts. These assessments helped inform the transportation strategies (including programs of projects) that were incorporated into the Plan. For context on the level of work required for the project-level performance analysis for the Plan, it took multiple staff working for over a year to conduct a thorough analysis of the 94 major projects and programs of projects included in the Plan’s project-level performance assessment.

Federal and Regional Transportation Improvement Program

Federal law requires that MTC and other metropolitan planning organizations (MPOs) further create a near-term investment plan—the federal transportation improvement plan (TIP)—that includes transportation projects with a federal nexus (projects funded with federal funds or that require a federal action). The TIP must be consistent with the RTP/SCS and must independently meet federal air quality conformity requirements. Regarding state highway and transit improvement funding, MTC is required to develop a “regional transportation improvement program” (RTIP)—which assigns states funds to the region’s project priorities in the partially federally-funded State Transportation Improvement Program. RTIPs must also be consistent with the RTP/SCS and the California Transportation Commission (CTC) further requires a performance evaluation of each RTIP, demonstrating how it furthers the goals of the region’s RTP/SCS.

AB 2237 Summary

AB 2237 would make the following updates related to regional project assessments and alignment with state climate goals, defined in the bill as the goals expressed in SB 375, SB 32, the 2021 Climate Action Plan for Transportation Infrastructure and state and federal air quality standards under the federal Clean Air Act:

- **Transportation Project Prioritization:** AB 2237 would require that each regional transportation planning agency or county transportation commission rank all transportation projects and prioritize projects based on their adherence to its most recently adopted RTP/SCS *and* the state’s climate goals. Of note, the bill language

appears to require a ranking of projects within the RTIP, though the author's office has shared that the intent is that regions and county transportation commissions rank all projects in an adopted RTP/SCS. Notably, the bill then requires regional transportation planning agencies and county transportation commissions *to fund and implement projects in the order of this prioritization*. This would significantly curtail regional discretion and the ability to prioritize projects in accordance with local/regional priorities—which *include but aren't limited to* climate goals—as well as funding opportunities.

- **ARB and California Transportation Commission (CTC) Review and Project Funding Prohibition:** The bill would add a new level of ARB oversight of transportation funding decisions by requiring that it review the ranked lists (in consultation with the CTC) to determine each project's consistency with the region's SCS and state climate goals. A regional transportation agency or county transportation commission *would be prohibited from funding any project or program ARB deems inconsistent* with its most recently adopted SCS or state climate goals. Regions that approve projects consistent with the SCS and state climate goals would receive additional resources from surplus state transportation funds and federal funds, upon appropriation by the Legislature.
- **RTIP:** The bill would require that each project and program included in a region's RTIP be consistent with state climate goals. (As noted above, current law already requires that RTIP projects be consistent with the SCS).
- **Local Transportation Tax Measures:** The bill would require that MTC and partner agencies prepare a report for the CTC summarizing all local transportation tax measures within its jurisdiction and analyzing the tax measures' alignment with the SCS and state climate goals. The CTC (in consultation with ARB) would be required to review the reports and prepare recommendations on alignment of local tax measures with the state's climate goals. AB 2237 would further provide that projects funded by local tax measures shall, to the extent permitted by the terms of the local tax measures, be included in each region's RTP/SCS and adhere to the SCS and the state's climate goals.

Recommendation: Oppose unless amended / MTC

Discussion:

AB 2237 seeks to implement recommendations from the February 2022 Strategic Growth Council's [California Transportation Assessment Report](#) (commonly referred to as the "AB 285 Report" after the 2019 bill authored by Assemblymember Friedman) which analyzes state and regional plans and makes recommendations to better align investments with the ambitious climate visions laid out in those plans. As shared in our comment letter on the report (see Attachment A), we concur with a number of the report's findings, including the need to align the goals of various state programs and agencies. We also believe it's appropriate to review current policies and project pipelines and agree that the mismatch in MPO responsibilities and authorities with respect to transportation investments and land use present challenges to SCS implementation. However, we have several concerns about the approach AB 2237 takes to implementing the findings.

