



Metropolitan Transportation Commission

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

Meeting Agenda

Programming and Allocations Committee

Committee Members:

David Rabbitt, Chair Gina Papan, Vice Chair

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

Miley, Hillary Ronen, Amy R. Worth

Non-Voting Member: Dina El-Tawansy

Wednesday, June 8, 2022

9:45 AM

REMOTE

The Programming and Allocations Committee is scheduled to meet on Wednesday, June 8, 2021 at 9:45 a.m. or immediately following the 9:40 a.m. Administration Committee meeting, in the Bay Area Metro Center (Remotely). In light of Governor Newsom's State of Emergency declaration regarding COVID-19 and in accordance with Assembly Bill 361's (Rivas) provisions allowing remote meetings, this meeting will be accessible via webcast, teleconference, and Zoom for all participants. A Zoom panelist link for meeting participants will be sent separately to committee, commission, or board members.

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/81918321152>

Or iPhone one-tap: US: +13462487799,,81918321152# or +14086380968,,81918321152#

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: 819 1832 1152

International numbers available: <https://bayareametro.zoom.us/u/ktSD1MAZt>

Detailed instructions on participating via Zoom are available at:

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

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

1. Call to Order / Roll Call / Confirm Quorum

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

2. Consent Calendar

- 2a. [22-0668](#) Minutes of the May 11, 2022 meeting
Action: Committee Approval
Attachments: [2a - 22-0668 - May 11 Prog&Allocations Draft Minutes.pdf](#)
- 2b. [22-0891](#) MTC Resolution Nos. 4169, Revised and 4263, Revised. Extends BATA Project Savings and AB 664 funds.
Action: Commission Approval
Presenter: Margaret Doyle
Attachments: [2b - 22-0891 - BATA Project Savings and AB 664 Funds.pdf](#)
- 2c. [22-0896](#) MTC Resolution No. 3989, Revised and 4202, Revised. Various revisions to MTC's Exchange Program and the One Bay Area Grant (OBAG 2) regional programs.
Action: Commission Approval
Presenter: Thomas Arndt
Attachments: [2c - 22-0896 - Revisions to MTCs Exchange Program and OBAG2 Regional Prc](#)
- 2d. [22-0856](#) MTC Resolution No. 4475, Revised. 2021 Transportation Improvement Program (TIP) Amendment 2021-22
Action: Commission Approval
Presenter: Adam Crenshaw
Attachments: [2d - 22-0856 - TIP Amendment 2021-22.pdf](#)
- 2e. [22-0889](#) MTC Resolution No. 4520. Adoption of the \$37.5 million FY 2022-23 Regional State Transit Assistance (STA) Program.
Action: Commission Approval
Presenter: Cheryl Chi
Attachments: [2e - 22-0889 - Adoption of FY22-23 STA Program.pdf](#)
- 2f. [22-0852](#) MTC Resolution No. 4521. Adoption of the \$48 million FY2022-23 Regional Measure 2 (RM2) Operating and Marketing Assistance Program.
Action: Commission Approval
Presenter: Kenji Anzai
Attachments: [2f - 22-0852 - Adoption of FY22-23 RM2 Operating and Marketing Assistance P](#)

- 2g. [22-0853](#) MTC Resolution No. 4527. Allocation of FY 2022-23 Transportation Development Act (TDA) funds to County Controllers for TDA administration and to MTC for TDA administration and planning.
- Action:** Commission Approval
- Presenter:** Kenji Anzai
- Attachments:** [2g - 22-0853 TDA Allocation to County Controllers and MTC.pdf](#)
- 2h. [22-0885](#) Consolidated Transportation Service Agency Designation for Solano Transportation Authority in Solano County
- Action:** Committee Approval
- Presenter:** Drennen Shelton
- Attachments:** [2h - 22-0885 - Consolidated Transportation Service Agency Designation for ST/](#)
- 2i. [22-0887](#) Concurrence Request for State Transportation Improvement Program (STIP) Amendment for Napa County.
- Action:** Committee Approval
- Presenter:** Karl Anderson
- Attachments:** [2i - 22 - 0887 - STIP Concurrence Request for Napa County.pdf](#)
- 2j. [22-0898](#) MTC Resolution No. 4473, Revised. Fiscal Year 2021-22 allocation of approximately \$6.5 million in Five Percent Unrestricted State Fund Revenues and \$860,000 in Two Percent Bridge Toll Revenues to the Water Emergency Transportation Authority (WETA).
- Action:** Commission Approval
- Presenter:** Terence Lee
- Attachments:** [2j - 22-0898 - Allocation to WETA.pdf](#)
- 2k. [22-0935](#) MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letter of No Prejudice of \$0.8 million to the Solano Transportation Authority for the I-80/680/SR-12 Interchange Project.
- Action:** Commission Approval
- Presenter:** Kenneth Kao
- Attachments:** [2k - 22-0935 - RM3 LONP to STA for I80-680-SR12.pdf](#)

3. Regional

- 3a. [22-0677](#) MTC Resolution Nos. 4519, 4202, Revised, and 4505, Revised.
- Proposed programming of approximately \$117 million to support implementation of the Transit Transformation Action Plan including \$85 million through adoption of the Blue Ribbon Transit Transformation Action Plan (Action Plan) Funding Framework and Program of Projects and amendment of One Bay Area Grant (OBAG) 2; and \$31.6 million through the One Bay Area Grant, Cycle 3 (OBAG3) program.
- Action:** Commission Approval
- Presenter:** Cheryl Chi
- Attachments:** [3a - 22-0677 - Programming to Support Transit Transformation Action Plan.pdf](#)
- 3b. [22-0854](#) MTC Resolution Nos. 4522, 4523, 4524, 4525, and 4526
- Allocation of \$412 million in FY2022-23 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), and AB1107 funds to 4 transit operators, MTC, and the Transbay Joint Powers Authority (TJPA) to support transit operations and capital projects in the region.
- Action:** Commission Approval
- Presenter:** Kenji Anzai
- Attachments:** [3b - 22-0854 - TDA, STA, RM2, and AB1107 Allocation to Transit Operators.pdf](#)
- 3c. [22-0892](#) MTC Resolution Nos. 4273, Revised, 4505, Revised, and 4520. Caltrain Right-of-Way Repayment to SamTrans
- Staff seek commission approval of a proposed \$19.6 million funding plan to repay MTC's portion of Caltrain Right-of-Way (ROW) funds fronted by SamTrans. This item includes reprogramming of \$4.6 million in population-based Low Carbon Transit Operations Program (LCTOP) funds, \$7 million in One Bay Area Grant Program (OBAG 3) funds, and \$8 million in State Transit Assistance (STA) funds to SamTrans.
- Action:** Commission Approval
- Presenter:** Anne Spevack
- Attachments:** [3c - 22-0892 - Caltrain Right-of-Way Repayment to SamTrans.pdf](#)

4. Federal

- 4a. [22-0685](#) MTC Resolution No. 4505, Revised. One Bay Area Grant (OBAG 3) Revisions.
- Revisions to the One Bay Area Grant program (OBAG 3), including the programming of \$42.2 million to specific projects and programs in the Regional Program and \$11.8 million in County & Local Program, and the inclusion of \$7 million in additional anticipated revenues as part of the SamTrans Caltrain right-of-way repayment arrangement.
- Action:** Commission Approval
- Presenter:** Mallory Atkinson
- Attachments:** [4a - 22-0685 - OBAG3 Revisions and Programming to County&Local Programs.](#)

5. Information

- 5a. [22-0936](#) Major Project Advancement Policy (MAP) Funding Framework
- Staff will provide an overview of the MAP funding framework and report on discussions held and feedback received at the May 25-26 Commission Workshop.
- Action:** Information
- Presenter:** Theresa Romell
- Attachments:** [5a - 22-0936 - Major Project Advancement Policy.pdf](#)
[5a - 22-0936 - Major Project Advancement Policy Presentation.pdf](#)
- 5b. [22-0857](#) California Transportation Commission (CTC) and State Funding Programs Update
- Staff will provide an update on the CTC's meeting of May 18-19, 2022 and state funding programs under the CTC's purview.
- Action:** Information
- Presenter:** Kenneth Kao
- Attachments:** [5b - 22-0857 - CTC Update.pdf](#)

6. Public Comment / Other Business

7. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee is scheduled to be held on Wednesday, July 13, 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 Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-0668 **Version:** 1 **Name:**
Type: Minutes **Status:** Committee Approval
File created: 3/29/2022 **In control:** Programming and Allocations Committee
On agenda: 6/8/2022 **Final action:**
Title: Minutes of the May 11, 2022 meeting
Sponsors:
Indexes:
Code sections:
Attachments: [2a - 22-0668 - May 11 Prog&Allocations Draft Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of the May 11, 2022 meeting

Recommended Action:
Committee Approval



Metropolitan Transportation Commission Meeting Minutes

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

Programming and Allocations Committee

Committee Members:

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

Wednesday, May 11, 2022

9:45 AM

REMOTE (In person option available)

Call Meeting to Order

1. Roll Call / Confirm Quorum

Present: 6 - Commissioner Abe-Koga, Commissioner Chavez, Commissioner Miley, Vice Chair Papan, Chair Rabbitt, and Commissioner Worth
Absent: 2 - Commissioner Glover, and Commissioner Ronen

Non-Voting Member Absent: Commissioner El-Tawansy

Ex Officio Voting Members Present: Commission Chair Pedroza and Vice Chair Josefowitz

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

2. Consent Calendar

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

Aye: 6 - Commissioner Abe-Koga, Commissioner Chavez, Commissioner Miley, Vice Chair Papan, Chair Rabbitt and Commissioner Worth

Absent: 2 - Commissioner Glover and Commissioner Ronen

2a. [22-0663](#) Minutes of the April 13, 2022 meeting

Action: Committee Approval

2b. [22-0664](#) Regional Measure 2 (RM2) and Regional Measure 3 (RM3) Capital Programs: Semi-Annual Update

Action: Information

Presenter: Anne Spevack

- 2c. [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

Presenter: Thomas Arndt

- 2d. [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

Presenter: Kenji Anzai

- 2e. [22-0801](#) MTC Resolution No. 4475, Revised. 2021 Transportation Improvement Program (TIP) Amendment 2021-21.

Action: Commission Approval

Presenter: Adam Crenshaw

3. Federal

- 3a. [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

Presenter: Margaret Doyle

Aleta Dupree was called to speak.

Upon the motion by Commissioner Worth and seconded by Vice Chair Papan, the Committee unanimously approved the referral of MTC Resolution Nos. 4510, Revised and 4169, Revised to the Commission for approval. The motion carried by the following vote:

Aye: 6 - Commissioner Abe-Koga, Commissioner Chavez, Commissioner Miley, Vice Chair Papan, Chair Rabbitt and Commissioner Worth

Absent: 2 - Commissioner Glover and Commissioner Ronen

4. Information

4a. [22-0830](#) Major Project Advancement Policy (MAP) Development and Outreach

Overview of the MAP including overarching framework, process for development and stakeholder engagement

Action: Information

Presenter: Kenneth Folan

Aleta Dupree was called to speak.

5. Public Comment / Other Business

6. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee is scheduled to be held on Wednesday, June 8, 2022 at 9:45 a.m. 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 #: 22-0891 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 4/27/2022 **In control:** Programming and Allocations Committee
On agenda: 6/8/2022 **Final action:**
Title: MTC Resolution Nos. 4169, Revised and 4263, Revised. Extends BATA Project Savings and AB 664 funds.
Sponsors:
Indexes:
Code sections:
Attachments: [2b - 22-0891 - BATA Project Savings and AB 664 Funds.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution Nos. 4169, Revised and 4263, Revised. Extends BATA Project Savings and AB 664 funds.

Presenter:
Margaret Doyle

Recommended Action:
Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

June 8, 2022

Agenda Item 2b - 22-0891

**MTC Resolution Nos. 4169, Revised and 4263, Revised. Extends BATA Project Savings
and AB 664 Funds.**

Subject:

Extend allocation spend-down period for approximately \$21.8 million in BATA Project Savings funds and \$15.9 million in AB 664 funds.

Background:

BATA Project Savings and AB 664 Bridge Toll Funds have been programmed to certain projects as part of the Core Capacity Challenge Grant Program (CCCGP).

The program is subject to the policy in MTC Resolution No. 4015, adopted by the Commission in June 2011 and revised in December 2017, which updated the Timely Use of Funds policy by extending the spend-down period from three years to four. Per the Timely Use of Funds policy, at the end of four years, undisbursed funds lapse and are returned to the applicable account.

Operators must request extension or reallocation by providing compelling justification which must be beyond the control of the operator. MTC staff review these requests on a case-by-case basis and seek Commission action for those recommended.

This action would extend, by one year, two BATA project savings allocations and one AB 664 allocation for AC Transit, and one AB 664 allocation for SFMTA. All three of AC Transit's allocations are for the purchase of buses that are currently in production. SFMTA's allocation – originally \$40.8 million, now carrying a \$9.2 million balance – covers a variety of projects, which have been delayed by the limited availability of construction materials due to supply chain issues. Staff recommends approving these extensions.

Issues:

None.

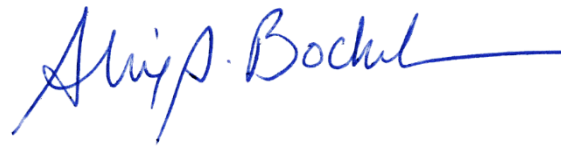
Recommendation:

Refer MTC Resolution Nos. 4363, Revised, and 4169, Revised to the Commission for Approval

Attachments:

MTC Resolution No. 4363, Revised

MTC Resolution No. 4169, Revised

A handwritten signature in blue ink, reading "Alix Bockelman", with a long horizontal stroke extending to the right.

Alix Bockelman

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 06/22/22-C

ABSTRACT

Resolution No. 4169, Revised

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

The following attachment is provided with this resolution:

Attachment A – Program of Projects

Attachment B – Allocations

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

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

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

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

ABSTRACT

MTC Resolution No. 4169, Revised

Page 2

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

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 4169, Revised

Page 3

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

This resolution was revised on June 23, 2021 to extend \$5,248,522 in BATA Project Savings funds to AC Transit for Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program and the Timely Use of Funds policy outlined in MTC Resolution No. 4015.

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

This resolution was revised on March 23, 2022 to program and allocate a total of \$34,160,576 in BATA Project Savings funds to AC Transit (\$29,160,576) and SFMTA (\$5,000,000) toward their Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program.

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.

This resolution was revised on June 22, 2022 to extend \$21,809,281 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.

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, May 11, 2022, and June 8, 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
06/22/22-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.
- 5 Allocations 17-4169-01 and 18-4169-01 shall be extended to 6/30/2023 in accordance with the Timely Use of Funds policy in MTC Resolution No. 4015. See PAC memo dated June 8, 2022 for detail.

Date: March 22, 2017
W.I.: 1512
Referred by: PAC
Revised: 04/26/17-C 07/26/17-C
12/20/17-C 06/27/18-C
05/22/19-C 03/25/20-C
07/22/20-C 06/22/22-C

ABSTRACT

Resolution No. 4263, Revised

This resolution allocates AB 664 Net Bridge Toll Revenues to eligible transit operators for FY2016-17 through FY2019-20. The initial allocation will be for FY2016-17 for AC Transit and SFMTA projects consistent with the Transit Capital Priorities Program, and reallocation of FY2012-13 AB 664 funds for BART, SFMTA, and WETA that had lapsed due to unforeseen project delays. This resolution will be amended to add the remainder of the FY2016-17 AB 664 allocations in conjunction with final revisions to the FY2015-16 Transit Capital Priorities program. Additionally, this resolution will be amended annually to add each year's AB 664 allocation, through FY2019-20.

The following attachments are provided with this resolution:

Attachment A – Allocation of AB 664 Net Bridge Toll Revenue FY2016-17

Attachment B – Allocation of AB 664 Net Bridge Toll Revenue FY2017-18

Attachment C – Allocation of AB 664 Net Bridge Toll Revenue FY2018-19

Attachment D – Allocation of AB 664 Net Bridge Toll Revenue FY2019-20

Attachment A of this resolution was revised on April 26, 2017 to reallocate FY2012-13 AB 664 Bridge Toll funds for AC Transit that had lapsed due to unforeseen project delays.

Attachment A of this resolution was revised on July 26, 2017 to allocate the remainder of the FY2016-17 non-Core Capacity Challenge Grant Program AB 664 Bridge Toll funds based on the final revisions to the FY2016-17 Transit Capital Priorities program.

Attachment B of this resolution was revised on December 20, 2017 to allocate AB 664 Bridge Tolls funds to AC Transit, BART, and SFMTA in FY2017-18 consistent with the Transit Capital Priorities Program and commitments of the Core Capacity Challenge Grant Program, and to

ABSTRACT

MTC Resolution No. 4263, Revised

Page 2

reallocate FY2013-14 funds for AC Transit, SFMTA, SamTrans, and WestCAT that had lapsed due to unforeseen project delays.

Attachment B of this resolution was revised on June 27, 2018 to allocate \$40,771,236 to SFMTA consistent with the commitments of the Core Capacity Challenge Grant Program, and to allocate the remainder of the FY2017-18 non-Core Capacity Challenge Grant Program AB 664 Bridge Toll funds based on the final revisions to the FY2017-18 Transit Capital Priorities program.

Attachment C of this resolution was revised on May 22, 2019 to allocate \$2,300,000 to operators based on the final revisions to the FY2018-19 Transit Capital Priorities program.

Attachment D of this resolution was revised on March 25, 2020 to allocate \$1,088,974 to AC Transit consistent with the commitments of the Core Capacity Challenge Grant Program, and to allocate \$2,300,000 to other non-Core Capacity Challenge Grant Program operators based on the final revisions to the FY2019-20 Transit Capital Priorities program.

Attachment D of this resolution was revised on July 22, 2020 to allocate \$30,505,174 to SFMTA consistent with the commitments of the Core Capacity Challenge Grant Program.

Attachment B of this resolution was revised on June 22, 2022 to extend allocations of \$40,771,236 to SFMTA and \$6,647,545 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.

Further discussion of the AB 664 program of projects is contained in the Programming and Allocations Committee summary sheet dated March 8, 2017, April 12, 2017, July 12, 2017, December 13, 2017, June 13, 2018, May 8, 2019, March 11, 2020, July 8, 2020, and June 8, 2022.

Date: March 22, 2017
W.I.: 1512
Referred by: PAC

RE: Allocation of AB 664 Net Bridge Toll Revenues for FY 2016-17 through FY 2019-20

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4263

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

WHEREAS, pursuant to Streets and Highways Code § 30892, after deduction for MTC's administrative costs, MTC shall allocate toll bridge net revenues to public entities operating public transportation systems to achieve MTC's capital planning objectives in the vicinity of toll bridges as set forth in its adopted Regional Transportation Plan (RTP) ("Net Revenues"); and

WHEREAS, MTC Resolution No. 4015 sets forth MTC's bridge toll revenue allocation policies; and

WHEREAS, pursuant to Streets and Highways Code § 30895, MTC has prepared and submitted to the Legislature a report on the capital planning and ferry system objectives of MTC to be achieved through the allocation of net toll revenues; and

WHEREAS, "Claimants" have each submitted an application to MTC for an allocation of net bridge toll revenues in FY2016-17 through FY2019-20 for the projects and purposes set forth in Attachments A-D to this resolution, attached hereto and in MTC Resolution No. 4262, and incorporated herein as though set forth at length; and

WHEREAS, MTC Resolution No. 4262 programs Net Bridge Toll Revenues for FY2016-17 through FY2019-20; and


WHEREAS, claimants certify that their respective projects and purposes set forth in Attachment A-D are in compliance with the requirements of the California Environmental

Quality Act (Public Resources Code § 21000 et seq.) and the State EIR Guidelines (14 Cal. Code Regs. § 15000 et seq.); now, therefore, be it

RESOLVED, that MTC finds that the Claimants' projects and purposes as set forth in Attachment A-D are in conformance with MTC's Regional Transportation Plan, MTC's bridge toll revenue allocation policies, and MTC's capital planning and ferry system objectives; and, be it further

RESOLVED, that MTC approves the allocation of net bridge toll revenues in FY2016-17 through FY2019-20 to Claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachments A-D to this resolution and consistent with MTC Resolution 4262.

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

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

Date: March 22, 2017
W.I.: 1512
Referred by: PAC
Revised: 04/26/17-C
07/26/17-C

Attachment A
Resolution No. 4263
Page 1 of 1

**ALLOCATION OF AB 664 NET BRIDGE TOLL REVENUE
FY 2016-17 Program**

PO/Acct. Code	Project Sponsor	Project	East Bay Allocation	West Bay Allocation	Approval Date
17-4263-01/5850	AC Transit	Capital projects programmed in MTC Resolution No. 4262	\$1,584,460		3/22/2017
17-4263-02/5850	BART ¹	Capital projects programmed in MTC Resolution No. 4262	\$3,717,116		3/22/2017
17-4263-03/5850	SFMTA ²	Capital projects programmed in MTC Resolution No. 4262		\$5,578,864	3/22/2017
17-4263-04/5850	WETA ³	Capital projects programmed in MTC Resolution No. 4262	\$1,880,042		3/22/2017
17-4263-05/5850	AC Transit ⁴	Capital projects programmed in MTC Resolution No. 4262	\$1,177,611		4/26/2017
17-4263-06/5850	Caltrain	Capital projects programmed in MTC Resolution No. 4262		\$594,437	7/26/2017
17-4263-07/5850	ECCTA	Capital projects programmed in MTC Resolution No. 4262	\$434,051		7/26/2017
17-4263-08/5850	SamTrans	Capital projects programmed in MTC Resolution No. 4262		\$105,563	7/26/2017
17-4263-09/5850	SolTrans	Capital projects programmed in MTC Resolution No. 4262	\$762,771		7/26/2017
17-4263-10/5850	Union City	Capital projects programmed in MTC Resolution No. 4262	\$209,710		7/26/2017
17-4263-11/5850	WestCat	Capital projects programmed in MTC Resolution No. 4262	\$193,469		7/26/2017
					Grand Total
Total Allocations			\$9,959,230	\$6,278,864	\$16,238,094

Notes:

1. Includes BART reallocation of lapsed FY2012-13 funds \$3,717,116
2. Includes SFMTA reallocation of lapsed FY2012-13 funds \$1,792,280
3. Includes WETA reallocation of lapsed FY2012-13 funds \$1,880,042
4. Includes AC Transit reallocation of lapsed FY2012-13 funds \$1,177,611

Date: March 22, 2017
W.I.: 1512
Referred by: PAC
Revised: 12/20/17-C
06/27/18-C
06/22/22-C

Attachment B
Resolution No. 4263
Page 1 of 1

**ALLOCATION OF AB 664 NET BRIDGE TOLL REVENUE
FY 2017-18 Program**

PO/Acct. Code	Project Sponsor	Project	East Bay Allocation	West Bay Allocation	Approval Date
18-4263-01/5850	AC Transit ¹	Capital projects programmed in MTC Resolution No. 4262	6,647,545		12/20/2017
18-4263-02/5850	BART	Capital projects programmed in MTC Resolution No. 4262	12,556,599		12/20/2017
18-4263-03/5850	SFMTA ²	Capital projects programmed in MTC Resolution No. 4262		2,585,902	12/20/2017
18-4263-04/5850	SamTrans ³	Capital projects programmed in MTC Resolution No. 4262		151,750	12/20/2017
18-4263-05/5850	WestCAT ⁴	Capital projects programmed in MTC Resolution No. 4262	44,557		12/20/2017
18-4263-06/5850	CCCTA	Capital projects programmed in MTC Resolution No. 4262	181,305		6/27/2018
18-4263-07/5850	ECCTA	Capital projects programmed in MTC Resolution No. 4262	40,437		6/27/2018
18-4263-08/5850	LAVTA	Capital projects programmed in MTC Resolution No. 4262	25,759		6/27/2018
18-4263-09/5850	SolTrans	Capital projects programmed in MTC Resolution No. 4262	155,750		6/27/2018
18-4263-10/5850	WETA	Capital projects programmed in MTC Resolution No. 4262	1,196,749		6/27/2018
18-4263-11/5850	Caltrain	Capital projects programmed in MTC Resolution No. 4262		700,000	6/27/2018
18-4263-12/5850	SFMTA ⁵	Capital projects programmed in MTC Resolution No. 4262		40,771,236	6/27/2018
					Grand Total
Total Allocations			\$ 20,848,701	\$ 44,208,888	\$ 65,057,589

Notes:

- 1 Includes AC Transit reallocation of lapsed FY2013-14 funds \$1,648,072; allocation expiration extended to 6/30/2023.
- 2 Includes SFMTA reallocation of lapsed FY2013-14 funds \$855,722
- 3 Includes SamTrans reallocation of lapsed FY2013-14 funds \$151,750
- 4 Includes WestCAT reallocation of lapsed FY2013-14 funds \$44,557
- 5 Allocation expiration extended to 6/30/2023; balance of \$9,209,539 remains

Date: March 22, 2017
W.I.: 1512
Referred by: PAC
Revised: 05/22/19-C

Attachment C
Resolution No. 4263
Page 1 of 1

ALLOCATION OF AB 664 NET BRIDGE TOLL REVENUE
FY 2018-19 Program

PO/Acct. Code	Project Sponsor	Project	East Bay Allocation	West Bay Allocation	Approval Date
19-4263-01/5850	Caltrain	Capital projects programmed in MTC Resolution No. 4262	\$0	\$671,517	5/22/2019
19-4263-02/5850	ECCTA	Capital projects programmed in MTC Resolution No. 4262	\$36,086	\$0	5/22/2019
19-4263-03/5850	LAVTA	Capital projects programmed in MTC Resolution No. 4262	\$11,957	\$0	5/22/2019
19-4263-04/5850	SamTrans	Capital projects programmed in MTC Resolution No. 4262	\$0	\$28,483	5/22/2019
19-4263-05/5850	SolTrans	Capital projects programmed in MTC Resolution No. 4262	\$102,711	\$0	5/22/2019
19-4263-06/5850	WestCat	Capital projects programmed in MTC Resolution No. 4262	\$320,875	\$0	5/22/2019
19-4263-07/5850	WETA	Capital projects programmed in MTC Resolution No. 4262	\$1,128,371	\$0	5/22/2019
					Grand Total
Total Allocations			\$1,600,000	\$700,000	\$2,300,000

Date: March 22, 2017
W.I.: 1512
Referred by: PAC
Revised: 03/25/20-C
07/22/20-C

Attachment D
Resolution No. 4263
Page 1 of 1

**ALLOCATION OF AB 664 NET BRIDGE TOLL REVENUE
FY 2019-20 Program**

PO/Acct. Code	Project Sponsor	Project	East Bay Allocation	West Bay Allocation	Approval Date
20-4263-01/5850	AC Transit*	Capital projects programmed in MTC Resolution No. 4262	\$1,088,974		3/25/2020
20-4263-02/5850	Caltrain	Capital projects programmed in MTC Resolution No. 4262		\$639,595	3/25/2020
20-4263-03/5850	SamTrans	Capital projects programmed in MTC Resolution No. 4262		\$60,405	3/25/2020
20-4263-04/5850	SolTrans	Capital projects programmed in MTC Resolution No. 4262	\$299,521		3/25/2020
20-4263-05/5850	Union City Transit	Capital projects programmed in MTC Resolution No. 4262	\$343,242		3/25/2020
20-4263-06/5850	WestCAT	Capital projects programmed in MTC Resolution No. 4262	\$218,797		3/25/2020
20-4263-07/5850	WETA	Capital projects programmed in MTC Resolution No. 4262	\$738,440		3/25/2020
21-4263-01/5850	SFMTA	Capital projects programmed in MTC Resolution No. 4262		\$30,505,174	7/22/2020
					Grand Total
Total Allocations			\$2,688,974	\$31,205,174	\$33,894,148

*Includes amounts programmed in FY2018-19 and FY2019-20.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-0896 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 4/27/2022 **In control:** Programming and Allocations Committee
On agenda: 6/8/2022 **Final action:**
Title: MTC Resolution No. 3989, Revised and 4202, Revised. Various revisions to MTC's Exchange Program and the One Bay Area Grant (OBAG 2) regional programs.
Sponsors:
Indexes:
Code sections:
Attachments: [2c - 22-0896 - Revisions to MTCs Exchange Program and OBAG2 Regional Programs.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution No. 3989, Revised and 4202, Revised. Various revisions to MTC's Exchange Program and the One Bay Area Grant (OBAG 2) regional programs.

Presenter:
Thomas Arndt

Recommended Action:
Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

June 8, 2022

Agenda Item 2c - 22-0896

MTC Resolution No. 3989, Revised and 4202, Revised

Subject:

Various revisions to MTC's Exchange Program and the One Bay Area Grant (OBAG 2) regional programs.

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.

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

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

1) PDA Planning & Implementation:

Deprogram Cupertino's \$400,000 VTA Cores and Corridors Priority Development Area (PDA) Planning project as the grant has been relinquished by the city. This revision leaves an unprogrammed balance of \$400,000 within the Regional PDA Planning & Implementation program which will be programmed through a future Commission action.

2) State Route 84 Ardenwood Intermodal Bus Facility:

Program \$100,000 in prior cycle regional program balances to the Capitol Corridor Joint Powers Authority's (CCJPA's) State Route 84 Ardenwood Intermodal Bus Facility project as part of a fund exchange agreement with CCJPA.

This project does not currently have any federal funds assigned, which is necessary to establish a federal nexus for the project and allow for concurrent California Environmental Quality Act

(CEQA) and National Environmental Policy Act (NEPA) process. To introduce federal funds on the project, allowing the project to proceed with concurrent CEQA/NEPA process, CCJPA has requested \$100,000 in federal funds for the project as part of a fund exchange in which CCJPA would provide an equal amount in non-federal funds to MTC's exchange account. Funds paid into the exchange account would be programmed to projects within the OBAG framework through future Commission action.

Additional revisions to the OBAG 2 program resolution are proposed under item 3a on this agenda related to the Blue Ribbon Transit Transformation Action Plan. Only revisions approved by the Committee will be forwarded to the Commission.

Issues:

None.

Recommendation:

Refer MTC Resolution Nos. 3989, Revised and 4202, Revised to the Commission for approval and authorize the Executive Director or designee to enter a fund exchange agreement with the Capitol Corridor Joint Powers Authority for \$100,000. Resolution No. 4202 is proposed for revisions under another Agenda Item 3a, but it is included once under this item with all proposed revisions. Only items approved by the Committee will be forwarded to the Commission.

Attachments:

MTC Resolution No. 3989, Revised, Attachment A

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



Alix Bockelman

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

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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

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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.

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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.

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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

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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)

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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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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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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

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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 \$1,662,000 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 \$1,267,000 within the Alameda County Program.

On June 22, 2022, Attachment B-1 was revised to deprogram \$400,000 from Cupertino's VTA Cores and Corridors PDA Plan, leaving an unprogrammed balance of \$400,000 within the PDA Planning & Implementation program; program \$100,000 in regional program balances to the Capitol Corridor Joint Powers Authority's (CCJPA's) State Route 84 Ardenwood Intermodal Bus Facility project within the Regional Strategic Investments program as part of a fund exchange agreement with CCJPA; and reprogram \$1,250,000 within the Safe and Seamless Mobility Quick-Strike program to MTC's Bay Bridge Forward project's preliminary engineering phase, including \$500,000 from MTC's Blue Ribbon Centralized Program Eligibility project and \$750,000 in remaining program balance from the Blue Ribbon Transit Recovery Action Plan.

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, May 11, 2022, and June 8, 2022.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4202

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

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

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

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

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

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$652,365,885	\$131,433,260
1. REGIONAL PLANNING ACTIVITIES			
Regional Planning	MTC	\$9,555,000	
1. REGIONAL PLANNING ACTIVITIES	TOTAL:	\$9,555,000	
2. PAVEMENT MANAGEMENT PROGRAM			
2. PAVEMENT MANAGEMENT PROGRAM	TOTAL:	\$9,250,000	
3. PDA PLANNING & IMPLEMENTATION			
PDA Planning and Implementation			
PDA Implementation	MTC	\$2,000,000	
PDA Supportive Studies	MTC	\$587,000	
PDA Planning			
Berkeley: San Pablo Avenue PDA Plan	MTC	\$750,000	
Oakland: MacArthur Transit Village PDA; North Oakland/Golden Gate PDA Plan	MTC	\$800,000	
Oakland: Eastmont Town Center/International Blvd; Fruitvale & Dimond; MacArthur	MTC	\$800,000	
Union City: Decoto Industrial Parkway Study Area Specific Plan 2.0	MTC	\$800,000	
El Cerrito: San Pablo Avenue Specific Plan and EIR Update/Amendments	MTC	\$308,000	
Moraga: Moraga Center Specific Plan Implementation Project	MTC	\$140,000	
Richmond: Hilltop PDA Plan	MTC	\$750,000	
San Pablo: Rumrill Blvd PDA Plan	MTC	\$250,000	
Marin County: Urbanized Corridor/Marin City PDA Plan	MTC	\$300,000	
San Rafael: Downtown Precise Plan	MTC	\$500,000	
San Francisco: HUB Area EIR	MTC	\$500,000	
San Francisco: Transit Corridors Study	MTC	\$500,000	
Burlingame: Broadway Planning Area PDA Plan	MTC	\$400,000	
South San Francisco: Downtown Station Area PDA Plan	MTC	\$500,000	
Cupertino: VTA Cores and Corridors PDA Plan (Removed)	MTC	\$400,000	
Milpitas: Midtown PDA Plan	MTC	\$500,000	
Palo Alto: University Ave/Downtown PDA Plan	MTC	\$800,000	
San Jose/VTA: Diridon Integrated Station Area Concept Plan	MTC	\$800,000	
San Jose: SW Expressway/Race Street Light Rail Urban Village Plans	MTC	\$500,000	
Santa Clara: Downtown PDA Plan	MTC	\$400,000	
Vacaville: Downtown Specific Plan	MTC	\$350,000	
Santa Rosa: Downtown Station Area Specific Plan Update/Amendment	MTC	\$800,000	
Unprogrammed balance (Revised)		\$400,000	
Staffing Assistance			
Emeryville: Mitigate Regulation-Induced Displacement, Streamlined Asset Mngmt	MTC	\$180,000	
Fremont: SB743 Implementation	MTC	\$150,000	
Hayward: SB743 Implementation	MTC	\$150,000	
Oakland: ADU Initiative	MTC	\$200,000	
Oakland: Innovative Construction Initiative	MTC	\$200,000	
Concord: VMT-based Transportation Impact Standards	MTC	\$150,000	
Concord: Galindo Street Corridor Plan	MTC	\$200,000	
Lafayette: Updated Parking Ordinance and Strategies	MTC	\$150,000	
San Jose: PDA/Citywide Design Guidelines	MTC	\$200,000	
Windsor: Parking Management and Pricing	MTC	\$35,000	
Technical Assistance			
Marin/Sonoma VMT Implementation Group	MTC	\$170,000	
Napa/Solano VMT Implementation Group	MTC	\$170,000	
Various Jurisdictions: VMT Implementation Group	MTC	\$140,000	
Emeryville: Developing the Highest and Best Use of the Public Curb	MTC	\$65,000	
Hayward: Micro Mobility/Safety Program	MTC	\$75,000	
Oakland: General Plan Framework - PDA Community Engagement Program	MTC	\$65,000	
San Leandro: BayFair TOD Infrastructure Design/Finance	MTC	\$150,000	
San Francisco: Mission-San Jose PDA Housing Feasibility Analysis	MTC	\$65,000	
San Francisco: PDA Density Bonus Program	MTC	\$65,000	
Belmont: Transportation Demand Management Program	MTC	\$65,000	
San Mateo: TDM Ordinance	MTC	\$150,000	