First and foremost, we are concerned about the manner in which the bill elevates climate considerations above all other goals, such as equity, safety, accessibility, state of good repair, and mobility without consideration for the significant consequences that could result. This is a significant overreach of state authority that would enable ARB and CTC to prohibit an MPO/regional transportation planning agency from using resources within its discretion to fund a high-priority project even if it's consistent with its adopted RTP/SCS designed to achieve the state GHG reduction targets for the region. For example, MTC/BATA could be prohibited from implementing a bridge rehabilitation project funded from a federal state of good repair grant because ARB determines the project doesn't provide GHG reduction benefits. Similarly, the requirement to prioritize and implement all transportation projects within a region *solely based on the degree each project accelerates climate goals* could result in the perverse situation where an MPO could be required to advance funding to a multi-billion dollar transit expansion project that's in the early project development phase while a "ready-to-go" equity-focused project like MTC's Clipper START pilot could be forced to wait. Given the wide array of existing funding sources (many of which are not focused on climate change), this approach ignores the complexity of transportation programming which involves matching anticipated formula and competitive funding programs with eligible projects that advance the Plan's various goals. A

more appropriate approach to accelerate the achievement of climate goals would be for the state to focus its discretionary funds on projects that it determines advance state goals.

Additionally, we're concerned that the bill's requirement that regions assess each project's alignment with its SCS *and* the "state climate goals" within SB 375, SB 32 and the Clean Air Act would be duplicative at best and would come at the expense of staff time spent designing, implementing, and overseeing effective policies and programs. Existing state and federal requirements already necessitate consistency with the SCS; if there is a difference between the SCS and state climate goals with respect to transportation, the bill should more clearly delineate those differences or better yet, revise the SCS statute so that it reflects those goals and thus eliminate the need to reference multiple sets of climate and air quality goals.

We also have numerous technical concerns about ambiguities in the bill. As detailed above, it would introduce new parameters for determining which projects regional agencies may fund and implement, but it is unclear if these new parameters would be broadly applicable across all regional, state, and federal fund sources programmed by a regional agency, or more narrowly applied to something like projects "funded" (i.e., listed) in an RTP/SCS or an RTIP. Similarly, it is unclear if the bill would require a project-level evaluation for every individual project in the RTP/SCS (Plan Bay Area 2050 included hundreds of projects and programs of projects). Clarity on these and other similar issues in the bill is needed to inform further analysis.

For these reasons, we recommend MTC oppose AB 2237, unless it is amended to address the concerns identified above.

Known Positions: See Attachment B

Attachments:

- Attachment A: MTC Comment Letter on AB 285 Report
- Attachment B: Assembly Bill 2237 (Friedman) Positions



Therese W. McMillan



METROPOLITAN
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Therese W. McMillan
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Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

Brad Paul
Deputy Executive Director, Local
Government Services

April 28, 2022

Lynn von Koch-Liebert, Executive Director
California Strategic Growth Council
1400 Tenth Street
Sacramento, CA 95814

RE: California Transportation Assessment (Pursuant to Assembly Bill 285)

Dear Ms. von Koch-Liebert:

The Metropolitan Transportation Commission and the Association of Bay Area Governments (MTC/ABAG) thank the California Strategic Growth Council and the University of California Institute of Transportation Studies research team on their report on the state of transportation policy, planning, and implementation in California. We appreciate the opportunity to comment on the California Transportation Assessment and look forward to continued partnership with our transportation peers at the local, regional, and state levels to make progress toward shared climate and equity goals.

Regional agencies have spent decades cultivating knowledge and relationships at the local and state levels, and MTC/ABAG firmly supports equipping MPOs with the funding and authority they need to address some of the implementation challenges documented in the California Transportation Assessment. MTC/ABAG urges the state to partner with MPOs to supply regions with the additional tools to accomplish our mandates.

MTC/ABAG concurs with a number of the findings highlighted in the California Transportation Assessment, including the need to align the goals of various state programs and agencies; the benefits of reviewing current policies, programs, and pipeline projects to verify their alignment with state goals and make alterations if needed; the challenges presented by the mismatch in MPO responsibilities and authorities in both the transportation and land use spaces; and the value of instituting and evaluating demonstration programs that deploy innovative solutions to entrenched institutional challenges. As the state now turns to acting on the recommendations included in this report, MTC/ABAG appreciates the opportunity to provide feedback to ensure that resulting changes best empower regional agencies to support shared climate and equity goals.