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

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

Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C 07/26/17-C
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 07/28/21-C 09/22/21-C 01/26/22-C 03/23/22-C 04/27/22-C 06/22/22-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$652,365,885	\$131,433,260
Santa Rosa/Sonoma County: Renewal Enterprise District	MTC	\$150,000	
San Jose: Urban Villages District Parking & Rezoning	MTC	\$120,000	
BART AB2923 Implementation	BART	\$1,000,000	
Community-Based Transportation Plan (CBTP) Updates	MTC		
ACTC: CMA Planning (for Community-Based Transportation Plans)	MTC	\$300,000	
CCTA: Community-Based Transportation Plans	MTC	\$215,000	
TAM: Community-Based Transportation Plans	MTC	\$75,000	
NVTA: Community-Based Transportation Plans	MTC	\$75,000	
SFCTA: Community-Based Transportation Plans	MTC	\$175,000	
C/CAG: Community-Based Transportation Plans	MTC	\$120,000	
VTA: Community-Based Transportation Plans	MTC	\$300,000	
STA: Community-Based Transportation Plans	MTC	\$95,000	
SCTA: Community-Based Transportation Plans	MTC	\$110,000	
CBTP Program Evaluation	MTC	\$35,000	
3. PDA PLANNING & IMPLEMENTATION	TOTAL:	\$20,000,000	
4. CLIMATE INITIATIVES			
Climate Initiatives		\$9,012,406	
Spare the Air & EV Program Outreach (for Electric Vehicle Programs)	BAAQMD	\$10,000,000	
Mobility Hubs Pilot Program			
Mobility Hubs Technical Assistance	MTC	\$150,000	
BART: MacArthur BART Station	BART	\$539,084	
San Ramon: Bishop Ranch Business Park	San Ramon	\$387,600	
SFMTA: Temporary Transbay Terminal (Vacant Site)	SFMTA	\$340,760	
Burlingame: Caltrain Station - Burlingame Square Transit Hub	Burlingame	\$500,000	
Millbrae: BART and Caltrain Station - Millbrae Transit Center	Millbrae	\$345,150	
Mountain View: Caltrain Station - Mountain View Transit Center	Mountain View	\$200,000	
Vallejo: Vallejo Ferry Terminal	Vallejo	\$200,000	
Targeted Transportation Alternatives	MTC	\$325,000	
Spare the Air Youth Program - 2	MTC	\$1,417,000	
4. CLIMATE INITIATIVES	TOTAL:	\$23,417,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT			
Richmond-San Rafael Bridge Bikeway Access (Fund Exchange)	Richmond		\$500,000
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT	TOTAL:	\$173,000,000	\$4,000,000
6. TRANSIT PRIORITIES			
BART Car Replacement/Expansion	BART	\$99,800,000	
GGB Suicide Deterrent (for BART Car Replacement/Expansion)	GGBH&TD	\$9,760,668	\$30,239,332
Clipper	MTC	\$34,200,000	
Unprogrammed Balance		\$15,283,000	
6. TRANSIT PRIORITIES	TOTAL:	\$159,043,668	\$30,239,332
7. PRIORITY CONSERVATION AREA (PCA)			
7. PRIORITY CONSERVATION AREA (PCA)	TOTAL:	\$9,451,000	\$6,949,000
8. BAY AREA HOUSING INITIATIVES			
Bay Area Preservation Pilot (BAPP)	MTC		\$10,000,000
Housing Incentive Pool	TBD	\$25,000,000	
Sub-HIP Pilot Program			
Fairfield: Pavement Preservation/Rehabilitation (for One Lake Apts. Linear Park Tra Fairfield		\$2,100,000	
Vacaville: Pavement Preservation/Rehabilitation (for Allison PDA Affordable Housin Vacaville		\$1,900,000	
Marin County: Marin City Pedestrian Crossing Imps.	Marin County	\$300,000	
NVTA: Imola Park and Ride	NVTA	\$300,000	
Santa Rosa: Downtown Multi-modal and Fiber Improvements	Santa Rosa	\$400,000	
8. BAY AREA HOUSING INITIATIVES	TOTAL:	\$30,000,000	\$10,000,000
9. SAFE & SEAMLESS MOBILITY QUICK-STRIKE			
County & Local			
Alameda			
CTA planning & programming (for Youth and Adult Bicycle Promotion & Education)	ACTC	\$160,000	

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
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MTC Res. No. 4202 Attachment B-1
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OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$652,365,885	\$131,433,260
Alameda County Safe Routes to Schools	ACTC	\$1,500,000	
CTA planning & programming	ACTC	\$354,000	
AC Transit Tempo Quick Build Transit Lane Delineation	AC Transit	\$300,000	
AC Transit Quick Builds Transit Lanes	AC Transit	\$954,000	
Anita Avenue Safe and Accessible Route to School and Transit	Alameda County	\$2,000,000	
BART Fare Collection Equipment (for Oakland East Bay Greenway Segment II)	BART/Oakland		\$1,000,000
Fremont Boulevard/Walnut Avenue Protected Intersection	Fremont	\$1,271,000	
Fremont Boulevard/Grimmer Boulevard Protected Intersection	Fremont	\$1,415,000	
LAVTA Passenger Facilities Enhancements	LAVTA		\$2,000,000
Oakland 14th Street Complete Streets	Oakland		\$1,000,000
Contra Costa			
CTA planning & programming	CCTA	\$242,000	
BART Fare Collection Equipment (for Lafayette Town Center Pathway and BART Bike	BART / Lafayette		\$1,825,000
BART Fare Collection Equipment (for Bicycle, Pedestrian, and ADA Imps. at Pittsburg/	BART		\$1,510,000
East Downtown Concord PDA Access & Safe Routes to Transit	Concord	\$2,164,000	
Richmond 13th Street Complete Streets	Richmond		\$2,821,000
Marin			
CTA planning & programming	TAM	\$141,000	
Marin County Bus Stop Improvements	Marin Transit	\$1,200,000	
SMART Pathway - San Rafael McInnis Pkwy to Smith Ranch Road	SMART	\$1,858,000	
Napa			
CTA planning & programming	NVTA	\$162,000	
Napa Valley Safe Routes to School	NVTA	\$100,000	
Napa Valley Forward: SR 29/Rutherford & Oakville Roundabouts	MTC	\$1,000,000	
San Francisco			
CTA planning & programming	SFCTA	\$180,000	
Downtown San Francisco Congestion Pricing Study	SFCTA	\$200,000	
Embarcadero Station Platform Elevator Capacity & Redundancy	BART	\$3,144,000	
San Francisco Folsom Streetscape	SFMTA		\$5,000,000
Safe Routes to School Non-Infrastructure Program	SFMTA	\$2,100,000	
San Mateo			
CTA planning & programming	C/CAG	\$183,000	
Planning and Programming of safe and seamless mobility	C/CAG	\$200,000	
Burlingame City-Wide Pedestrian Safe Routes and Mobility Imps	Burlingame	\$200,000	
San Bruno Transit Corridor Pedestrian Connection Phase 4	San Bruno	\$385,000	
Broadmoor SRTS Pedestrian Safety & Mobility Imps	San Mateo County	\$1,419,000	
El Camino Real Grand Boulevard Initiative Phase III	South San Francisco	\$2,120,000	
East of 101 Transit Expansion Project	South San Francisco	\$49,924	\$430,076
Santa Clara			
CTA planning & programming	VTA	\$419,000	
Evaluating on-demand shuttle strategies for improved transit access	VTA	\$200,000	
VTA Electronic Locker Upgrade and Replacement	VTA	\$1,987,000	
Mountain View Stierlin Road Bicycle and Pedestrian Improvements	Mountain View	\$2,521,000	\$1,486,000
San Jose Julian Street & McKee Road Vision Zero Complete Streets	San Jose		\$705,000
San Jose Bascom Avenue Protected Bike Lanes & Complete Street	San Jose		\$690,000
En Movimiento Quick Build Network for East San Jose	San Jose		\$1,325,000
San Jose - Downtown Bikeways	San Jose		\$4,025,000
Saratoga Blue Hills Elementary Pedestrian Crossing at UPRR	Saratoga	\$1,800,000	
Sunnyvale Bicycle, Pedestrian and SRTS Safety Improvements	Sunnyvale		\$1,900,000
Solano			
CTA planning & programming	STA	\$110,000	
STA Mobility Planning	STA	\$200,000	
Solano Safe Routes to School Non-Infrastructure Program	STA	\$600,000	
Fairfield/Vacaville Hannigan Station Capacity Improvements	Fairfield	\$1,900,000	
Vallejo Springs Rd Pavement Preservation	Vallejo	\$1,800,000	
Sonoma			

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OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$652,365,885	\$131,433,260
CTA planning & programming	SCTA	\$135,000	
Countywide Active Transportation Plan	SCTA	\$200,000	
Cotati Downtown- Civic Center Connectivity and Safety Improvements	Cotati	\$242,000	\$1,008,000
Healdsburg Bike Share	Healdsburg	\$250,000	
Rohnert Park Pedestrian and Bicycle Safety Improvements	Rohnert Park	\$522,000	
Santa Rosa Transit Mall Roadbed Rehabilitation	Santa Rosa		\$868,000
Sebastopol SR 116 and Bodega Ave Pedestrian Access and Mobility Enhancements	Sebastopol	\$476,000	
SMART Pathway - Petaluma Payran to Lakeville	SMART	\$806,000	
Regional & Corridor			
Regional Planning			
FasTrak START Pilot Evaluation Study	MTC	\$900,000	
Diridon Station Planning & Studies	MTC	\$1,000,000	
Regional and Corridor			
Bay Bridge Forward: I-580 WB HOV Lane Extension	MTC/ACTC		\$7,000,000
San Pablo Giant Road Cycletrack Quick-Build	San Pablo	\$700,000	
Napa Valley Forward: SR 29/Rutherford & Oakville Roundabouts	MTC	\$6,000,000	
Redwood City Roosevelt Avenue Quick-Build	Redwood City	\$755,000	
Transit Recovery Blue Ribbon Task Force			
East Bay Integration and Coordination Implementation Planning	CCTA	\$500,000	
Solano Integration and Coordination Implementation Planning	STA	\$500,000	
Blue Ribbon Transit Recovery Action Plan (Revised)	MTC	\$750,000	
Accessibility: Centralized Program Eligibility Verification (Revised)	MTC	\$500,000	
Accessibility: Clipper for Centralized Program Eligibility Verification	MTC	\$900,000	
Bay Bridge Forward: Preliminary Engineering (Added)	MTC	\$1,250,000	
Customer Information: Mapping & Wayfinding	MTC	\$2,791,538	
9. SAFE & SEAMLESS MOBILITY QUICK-STRIKE	TOTAL:	\$54,466,462	\$34,593,076
10. REGIONAL STRATEGIC INVESTMENTS (RSI)			
AC Transit Bus Purchase (for Solano I-80 Express Lanes)	AC Transit	\$4,667,000	
SR 84 Ardenwood Intermodal Bus Facility PA&ED (Fund Exchange) (Added)	CCJPA	\$100,000	
CC I-680 NB HOV/Express Lanes Ala Co to Sol Co (Fund Exchange)	CCTA/MTC	\$4,000,000	
GGB Suicide Deterrent System	GGBHTD	\$7,910,000	
Pavement Rehab (for Downtown Novato SMART Station)	Novato	\$617,000	
Old Redwood Highway Multi-Use Pathway	Larkspur	\$1,120,000	
Grand Ave Bridge	San Rafael	\$763,000	
Grand Ave Bike/Ped Imps (for SMART 2nd to Andersen Pathway)	San Rafael	\$1,000,000	
US 101 Marin-Sonoma Narrows	TAM	\$2,000,000	
US 101 Marin-Sonoma Narrows (MSN) B7 (Loan for RM3)	TAM	\$61,708,245	\$13,942,852
Diridon Station Planning & Studies	MTC	\$1,000,000	
Broadmoor SRTS Pedestrian Safety & Mobility Imps	San Mateo County	\$184,000	
I-80 Express Lanes in Solano County (Loan for RM3)	STA	\$63,464,510	\$3,255,000
I-80 Express Lanes in Solano County (Toll System)	BAIFA		\$28,454,000
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (Fund Exchange)	SCTA	\$15,400,000	
10. REGIONAL STRATEGIC INVESTMENTS (RSI)	TOTAL:	\$164,182,755	\$45,651,852
OBAG 2 REGIONAL PROGRAMS	TOTAL:	\$652,365,885	\$131,433,260

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

ABSTRACT

Resolution No. 3989, Revised

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 3989

Page 2

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 3989

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Attachment A was revised June 22, 2022 to add the Capitol Corridor Joint Powers Authority's (CCJPA's) State Route 84 Ardenwood Intermodal Bus Facility project for \$100,000, as part of a fund exchange agreement with CCJPA.

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

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

Re: MTC Exchange Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3989

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

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

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

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

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

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

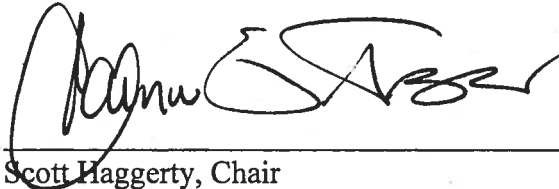
RESOLVED that Attachments A and B reflect the Exchange program balance and agreements approved by the Commission subject to this resolution; and be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, appearing to read "Scott Haggerty", is written over a horizontal line.

Scott Haggerty, Chair

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

**MTC Exchange Program
Funding Agreements
Attachment A
June 22, 2022**

Agency	Project	Res No.	Res Date	Funding Provided by MTC		Funding Provided by Others	
				To-Date		To-Date	
SCTA	SON US 101 Steele Lane HOV	3731	2/22/2006	CMAQ	\$1,500,000	Meas M	\$1,500,000
TAM	MRN US 101 HOV Gap Closure	3842	11/28/2007	CMAQ	\$12,500,000	Meas A	\$13,253,049
SFMTA	SFPark Parking Pricing	3963	5/26/2010	CMAQ	\$22,000,000	Parking Rev	\$22,799,802
CCTA	I-80 San Pablo Dam Road I/C	4264	12/21/2016	STP	\$1,100,000	Meas J	\$1,100,000
SCTA	SON US 101 MSN Phase B	4305	7/26/2017	STP	\$12,000,000	Meas M	\$4,000,000
CCTA	CC I-680 NB HOV/Express Lane	4357	9/26/2018	STP	\$4,000,000	Meas J	\$4,000,000
TAM	MRN US 101 MSN HOV Lane	4468	5/26/2021	STP/CMAQ/FHIP	\$75,651,097	Unrestricted Funds	
STA	SOL I-80 Managed Lanes	4469	6/23/2021	STP/CMAQ/FHIP	\$63,464,510	Unrestricted Funds	
STA	SOL I-80 Managed Lanes	4479	7/28/2021	Toll Savings	\$1,845,000	Unrestricted Funds	
BAIFA	SOL I-80 Managed Lanes	4480	7/28/2021	Toll Savings	\$2,822,000	Unrestricted Funds	
Midpen	VTA: Highway 17 Bike/Ped Trail and Wildlife Crossing	4202	3/23/2022	STP	\$500,000	Unrestricted Funds	
CCJPA	SR 84 Ardenwood Intermodal Bus Facility	4202	6/22/2022	STP	\$100,000	Unrestricted Funds	
Total:					\$197,482,607		\$46,652,851



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-0856 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 4/22/2022 **In control:** Programming and Allocations Committee

On agenda: 6/8/2022 **Final action:**

Title: MTC Resolution No. 4475, Revised. 2021 Transportation Improvement Program (TIP) Amendment 2021-22

Sponsors:

Indexes:

Code sections:

Attachments: [2d - 22-0856 - TIP Amendment 2021-22.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution No. 4475, Revised. 2021 Transportation Improvement Program (TIP) Amendment 2021-22

Presenter:
Adam Crenshaw

Recommended Action:
Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

June 8, 2022

Agenda Item 2d - 22-0856

MTC Resolution No. 4475, Revised

Subject:

2021 Transportation Improvement Program (TIP) Amendment 2021-22.

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 2021-22 makes revisions to 14 projects with a net funding increase of approximately \$119 million. Among other changes, this revision will:

- Update the Napa Valley Transportation Authority's Rolling Stock Replacement project to reflect the award of \$8.5 million in FTA Bus and Bus Facilities Discretionary funding;
- Add the City of Milpitas's South Milpitas Blvd. Extension and Bridge project;
- Update three projects and delete one project to reflect the latest programming decisions in the Transit Capital Priorities Program; and
- Add one new project, update four existing projects, delete two projects, and add one previously archived project back into the TIP to reflect programming changes in the One Bay Area Grant (OBAG) 2 and 3 programs.

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 4a. 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 2021-22
- MTC Resolution No. 4475, Revised



Alix Bockelman

TIP Revision Summary 2021-22

Attachment A

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Local Road					
ALA170066	Hayward	Winton Ave Complete Street	Update the funding plan to remove \$1.66M in STP and \$217K in Local as the funding is being redirected and delete this project from the TIP as it will not move forward as a federal project at this time	-\$1,878,660	-94.9%
ALA170072	Emeryville	Frontage Rd, 65th St and Powell St Pavement Maint	Update the funding plan to remove \$225K in STP and \$45K in Local as the funding is being redirected and delete this project from the TIP as it will not move forward as a federal project at this time	-\$270,000	-100.0%
SCL210035	Milpitas	South Milpitas Blvd Extension and Bridge	Amend a new project into the TIP with \$3M in Community Project Funding and \$12.7M in Local Impact Fees	\$15,700,000	~%
SF-170023	San Francisco Municipal Transport Agency (SFMTA)	SF Safe Routes to School Non-Infrastructure	Update the funding plan to add \$7.1M in FY24 STP and \$918K in FY24 Local funds	\$8,000,000	151.6%
SM-110022	San Mateo CCAG	San Mateo County SR2S Program	Amend this project back into the TIP and update the funding plan to add \$1.5M in STP and \$195K in local funds for FY23 CON	\$1,695,000	21.0%
SON170009	Sonoma County Transportation Authority (SCTA)	Sonoma County - County-Wide SRTS Program	Update the funding plan to add \$1.9M in FY23 STP and \$248K in FY23 Other Local funds	\$2,158,000	93.4%
System: Regional					
REG170006	Metropolitan Transportation Commission (MTC)	Climate Initiatives Education and Outreach	Update the project scope to expand the education and outreach programs and update the funding plan to add \$4.8M in FY24 OBAG3-CMAQ	\$4,800,000	194.9%
System: State Highway					
REG170003	Metropolitan Transportation Commission (MTC)	511 Carpool and Vanpool Programs	Update the funding plan to reprogram \$1.35M in Local between years, add \$3M in FY22 5307, \$5.5M in FY23 5307, \$775K in FY23 Local, \$6.6M in FY24 5307, \$1.6M in FY24 Local, \$3.4M in OBAG3-CMAQ, and remove \$3.15M in RTP-LRP	\$17,756,989	100.9%
System: Transit					
ALA210033	Capitol Corridor Joint Powers Authority	CCJPA SR84 Intermodal Bus Facility	Amend a new project into the TIP with \$100K in STP, \$12.6M in TIRCP and \$37M in RTP-LRP	\$49,520,000	~%
MRN170003	Marin County Transit District	MCTD: Replace Paratransit Vehicles	Update the project scope to include the replacement of 5 additional vehicles and update the funding plan to add \$428K in FY24 5307 and \$107K in FY24 Sales Tax funds	\$535,000	30.8%
MTC050001	Metropolitan Transportation Commission (MTC)	Bay Area Commuter Benefits Program	Update the funding plan to add \$10M in FY24 OBAG3-CMAQ	\$10,000,000	147.4%
NAP090005	Napa Valley Transportation Authority	NVTA: Replace Rolling Stock	Update the funding plan to add \$8.5M in FTA Bus and Bus Facilities grant funds and \$2.1M in TDA funds	\$10,569,820	59.3%
SCL210007	Santa Clara Valley Transportation Authority (VTA)	VTA: Bus Charging at Cerone	Delete this project as the FTA funds were redirected to ADA Operating Set Aside	-\$350,000	-100.0%

TIP Revision Summary 2021-22

Attachment A

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SON170017	Petaluma	Petaluma AVL Equipment	Update the funding plan to add \$740K in FY23 5307 and \$185K in FY23 Local funds	\$925,000	412.9%
Total Funding Change:				\$119,161,149	

TIP Revision Summary

	Federal	State	Regional	Local	Total	2021 TIP Only
Current:	\$36,903,430	\$0	\$8,855,000	\$19,124,992	\$64,883,422	\$4,989,660
Proposed:	\$91,237,877	\$12,600,000	\$8,855,000	\$71,351,694	\$184,044,571	\$91,845,809
Delta:	\$54,334,447	\$12,600,000	\$0	\$52,226,702	\$119,161,149	\$86,856,149

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 06/22/22-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, May 11, 2022, and June 8, 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

ABSTRACT

MTC Resolution No. 4475, Revised

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2021-14	Amendment	6	\$5,406,171	1/26/2022	3/11/2022
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	17	\$216,146,195	5/13/2022	5/13/2022
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
2021-22	Amendment	14	\$119,161,149	6/22/2022	Pending
Net Funding Change		576	\$8,108,568,476		
Absolute Funding Change			\$8,108,568,476		

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 06/22/22-C

Attachment B
Resolution No. 4475
Page 1 of 11

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 an administrative modification that revises 17 projects with a net increase in funding of \$216 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on May 13, 2022. Among other changes, this revision:

- Updates the funding plan of the Water Emergency Transportation Authority's Replace Ferry Vessels project to reflect the programming of \$1.1 million in Construction of Ferry Boats and Ferry Terminal Facilities Formula Program (FBP) funds;
- Updates the funding plan of five projects to reflect the adoption of the latest round of the Transit Capital Priorities Program;
- Updates the funding plans of seven Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects and one High Priority Project (HPP) Earmark funded project to reflect planned and actual obligations; and
- Updates the funding plans and back-up listings of the Alameda County Traffic Operations Systems and Mobility Program funded group listing, the Transit Operating Assistance funded group listing, the Transit Preventative Maintenance funded group listing, and the Transit ADA Operating Support funded 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 \$1.3 million in HPP Earmark funds and \$1.1 million in FBP funds. MTC's 2021 TIP, as revised with Revision No. 2021-17, 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 2021-18 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 was received on May 16, 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 early June 2022 and final federal approval is expected in late 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.

Revision 2021-22 is an amendment that revises 14 projects with a net funding increase of approximately \$119 million. The revision was referred by the Programming and Allocations Committee on June 8, 2022 and approved by the MTC Commission on June 22, 2022. Caltrans approval is expected in late July 2022 and final federal approval is expected in August 2022. Among other changes, this revision:

- Updates the Napa Valley Transportation Authority's Rolling Stock Replacement project to reflect the award of \$8.5 million in FTA Bus and Bus Facilities Discretionary funding;
- Adds the City of Milpitas's South Milpitas Blvd. Extension and Bridge project;
- Updates three projects and deletes one project to reflect the latest programming decisions in the Transit Capital Priorities Program; and
- Adds one new project, updates four existing projects, deletes two projects and adds one previously archived project back into the TIP to reflect programming changes in the One Bay Area Grant (OBAG) 2 and 3 programs.

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 #: 22-0889 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 4/27/2022 **In control:** Programming and Allocations Committee
On agenda: 6/8/2022 **Final action:**
Title: MTC Resolution No. 4520. Adoption of the \$37.5 million FY 2022-23 Regional State Transit Assistance (STA) Program.

Sponsors:

Indexes:

Code sections:

Attachments: [2e - 22-0889 - Adoption of FY22-23 STA Program.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4520. Adoption of the \$37.5 million FY 2022-23 Regional State Transit Assistance (STA) Program.

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

June 8, 2022

Agenda Item 2e - 22-0889

MTC Resolution No. 4520

Subject:

Adoption of the \$37.5 million FY 2022-23 Regional State Transit Assistance (STA) Program

Background:

As the Regional Transportation Planning Agency for the nine county Bay Area, MTC is responsible for the programming and allocation of STA funds. STA funds are derived from a sales tax on diesel and split evenly at the state level into a population-based account and a revenue-based account. MTC has discretion over the programming of population-based funds and MTC Resolution No. 4321 establishes the framework (70 percent by County Block Grant formula, 30 percent to a Regional Program, and a small off the top set aside for a Transit Emergency Service Contingency Fund) for the apportionment of these funds. This item presents the proposed annual program for the 30 percent of these funds apportioned to support regional transit priorities.

Revenue Outlook:

Due to high diesel prices, the original revenue estimate for FY 2021-22 increased by \$3.4 million to \$19.5 million and for FY 2022-23, the revenue is expected to increase by an additional \$2 million, to \$21.5

Staff has also assessed program needs for FY 2022-23 and have determined that the funding typically set aside for the Clipper START program can be redirected for the upcoming fiscal year to fund other regional priorities and commitments. MTC Resolution No. 4321 commits to an annual programming of approximately \$8 million from MTC's share of STA to support Clipper START, the regional transit fare discount pilot program for riders with lower incomes. This annual amount was set aside based on estimates of what would be needed to fund a robust program. As a result of the pandemic, transit ridership has been severely depressed for over two years and ridership recovery remains slow. In FY 2021-22, this programming was suspended because sufficient funding existed to fulfill MTC's program commitment to fund the pilot (ending in June 2023). There continues to be sufficient funds to meet the regional contribution to the Clipper START pilot program and staff proposes suspending the FY 2022-23 STA funds as

well, in order to fund specific needs and commitments as outlined below. Towards the end of 2022, evaluation findings and recommendations on the Clipper START pilot will be presented to the Commission for consideration.

FY 2022-23 Program:

Five projects comprise all but \$1 million of the program and are described below. For detailed information about the projects, please refer to MTC Resolution No. 4520 (Attachment A and B).