To implement RTP/SCS strategies more effectively, MPOs need both increased funding and augmented authority across the interrelated spheres of housing, land use, and transportation.

MTC/ABAG concur with the report's finding that MPOs are well-suited to implement the recommendations included in RTP/SCS documents, though efficacy is limited by a lack of implementation authority and funding. In particular, housing and land use policies have proved to be among the most effective ways to reduce greenhouse gas emissions, yet the options for an MPO to encourage local implementation are currently limited. For example, MTC/ABAG's Priority Development Area (PDA) grant program funds local planning efforts that will allow more housing and jobs in locally identified growth areas, many of which are near job centers or transit stations. However, the program's efficacy has sometimes been limited by local choices to plan for significantly lower levels of growth than would be necessary to achieve the ambitious climate targets set by the state.

Additional MPO-controlled funding that is flexible enough to support transportation, land use, or housing investments is needed, which could come through the augmentation of existing funding programs or through new state programs, such as a third round of the Regional Early Action Planning Grant. Beyond funding, expanded MPO authority is of equal, if not greater, importance to the successful implementation of RTP/SCS strategies. Namely, MPOs need a more varied array of tools to get from RTP/SCS recommendation to implementation. This could include expanded authority to pilot innovative approaches within their boundaries, stronger partnerships with the state that allow the option for the MPO to spur state implementation action, or augmented regional implementation authorities. Given that the report does not make detailed prescriptions on ways to enact changes to MPO authority, MTC/ABAG strongly recommends involving MPOs at key decision points in order to steer policy changes in the most effective direction.

To measure RTP/SCS implementation, take a more holistic look that expands beyond the TIP to cover the wide range of funding spent on transportation.

In an effort to assess the alignment of envisioned investments in the RTP with on-the-ground spending, the California Transportation Assessment includes a modal comparison of RTP investments and TIP investments. As the TIP only includes investments with a federal nexus (i.e., projects that are federally funded, require a federal action, or are considered regionally significant for air quality conformity purposes), this presents a limited picture of regional transportation spending. This excludes the majority of transit operating expenses and projects funded by county sales taxes, which tend to focus on fix-it-first maintenance investments, active transportation, and transit enhancements.

Furthermore, transportation funding actions represent only a fraction of the work needed to implement the coordinated transportation and land use recommendations included in an RTP/SCS. Relying on the TIP excludes impactful policy work like land use changes, public transit fare policy reform, electric vehicle incentives, seamless transit enhancements, and roadway pricing. Rather than utilizing the TIP to assess implementation, MTC/ABAG recommends that the state work with MPOs to develop near-term implementation plans for each RTP/SCS, which would include concrete actions that the state and MPO can track to monitor implementation. For example, Plan Bay Area 2050's Implementation Plan outlines

approximately 80 near-term actions to advance the plan's strategies, and staff will update the Commission and ABAG Executive Board on progress annually.

To harmonize state planning efforts to best support state goals, focus on the prioritization of cost-effective, equitable solutions.

MTC/ABAG agrees with the report's conclusions that the state should assess its policies and programs to identify and rectify any conflicting state goals and actions. In pursuing this effort, it is critical that climate and equity goals be advanced together.

To do so, the state must better prioritize its investments while considering financial capacity, weighing tradeoffs across a broad range of policy objectives and goals. This would help to address a deficiency in current state plans, including the California Transportation Plan (CTP) and State Rail Plan, that are largely aspirational in nature, and it could inform future shifts in transportation monies that would better advance local priority projects that support sustainability and equity goals.

Additionally, MTC/ABAG supports streamlining the roles and responsibilities of the various state agencies that currently participate in the transportation planning and programming sphere. Simplifying overlapping authority across state institutions can make the transportation work faster, more efficient, and more transparent. Alignment between state agencies should not come through the addition of new agency review steps within the planning and programming stages, which could result in schedule delays and would further complicate public engagement around state action.