- **Clipper:** The Clipper operating program used the bulk of funds from this program until revenue increased through the Road Repair and Accountability Act of 2017 (aka SB1). MTC's share of Clipper operating costs are expected to increase with the deployment of Next Generation Clipper system. This project receives around \$8 million annually. This year, the project team has also requested its \$2.5 million reserve for total programming of \$10 million.
- **Caltrain Right-of-Way Payment:** To fulfill the commitment of the Caltrain right-of-way repayment, \$8 million is proposed to be programmed to SamTrans for transit operations. More information on this funding commitment can be found in agenda item 3c. Inclusion of this project in the Regional STA program is subject to approval of agenda item 3c.
- **Continued staffing commitment:** Set aside of \$11.5 million to support staffing costs – salaries, benefits, and overhead – for one to two staff over approximately the next ten to fifteen years.
- **Transit Transformation Action Plan:** This month's PAC Agenda item 3a presents the programming for \$85 million in funding to implement the Transit Transformation Action Plan. As a reminder, upon approval of the American Rescue Plan (ARP) funding distribution in October 2021 through which \$85 million in funding previously set aside for Blue Ribbon Action Plan implementation was distributed to transit operators in order to preserve Bay Area operator ability to compete for additional federal discretionary COVID funding relief, staff was directed to work with transit operators to reserve an equivalent amount of near term funding to replace the relinquished ARP set-aside. Approximately \$21.4 million of this funding will come from redirecting FY2022-23 shares of County Block Grant funds, but these funds will not be on-hand until late 2022. In order to allow projects to advance now, a cash flow advance of up to \$5 million is proposed. This advance would be repaid to the Regional Program by the end of FY 2022-

23. In addition to this advance, an additional \$2 million is proposed to support implementation of the Action Plan.

Issues:

MTC has full discretion over the population-based share of STA funds that come to the San Francisco Bay Area region. As described above, MTC Resolution No. 4321 establishes the framework for the apportionment of these funds. MTC retains thirty percent for regional programs, or \$21.5 million, while seventy percent, or around \$50.2 million, is available for county transportation agencies to program to transit-supportive services. Due to high diesel prices, funding has grown above projections creating additional discretionary funding. However, in order to provide additional support for regional priorities such as the Transit Transformation Action Plan and other regional transit coordination, the Commission could reassess the current framework for these funds for future years.

Recommendations:

Refer MTC Resolution No. 4520 to the Commission for approval. Inclusion of programming for the Caltrain ROW payment is contingent upon Committee and Commission approval of agenda item 3c.

Attachments:

MTC Resolution No. 4520



Alix Bockelman

Date: June 22, 2022
W.I.: 1221, 1224, 1229, 2655
2700
Referred by: PAC

ABSTRACT

Resolution No. 4520

This resolution establishes the FY 2022-2023 program for the MTC State Transit Assistance (STA) Regional Coordination Program funds.

The resolution includes the following attachments:

- Attachment A, STA Regional Coordination Program Summary
- Attachment B, STA Regional Coordination Program: Project Descriptions

Further discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 8, 2022.

Date: June 22, 2022
W.I.: 1221, 1224, 1229, 2655
2700
Referred by: PAC

RE: FY 2022-23 MTC Regional Coordination Program for State Transit Assistance (STA) Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4520

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

WHEREAS, the State Transit Assistance (STA) fund is created pursuant to Public Utilities Code § 99310 et seq., and

WHEREAS, Public Utilities Code § 99313 provides for the allocation by the Controller of State Transit Assistance (STA) funds to MTC based on the ratio of the population of the area under MTC's jurisdiction to the total population of the State of California; and

WHEREAS, in accordance with Public Utilities Code § 99316(a) MTC has created the State Transit Assistance fund with Alameda County for deposit of STA funds received from the State Controller; and

WHEREAS, Public Utilities Code § 99313.6(d) provides that MTC is an eligible claimant for such population-based STA funds for projects to achieve regional transit coordination objectives; and

WHEREAS, MTC has adopted a Transit Coordination Implementation Plan pursuant to Government Code Section 66516.5 which identifies a number of projects to be implemented by MTC and the region's transit agencies to improve coordination of services; and

WHEREAS, the projects listed in Attachment A to this resolution, attached hereto, and incorporated herein as though set forth at length, are consistent with the STA Population-Based Consolidated policy established in MTC Resolution No. 4321; and

WHEREAS, MTC has provided information about the programming of STA funds for projects in FY 2022-23 as shown in Attachment B to this resolution, attached hereto, and incorporated herein as though set forth at length; and

WHEREAS, the implementation of the projects and purposes listed in Attachment B comply with the requirements of the California Environmental Quality Act, Public Resources Code § 21000 et seq., and the State EIR Guidelines (14 Cal. Code of Regs. § 15000 et seq.); and

WHEREAS, MTC has complied with the applicable rules and regulations for an allocation of STA funds under 21 Cal. Code of Regs. § 6730 et seq.; now, therefore, be it

RESOLVED, that STA funds are programmed by MTC in the amounts and for the purposes that are specified in Attachment A and described in Attachment B to this resolution, attached hereto and made a part of this resolution; and be it further

RESOLVED, that the Executive Director is authorized to make programming changes to Attachment A, up to \$300,000 for each project, in consultation with the affected sponsor.

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 June 22, 2022.

N

Date: June 22, 2022
W.I.: 1221, 1224, 1229, 2655
2700
Referred by: PAC

Attachment A
MTC Resolution No. 4520
Page 1 of 1

**STA Regional Coordination Program Summary
FY 2022-23**

Summary of Revenue and Programming			
Estimated New Revenue for FY 2022-23 ¹	\$ 21,509,903		
Carryover Balance ²	\$ 25,252,700		
Carryover Commitments	\$ (355,000)		
New Programming	\$ (37,457,000)		
Estimated Balance	\$ 8,950,603		
Programming by Project			
Project Name	Claimant	Carryover Programming	New Programming
Clipper [®]	MTC	\$ -	\$ 10,000,000
Clipper [®]	GGBHTD	\$ -	\$ 10,000
Long-Term Transit Funding Staff Set-Aside ³			\$ 11,500,000
Caltrain ROW Payment	SamTrans		\$ 8,000,000
Blue Ribbon Program Advance ⁴			\$ 5,000,000
Blue Ribbon Program	MTC	\$ 250,000	\$ 2,000,000
Means-based Fare Pilot Program ⁵	MTC	see note 3	\$ -
Transit Hub Signage	AC Transit	\$ -	\$ 291,000
Transit Hub Signage	MTC	\$ -	\$ 21,000
511 Transit	MTC	\$ 80,000	\$ 120,000
Regional Paratransit Database	CCCTA	\$ -	\$ 75,000
Grant Management and Database	MTC	\$ -	\$ 215,000
ITS Architecture	MTC	\$ 25,000	\$ -
MTC Website Support	MTC		\$ 25,000
Transit Projects Contingency	MTC	\$ -	\$ 200,000
	Subtotal	\$ 355,000	\$ 37,457,000
Grand Total		\$ 37,812,000	

Notes:

1. This amount is based on the FY2022-23 Fund Estimate (FE), MTC Res. No. 4450, adopted in Feb 2022.
2. The carryover amount is based on information from FY 2022-23 FE and adjusted for allocations made after January 31, 2022.
3. These funds will be transferred to a separate account and be reported on and programmed through the annual Regional STA Program.
4. This advance will be repaid once other STA population-based funds programmed to the Blue Ribbon in the FY 2022-23 Fund Estimate, MTC Res. No. 4450 are received.
5. There will be an STA carryover balance of over \$30 M at the end of FY 2021-22 held in a separate account (and shown in the FE) sufficient to support the program. No funds are proposed for programming.

Date: June 22, 2022
W.I.: 1221, 1224, 1229, 2655
2700
Referred by: PAC

Attachment B
MTC Resolution No. 4520
Page 1 of 5

STA Regional Coordination Program: Project Descriptions

FY 2022-23

The State Transit Assistance (STA) Regional Coordination Program funds have historically supported MTC's regional operations projects as well as other planning and operational efforts to improve coordination of, and access to, transit services in the Bay Area. The proposed FY 2022-23 STA Regional Coordination Program is approximately \$38 million. The following five projects comprise \$36.5 million of the program:

- \$10 million for Clipper® operations, including a \$2.5 million reserve;
- \$8 million for Caltrain right-of-way payment to SamTrans;
- \$11.5 million for long-term staff set aside;
- \$5 million for Blue Ribbon Program advance; and.
- \$2 million for the Blue Ribbon program.

Other regional transit projects such as 511 Transit, and the Hub Signage Program will receive a small amount of funding. In addition, there is approximately \$0.35 million in carryover commitments. Use of the STA funds by MTC is further subject to MTC's budget and project approval processes. Additional details about the specific projects and the amount of STA funds programmed to each is provided below.

Programmed funds must be encumbered in FY 2022-23 fiscal year except for the Long-term staff set aside. Funds not encumbered by the end of the fiscal year will not be available for the project. If a project team is unable to encumber funds, they should coordinate with the regional program administer and request to have unencumbered funds included in next fiscal year's program.

Clipper®

Programmed to MTC: \$ 10,000,000

Programmed to GGBHTD: \$ 10,000

Clipper® allows transit riders to pay transit fares with a reloadable Clipper® smart card. Clipper® may be used on most transit systems in the San Francisco Bay Area. MTC's Clipper® responsibilities include oversight of a contract with Cubic Transportation Systems, Inc. to design, build, operate and maintain the Clipper® system and a number of other contracts related to the implementation and operation of the Clipper® system. This programming includes \$2.5 million in STA reserves from previous years. GGBHTD is programmed \$10,000 for their assistance in the administration of Federal Transit Administration funds.

Long-term Transit Funding Staff Set Aside

Programmed to MTC: \$11,500,000

In order to provide a secure source of funding for staff resource needs, funding is proposed to be set aside to support one to two staff members including salary, benefits, and related overhead, for the next ten to fifteen years.

Caltrain ROW Payment

Programmed to SamTrans: \$8,000,000

In MTC Resolution No. 4509, MTC is committed to providing \$19.6 million to SamTrans for their upfront financial payment of the Caltrain right of way purchase in 1991. To fulfill this commitment, \$8 million in STA funds to be programmed to SamTrans for transit operations is proposed. The balance of the \$19.6 million will be made up of \$4.6 million in Low Carbon Transit Operations Program (LCTOP) and \$7 million One Bay Area Grant Program (OBAG 3. Inclusion of this project is contingent upon approval of agenda item 3c of the Programming and Allocations Committee and full Commission in June 2022.

Blue Ribbon Action Plan Program Advance

Programmed to MTC: \$5,000,000

MTC planned to program \$85 million in American Rescue Plan Act (ARP) funds to support implementation of the Transit Transformation Action Plan (Action Plan) that was developed as part of the Blue Ribbon Transit Recovery Task Force. However, ARP funds were instead programmed to allow transit operators to compete for federal discretionary funds. In exchange, transit operators agreed to provide alternate revenue sources to support implementation of the Action Plan. It is anticipated that two-thirds of the funding will come from STA, that will be

allocated and disbursed over the course of FY 2022-23. However, these transit operator payments have not been finalized and to proceed with implementation of the Action Plan, a \$5 million cash flow advance from the regional discretionary is proposed. This advance will be fully repaid to the MTC STA Discretionary Program by the end of FY 2022-23.

Blue Ribbon Program

Programmed to MTC: \$2,000,000

Staff proposes to supplement investment in the Transit Transformation Action Plan by programming \$2 million to support program implementation. Most of the \$85 million in Blue Ribbon funding is focused on three initiatives—Fare Coordination, Regional Wayfinding, and Transit Priority. These funds would be used to support implementation of the overall program and other actions.

Transit Hub Signage

Programmed to AC Transit: \$291,000

Programmed to MTC: \$ 21,000

MTC is committed to maintaining the information in transit information displays (TIDs) at 24 regional transit hubs. MTC has an agreement with AC Transit for them to maintain these displays on behalf of the region. The agreement with AC Transit documents the scope of work in exchange for the direct allocation of STA funds. The agreement covers FY 2022-23 through FY 2024-25 and identifies the anticipated amounts of STA funds that will be made available to AC Transit, subject to Commission programming and allocation actions.

MTC will use STA funds for ongoing operations, maintenance of other hub signage, and transit connectivity projects.

511 Transit

Programmed to MTC: \$80,000 plus carryover of \$120,000

STA funds will be used to supplement the funds for the 511 Transit program. 511 Transit collects, maintains, updates, and distributes region-wide transit service information for the benefit of the traveling public and MTC's transit partners. These funds may be used to support ongoing work, Transit Transformation Action Plan efforts, or other new initiatives

Regional Paratransit Program

Programmed to CCCTA: \$75,000

STA funds will support the continued administration of the Regional Paratransit Program by CCCTA, on behalf of other operators. CCCTA will coordinate paratransit operational activities such as:

- Oversight of the Paratransit Eligibility Program and Regional Eligibility Database, and delivery of the Paratransit Technical Assistance Program through a consultant; and
- Liaison between the Paratransit Technical Coordination Council (PTCC) and MTC, including reporting on the status of activities.

The lead agency will provide progress reports summarizing work performed.

Grant Management and Database

Programmed to MTC: \$215,000

MTC administers over \$800 million in funds through the Transportation Development Act and State Transit Assistance Program in addition to other funding programs. These funds will support modernization of the funding processes and data collection and may include a grants management portal and database.

Intelligent Transportation System (ITS) Architecture

Programmed to MTC: \$25,000

The Bay Area ITS Architecture is a blueprint for integrating and coordinating various technologies, known as ITS. The purpose of the architecture is to accurately represent the region's existing and future use of information, technology, and automated systems to improve the safety and efficiency for travelers and agencies providing transportation services across all modes. Funds will support update and maintenance of the ITS Architecture.

Agency Website Support

Programmed to MTC: \$25,000

Approximately a year ago, MTC launched a new website. Funds will be used to support ongoing operation, maintenance, and enhancement of the MTC website.

Transit Project Contingency

Programmed to MTC: \$200,000

These funds would be used in the event of unforeseen project needs or operating shortfalls with respect to MTC's regional transit projects such as Clipper®, 511 Transit, Regional Transit Mapping, and transit planning. These funds would also allow MTC to respond to unexpected regional or sub-regional transit planning needs or requests as they arise. Unspent contingency funds will be returned to the STA Program.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-0852 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 4/22/2022 **In control:** Programming and Allocations Committee
On agenda: 6/8/2022 **Final action:**
Title: MTC Resolution No. 4521. Adoption of the \$48 million FY2022-23 Regional Measure 2 (RM2) Operating and Marketing Assistance Program.

Sponsors:

Indexes:

Code sections:

Attachments: [2f - 22-0852 - Adoption of FY22-23 RM2 Operating and Marketing Assistance Program.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4521. Adoption of the \$48 million FY2022-23 Regional Measure 2 (RM2) Operating and Marketing Assistance Program.

Presenter:

Kenji Anzai

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

June 8, 2022

Agenda Item 2f - 22-0852

MTC Resolution No. 4521

Subject:

Adoption of the \$48 million FY2022-23 Regional Measure 2 (RM2) Operating and Marketing Assistance Program.

Background:

MTC's RM2 Operating Policies and Procedures state that MTC will adopt a project specific budget for RM2 operating funds prior to the beginning of each fiscal year. In addition, RM2 legislation provides for the annual allocation of a portion of RM2 funding for public information and advertising to support the services and projects funded with RM2 toll revenues.

FY2022-23 RM2 Operating Assistance Program

The Regional Measure 2 (RM2) Operating Program receives a maximum of 38 percent of the revenue generated from the \$1 RM2 toll in that fiscal year [SHC Section 30915(d)]. With the prolonged shelter in place order implemented due to the COVID-19 pandemic, traffic volumes have remained below pre-pandemic levels and the Bay Area Toll Authority (BATA) is projecting a gradual recovery. For FY 2022-23, bridge toll revenue is currently projected to be 90 percent of FY 2018-19 revenue. The proposed operating program is \$1.3 million more than the FY 2021-22 program and staff recommends a program of \$43.4 million to fit within projected revenue. The proposed operating program includes the following adjustments:

- Increase to all projects to fit within forecasted revenue levels. The amount of the funding increase is a combination of a proportionate increase to move the funding levels for all operators back toward FY 2018-19 levels, and an increase based on FY 2021-22 project programming relative to the originally designated RM2 legislation statutory amounts;
- Continue increased flexibility for transit operators to direct funding to any eligible service so funds can be used where operators determine it is most needed. Last year, the Commission extended the waiver of the RM2 operating performance requirements for FY 2018-19 through FY 2022-23 in recognition of the difficulty that operators would face in

meeting farebox recovery and productivity performance standards associated with RM2 operating funds.

Staff will continue to monitor the performance of RM2 Operating projects and work with project sponsors to develop corrective actions for poorly performing routes, as needed and as appropriate.

FY2022-23 RM2 Marketing Assistance Program

The RM2 Marketing Assistance Program includes \$4.6 million for marketing and public information of RM2 projects. Funds are used primarily to support regional projects that enhance the transit customer experience. Proposed projects include:

- \$2.8 million for Clipper® operations and customer service at San Francisco and Oakland locations and other customer education, communication, and outreach activities.
- \$1.3 million for projects related to the Blue Ribbon Transit Transformation Action Plan including regional mapping and wayfinding, Return to Transit efforts, and a set aside to support Blue Ribbon Transit Recovery Task Force efforts.
- \$300,000 of marketing support for AC Transit for RM2-funded service. As has been done for the past few years, these funds will free up other local funds for AC Transit to use in support of school bus service.

Both the RM2 operating and marketing programs are included in the proposed FY2022-23 BATA budget and are subject to its approval. Staff will monitor bridge toll revenue during FY2022-23. Should revenues be higher than the adopted program, staff will return to the Programming and Allocations Committee to propose additional programming.

Issues:

As required by statute, the annual RM2 operating program may not exceed 38 percent of that year's revenue. For FY 2021-22, the actual RM2 revenues may be insufficient to fully fund the previously approved FY 2021-22 operating program. To reduce impacts to external project sponsors should revenues come in lower than originally estimated, staff proposes to make any

necessary FY 2021-22 program reductions to the Clipper operations project, up to \$500,000. An equivalent amount has been reserved in the FY 2022-23 program to keep the Clipper project whole if an adjustment to its FY 2021-22 program funding is needed.

Recommendations:

Refer MTC Resolution No. 4521 to the Commission for approval.

Attachments:

- MTC Resolution No. 4521 - Attachment A, RM2 Operating and Marketing Program of Projects



Alix Bockelman

Date: June 22, 2022
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4521, Revised

This resolution adopts the Regional Measure 2 (RM2) Operating and Marketing Assistance Program for FY2022-23.

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheets dated June 8, 2022.

Date: June 22, 2022
W.I.: 1255
Referred by: PAC

RE: Adoption of FY2022-23 RM2 Operating Assistance Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4521

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to California Government Code § 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, on March 2, 2004, voters approved Regional Measure 2, which increased the toll for all vehicles on the seven State-owned toll bridges in the San Francisco Bay Area by \$1.00, with this extra dollar funding various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004), commonly referred as Regional Measure 2 (“RM2”); and

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and identifies specific projects eligible to receive RM2 funding for operating assistance as identified in Section 30914(d) of the California Streets and Highways Code; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by bonding or transfers to MTC; and

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

WHEREAS, MTC has developed guidelines for the programming and use of the RM2 funds for operating support of transit projects, and

WHEREAS, these guidelines state that MTC will adopt a project specific budget for RM2 operating funds prior to the beginning of each fiscal year, now, therefore be it

RESOLVED, that MTC adopts a program that establishes RM2 operating subsidy amounts for FY2022-23, as outlined in Attachment A and incorporated herewith as though set forth at length; and, be it further

RESOLVED, that the Executive Director is authorized to make programming changes to Attachment A, up to \$200,000 for each project, in consultation with the affected sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on June 22, 2022.

Attachment A
MTC Resolution No. 4521

FY 2022-23 RM-2 Operating Assistance Program -- Streets and Highways Code 30914(d)

Project #	Project Name	Sponsor	Service (note 1)	Program Amount (notes 2,3)
1	Richmond Bridge Express	Golden Gate Transit	Express Bus	\$ 2,135,450
2	Napa VINE Service	NVTA	Express Bus	\$ 370,384
		SolTrans/FAST	Express Bus	\$ 2,319,934
		ECCTA	Express Bus	\$ 461,609
3	Express Bus North	Golden Gate Transit	Express Bus	\$ 257,438
		WestCat	Express Bus	\$ 216,376
		Total		3,255,357
		AC Transit	Express Bus	\$ 4,716,766
		CCCTA	Express Bus	\$ 126,297
4	Express Bus South	WestCat	Express Bus	\$ 799,075
		LAVTA	Express Bus	\$ 504,738
		Total	\$	6,146,877
5	Dumbarton Bus	AC Transit	Express Bus	\$ 3,244,888
6	Ferry Service	WETA	Ferry Services	\$ 13,398,683
		AC Transit	OWL Service	\$ 1,310,107
7	Owl Service	MUNI	OWL Service	\$ 162,613
		SamTrans	OWL Service	\$ 265,275
		Total	\$	1,737,994
8	MUNI Metro 3rd Street	SF MUNI	Metro 3rd Street extension	\$ 2,189,327
9	AC Transit Rapid Bus	AC Transit	Tempo	\$ 2,627,193
11	WETA planning	WETA	Planning and operations	\$ 2,627,193
12	Clipper	MTC	Operations	\$ 1,751,462
13	Transbay Transit Center	TJPA	Terminal Operations	\$ 2,627,193
	FY 2021-22 Reconciliation	MTC	Clipper Operations	\$ 1,250,000
		Grand Total	\$	43,362,000

FY 2022-23 RM2 Marketing Assistance Program (note 3 and 4)

Project Name	Sponsor	Program Amount
Clipper®	MTC	\$ 2,800,000
Regional Mapping and Wayfinding	MTC	\$ 500,000
511 Program	MTC	\$ 155,000
Return-to-Transit	MTC	\$ 370,000
Transportation Poll	MTC	\$ 100,000
Agency Website Operations and Enhancements	MTC	\$ 50,000
AC Transit Service Marketing	AC Transit	\$ 300,000
Transit Transformation Action Plan Implementation	TBD	\$ 315,000
Grand Total		\$ 4,590,000

Notes:

1. Transit operators will be provided increased flexibility for FY 2022-23 to use funds on eligible service to accommodate changing service demand. Eligible routes for Projects 1 - 6 must serve an intended bridge corridor/s and/or provide a direct connection to BART. Before allocating funds, MTC staff and project sponsor will confirm route eligibility.
2. For FY2022-23, two factors were used to increase program amounts: a) FY 2021-22 programming compared to statutory programming and b) Proportionate increase to FY 2021-22 programming level. The RM2 operating program is limited to 38% of annual receipts by statute. Programming amounts will be adjusted, as necessary, to stay within available revenue.
3. Amounts shown are subject to approval of the FY 2022-23 BATA Budget and funding availability.
4. Marketing assistance program are funded with RM2 toll revenue receipts pursuant to Streets and Highways Code(SHC) 30914(f) and are outside of the 38% limit on operating funding as described in SHC 30914(d).



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	22-0853	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	4/22/2022	In control:		Programming and Allocations Committee	
On agenda:	6/8/2022	Final action:			
Title:	MTC Resolution No. 4527. Allocation of FY 2022-23 Transportation Development Act (TDA) funds to County Controllers for TDA administration and to MTC for TDA administration and planning.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	2g - 22-0853 TDA Allocation to County Controllers and MTC.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4527. Allocation of FY 2022-23 Transportation Development Act (TDA) funds to County Controllers for TDA administration and to MTC for TDA administration and planning.

Presenter:

Kenji Anzai

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

June 8, 2022

Agenda Item 2g - 22-0853

MTC Resolution No. 4527

Subject:

Allocation of FY 2022-23 Transportation Development Act (TDA) funds to County Controllers for TDA administration and to MTC for TDA administration and planning.

Background:

TDA funds are derived from a ¼ cent sales tax. These funds are an important source of funding for the MTC operating budget.

Public Utilities Code (PUC) Section 99233.1 provides that funds may be allocated to MTC and all nine Bay Area counties for the administration of the Transportation Development Act. PUC Section 99233.2 provides that up to three percent of total annual TDA revenues may be allocated to MTC for planning purposes. As allowed by statute, it is MTC policy that one-half of one percent of the TDA funds generated be allocated to both the Counties and to MTC for administration of the Act, and that three percent of the funds generated be allocated to MTC for planning purposes.