To reform state funding programs to best support state goals, seek alignment with actions that support RTP/SCS implementation at the regional level.

Reforming existing state funding programs, while necessary, will require close collaboration with MPOs to ensure that changes do not conflict with steps to further empower MPOs to implement RTP/SCS recommendations (e.g., changes should not reduce flexible funding made available to MPOs for RTP/SCS implementation or otherwise limit RTPA programming authority). Funding sources like the STIP are among the few flexible funding sources available to MPOs, and therefore close collaboration with MPOs on any changes to this program is key. MTC/ABAG supports the use of set-asides, targets, and recommendations as tools for revising existing state funding programs.

When assessing the criteria used to distribute state funding through sources like the SHOPP and the STIP, MTC/ABAG recommends prioritizing projects that cost-effectively advance equity and reduce emissions, even if those projects may not be as high-profile or may not be legacy pipeline projects. Given the urgency of our climate crisis and the need to eliminate racial and economic disparities, it is imperative to act based on the evidence. For example, there is a great degree of opportunity to prioritize programming SHOPP funds toward maintenance and rehabilitation projects that also include complete street elements that benefit transit riders, pedestrians, and cyclists. Directing transit funding toward several rapid bus or BRT projects instead of a single higher-cost rail expansion may similarly have greater climate and equity benefits in a shorter time frame.

Finally, MTC/ABAG understands the importance of taking a fresh look at pipeline projects to ensure that state funds are most effectively aligned with state goals. However, disrupting complex projects that are years, if not decades, in the making, could present political challenges, such as the perception that transportation agencies are breaking commitments made to voters. As such, MTC/ABAG suggests that the state should create opportunities for pipeline projects to improve their alignment with state goals, eliminating projects from the pipeline only when truly necessary. As an example, sponsors of road widening projects currently in the pipeline could be required to improve accessibility for users of shared or active modes of transportation in order to be eligible to receive future funding allocations.

Thank you for your consideration of these comments. We look forward to continuing to work with you to improve planning processes at the local, regional, and state levels to deliver a more sustainable, equitable transportation system to benefit all Californians today and into the future. Please contact Matt Maloney, Director of the Regional Planning Program (mmaloney@bayareametro.gov) with any questions or to discuss further.

Sincerely,

A handwritten signature in dark ink, appearing to read "Therese W. McMillan", with a stylized flourish at the end.

Therese W. McMillan
Executive Director

Bill Positions on Assembly Bill 2237 (Friedman)

Support:

- American Lung Association in California
- California Bicycle Coalition
- California Environmental Voters
- CivicWell
- Climate Reality Project, San Fernando Valley
- Coalition for Clean Air
- Plug in America
- Streets for All

Oppose:

- California Asphalt Pavement Association
- California Association of Councils of Government
- California Building Industry Association
- California State Association of Counties
- League of California Cities
- Madera County Transportation Commission
- Rural County Representatives of California
- San Joaquin Valley Policy Council
- San Louis Obispo Council of Governments
- Santa Barbara County Association of Governments
- Stanislaus County of Governments
- Transportation Agency for Monterey County
- Transportation California
- Urban Counties of California

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-0825 **Version:** 1 **Name:**
Type: Action Item **Status:** Commission Approval
File created: 4/18/2022 **In control:** Joint MTC ABAG Legislation Committee
On agenda: 5/13/2022 **Final action:**
Title: Assembly Constitutional Amendment 14 (Wicks): Housing Opportunities for Everyone Act

Assembly Constitutional Amendment (ACA) 14 would dedicate five percent each year from the state's General Fund over a ten-year period to address California's affordable housing and homelessness crisis.

Sponsors:

Indexes:

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Attachments: [11b - 22-0825 - ACA 14 \(Wicks\).pdf](#)
[3b ACA 14 \(Wicks\).pdf](#)

Date	Ver.	Action By	Action	Result
5/13/2022	1	Joint MTC ABAG Legislation Committee		

Subject:

Assembly Constitutional Amendment 14 (Wicks): Housing Opportunities for Everyone Act

Assembly Constitutional Amendment (ACA) 14 would dedicate five percent each year from the state's General Fund over a ten-year period to address California's affordable housing and homelessness crisis.

Presenter:

Georgia Gann Dohrmann

Recommended Action:

Support / ABAG Executive Board Approval
Support / MTC Commission Approval

Attachments:

Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC ABAG Legislation Committee

May 13, 2022

Agenda Item 3b

Assembly Constitutional Amendment 14 (Wicks): Housing Opportunities for Everyone Act

Subject:

Assembly Constitutional Amendment (ACA) 14 would dedicate five percent each year from the state's General Fund over a ten-year period to address California's affordable housing and homelessness crisis.

Overview:

For ten years starting with the 2024–25 fiscal year (FY), ACA 14 would appropriate a sum equal to five percent of estimated General Fund revenues for that fiscal year to the California Business, Consumer Services, and Housing Agency (BCSH) to invest in solutions to address homelessness and to support affordable housing production. This amendment explicitly protects existing constitutional budget commitments including funding for schools and the state's Rainy Day Fund; the bill would provide that those existing General Fund commitments come "off the top" and the BCSH appropriation would equal five percent of the remaining estimated General Fund revenues. Based on the Governor's January budget proposal's estimated FY 2022 revenues of roughly \$200 billion less existing funding commitments, ACA 14 would provide approximately \$9 billion annually to combat the affordable housing and homelessness crises. Funds would be reserved for the following uses:

1. Housing and services to prevent and end homelessness;
2. Development, acquisition, rehabilitation, and preservation of rental housing affordable to extremely low, very low, and low-income households; and
3. Affordable home ownership opportunities for low- and moderate-income households.

With input from stakeholders, BCSH would be required to develop a 10-year investment strategy with specific performance measures and benchmarks to demonstrate how the funding will be used to reduced homelessness and expand affordable housing options. ACA 14 would also require BCSH submit an annual report to the Legislature on its progress in meeting the performance measures and benchmarks.

Recommendation: Support /ABAG Executive Board and MTC

Discussion:

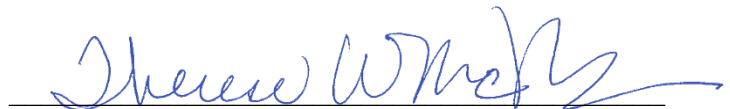
California is facing an affordable housing and homelessness crisis. As of January 2020, approximately 161,000 Californians were experiencing homelessness on any given day and 71 percent of homeless Californians—the highest rate in the nation—were unsheltered, meaning they were living in streets, parks, or other locations not meant for human habitation. According to the [Bay Area Equity Atlas](#), one in four Bay Area residents is a renter and nearly half of those renters are rent-burdened, paying over 30 percent of their income toward housing costs. One small financial setback can push these individuals and families into homelessness. Recent data from the National Low Income Housing Association found the statewide housing shortage for extremely low-income renters exceeds one million homes. Meeting this demand will require substantial new investment and an ongoing financial commitment to doing so by the state, as proposed by ACA 14, would provide a significant contribution towards addressing this need. Although the state has in recent years significantly increased funding for affordable housing and homelessness assistance, the state does not have a multiyear funding strategy. ACA 14 would enable the state to develop and implement a long-term strategy of investments to move people off the streets and into housing and prevent future homelessness by creating more affordable housing. The author's office estimates that ACA 14 would house at least 50,000 people who are homeless and build an additional 40,000 affordable housing units each year.

For these reasons, staff recommends a “support” position on ACA 14.

Known Positions: See Attachment A

Attachments:

- Attachment A: Assembly Constitutional Amendment 14 Known Positions



Therese W. McMillan

Bill Positions on Assembly Constitutional Amendment 14 (Wicks)

Support:

- Abundant Housing LA
- Bring California Home Coalition
- California Housing Consortium
- California Housing Partnership
- Corporation for Supportive Housing
- Council of Infill Builders
- Housing California
- Los Angeles Homelessness Services Authority
- Mayor Libby Schaaf, City of Oakland
- Mayor Sam Liccardo, City of San Jose
- Mayor Patricia Lock Dawson, City of Riverside
- New Livable California
- Non-profit Housing Association of Northern California

Oppose:

- None on file