Based on the current adopted FY 2022-23 Fund Estimate (MTC Resolution No. 4450), the estimated allocation to the county auditors is approximately \$2.4 million and the amount to MTC is approximately \$17 million.

Issues:

None identified.

Recommendations:

Refer MTC Resolution No. 4527 to the Commission for approval.

Attachments:

- MTC Resolution No. 4527



Alix Bockelman

Date: June 22, 2022
W.I.: 1514
Referred by: PAC

ABSTRACT

Resolution No. 4527

This resolution approves an allocation of FY 2022-23 Transportation Development Act (TDA) funds to the Metropolitan Transportation Commission (MTC) for: (a) the cost to MTC of administering TDA funds and (b) the conduct of the transportation planning process. It also approves an allocation of TDA funds to the counties to administer TDA.

Further discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 8, 2022.

Date: June 22, 2022
W.I.: 1514
Referred by: PAC

RE: Allocation to the Metropolitan Transportation Commission (MTC) for Transportation Planning in the Region and to the Counties and MTC for Administering the Transportation Development Act in FY2022-23.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4527

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

WHEREAS, the Transportation Development Act (TDA) (PUC Sections 99200 et seq.) provides, pursuant to PUC Section 99233.1, that there shall be allocated to the respective transportation planning agency, (MTC), such sums as are necessary to administer TDA; and

WHEREAS, the present estimate of the cost to MTC to administer TDA is one-half of one percent of the total funds estimated to be deposited in the Local Transportation Funds (LTFs) of the nine San Francisco Bay Area counties in FY2022-23; and

WHEREAS, PUC Section 99233.2 provides that there shall be allocated to the transportation planning agency, if it is statutorily created, such sums as the transportation planning agency may approve up to three percent (3%) of annual revenues for the conduct of the transportation planning process, unless a greater amount is approved by the Director of Transportation; and

WHEREAS, the present estimate of the cost for the counties to administer TDA in the nine San Francisco Bay Area Counties does not exceed one-half of one percent of the total funds estimated to be deposited in the Local Transportation Funds (LTFs) of the respective counties in FY2022-23; now, therefore, be it

RESOLVED, that MTC approves an allocation of TDA monies from the Local Transportation Funds of the respective counties to each county in an amount actually necessary to administer TDA but that such amount shall not exceed one-half of one percent of the total monies deposited in the LTF of each county in FY2022-23, and, be it further

RESOLVED, that MTC approves an allocation of TDA monies from the Local Transportation Funds of the nine San Francisco Bay Area counties, for MTC's costs of administering TDA, in the amount of one-half of one percent of the total monies deposited in the LTF of each county in FY2022-23, and, be it further

RESOLVED, that the MTC approves an allocation of TDA monies to MTC for the conduct of the transportation planning process in the nine San Francisco Bay Area counties in the amount of three percent (3%) of the total monies deposited in the LTFs in each of these counties in FY2022-23.

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 June 22, 2022.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-0885 **Version:** 1 **Name:**
Type: Report **Status:** Committee Approval
File created: 4/27/2022 **In control:** Programming and Allocations Committee
On agenda: 6/8/2022 **Final action:**
Title: Consolidated Transportation Service Agency Designation for Solano Transportation Authority in Solano County
Sponsors:
Indexes:
Code sections:
Attachments: [2h - 22-0885 - Consolidated Transportation Service Agency Designation for STA.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Consolidated Transportation Service Agency Designation for Solano Transportation Authority in Solano County

Presenter:
Drennen Shelton

Recommended Action:
Committee Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

June 8, 2022

Agenda Item 2h - 22-0885

**Consolidated Transportation Service Agency (CTSA) Designation for Solano
Transportation Authority in Solano County**

Subject:

Consolidated Transportation Service Agency (CTSA) Designation for Solano Transportation Authority in Solano County.

Background:

In 1979, the California Legislature enacted AB 120, the Social Service Transportation Improvement Act, which mandated improvements to social services transportation, and led to the creation and designation of Consolidated Transportation Service Agencies (CTSAs). CTSAs are a mechanism for promoting the concept of mobility management. By law, CTSAs in the San Francisco Bay Area are designated by MTC to identify and consolidate all funding sources and maximize the services of public and private transportation providers within their geographic area. MTC's 2018 update to the Coordinated Public Transit-Human Services Transportation Plan ("Coordinated Plan," MTC Resolution No. 4310), includes descriptions of, and steps for designating CTSA's within the Bay Area.

In March 2022, MTC received a request from the Solano Transportation Authority for CTSA re-designation (attached), which includes a list of accomplishments and a letter of support from the Solano County Paratransit Coordinating Council. Solano Transportation Authority was first designated as a CTSA for Solano County in 2014. The current designation expires on September 30, 2022.

Since 2013, the Solano Transportation Authority has used a number of fund sources, including One Bay Area Grant funds, to actively plan and implement successful coordination activities that improve mobility for Solano County's transportation disadvantaged populations. Solano Transportation Authority recently implemented a much-needed program for older adults and people with disabilities that provides concierge TNC and taxi rides to and from medical trips, as well as recently completing a countywide assessment of the transportation needs of veterans.

In accordance with the Coordinated Plan, MTC notified the Solano County Board of Supervisors, Solano County Paratransit Coordinating Council, Fairfield and Suisun Transit (FAST), Vacaville City Coach, Dixon Redit-Ride, Rio Vista Delta Breeze, and SolTrans of Solano Transportation Authority's request for redesignation. No responses were received.

Staff recommends approving CTSA status to the Solano Transportation Authority until September 30, 2027 with the condition that the Authority will be precluded from receiving either Transportation Development Act or State Transit Assistance funding except as awarded through MTC's County Block Program or for similar purposes to support CTSA-related activities, or as previously eligible per California Public Utilities Code 99233.12 for countywide transit planning and coordination purposes.

Issues:

None.

Recommendations:

Refer MTC Resolution No. 4097, Revised to the Commission for Approval

Attachments:

- Attachment A: Solano Transportation Authority CTSA Request Letter
- MTC Resolution No. 4097



Alix Bockelman



SOLANO TRANSPORTATION AUTHORITY

Member Agencies:
Benicia • Dixon • Fairfield • Rio Vista • Suisun City • Vacaville • Vallejo • Solano County

423 Main Street, Suisun City, CA 94585-2413 • Telephone (707) 424-6075 / Fax (707) 424-6074

Email: info@sta.ca.gov • Website: sta.ca.gov

March 14, 2022

Sent Via Electronic Mail

Page 1 of 2

Therese McMillan
Executive Director
Metropolitan Transportation Commission
375 Beale St #800
San Francisco, CA 94105-2006

RE: STA's CTSA Re-Designation Request for Solano County

Dear Ms. McMillan:

I am writing on behalf of the Solano Transportation Authority (STA) Board to request the Metropolitan Transportation Commission (MTC) re-designate the Solano Transportation Authority (STA) as the Consolidated Transportation Services Agency (CTSA) for Solano County. On March 9, 2022, the STA Board unanimously took action to request the CTSA re-designation by MTC for Solano County (see attachment A).

Since STA was first designated the CTSA for Solano County in September 2014, and then redesignated in 2017, the STA has been actively planning and implementing a number of mobility management programs to help meet the mobility needs of our growing population of older adults, people with disabilities and low-income residents. The Solano Mobility programs implemented were identified in the Solano Transportation Study for Seniors and People with Disabilities (2011). The Solano Mobility Management Plan (2014) outlined a number of programs that STA, our partner agencies, community-based organizations, non-profits and advisory committees prioritized for implementation. Attached is the list of accomplishments completed by the CSTA for Solano County (Attachment B).

In 2019, STA updated the Solano Mobility Plan for Seniors and People with Disabilities. STA hosted Mobility Summits for Seniors and People with Disabilities in each of the seven cities located in Solano County. The STA sought public input to help identify the challenges Solano Older Adults and People with Disabilities face getting around within their communities and beyond and informed participants of the current Solano Mobility programs (Attachment C).

The challenges presented in the current Solano Mobility Plan for Seniors and People with Disabilities guided the STA in its role as the CTSA to pursue new opportunities and actions to improve mobility for Seniors and People with Disabilities in Solano County as funding allows.

As part of both One Bay Area Grant (OBAG) 1 and 2, the STA, in its role as the CTSA for Solano County, has programmed OBAG funds for Solano Mobility Programs.

STA Ltr. to MTC's Therese McMillan dated March 14, 2022
RE: STA's CTSA Re-Designation Request for Solano County

We look forward to MTC approving the STA's request to be re-designated the CTSA for Solano County and to continue to work together with MTC and our local partners to successfully sustain and advance mobility management programs in Solano County. Please contact me at (707) 424-6075, if you have any questions.

Sincerely,

A handwritten signature in blue ink that reads "Daryl K. Halls". The signature is fluid and cursive, with the first name "Daryl" being more prominent.

Daryl K. Halls
Executive Director

Cc: STA Board Members

Attachments:

- A. STA Board Report for CTSA Re-Designation
- B. CTSA Accomplishments
- C. Solano Mobility Program Guide
- D. PCC Letter of Support for CTSA Re-Designation



DATE : February 28, 2022
TO: STA Board
FROM: Debbie McQuilkin, Transit Mobility Program Coordinator II
RE: Consolidated Transportation Service Agency (CTSA) Re-Designation

Background:

Since STA was designated the CTSA for Solano County in September 2014 by the Metropolitan Transportation Commission (MTC) and then redesignated in 2017, the STA has been actively planning and implementing a number of mobility management programs to help meet the mobility needs of our growing population of seniors, people with disabilities and low-income residents. The Solano Mobility programs implemented were identified in the Solano Transportation Study for Older Adults and People with Disabilities (2011). The Solano Mobility Management Plan (2014) outlined several programs that STA, partner agencies, non-profits and advisory committees prioritized for implementing.

In October 2020, the STA Board approved the updated Solano Mobility Study for Older Adults and People with Disabilities. The Study included recommended strategies to address the priority issues raised. Twelve of those strategies were presented to the CTSA-Advisory Committee (AC) in October for funding prioritization. At a special meeting of the CTSA-AC held on December 3rd, the committee members unanimously voted to recommend the STA Board allocate \$125,000 of State Transit Assistance Funds (STAF) funds to these 6 priority projects:

- 1) Solano Older Adults Medical Trip Concierge Call Center Program
- 2) Sutter/Solano Medical Trips
- 3) Medical – Other
- 4) Veterans Mobility Study
- 5) Improve Non-Profit Partnerships
- 6) Older Driver Medical Concierge Program - Marketing

The CTSA-AC members provide feedback and guidance towards ensuring programs and projects for the betterment of the Older Adult, People with Disabilities and Low-Income communities continue.

Discussion:

The current CTSA designation will expire in September 2022. As such, STA staff is recommending STA request re-designation as the CTSA for Solano County by MTC. STA staff presented this item at the Paratransit Coordinating Council (PCC) meeting on May 20, 2021 and requested the PCC was provided a Letter of Support for the re-designation, which has been provided (Attachment A). At the June 2021 CTSA-AC meeting, the committee members unanimously recommended for the CTSA re-designation to the STA Board for approval.

STA staff will forward the PCC's and CTSA's Letter of Support for STA's CTSA re-designation for Solano County to the Metropolitan Transportation Commission upon the STA Board's approval.

Fiscal Impact:

None.

Recommendation:

Authorize the Executive Director to seek re-designation for STA as the County Consolidated Transportation Service Agency (CTSA) from the Metropolitan Transportation Commission.

Attachment:

A. CTSA Re-Designation Letter from PCC.

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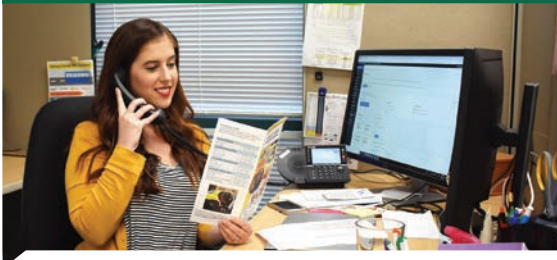
Solano County CTSA Accomplishments

Solano Mobility Programs	Date Implemented
In Person ADA Eligibility Assessment Program	July 2013
CTSA Designation	September 2014
CTSA Re-Designation	September 2017
Solano Mobility Call Center	November 2014
Solano Intercity Taxi Scrip Phase 1 (took over the administration of program per Solano County 's request)	February 2015
Travel Training	May 2015
Contract with Faith In Action to provide medical trips to seniors	July 2015
CTSA Advisory Committee first meeting	July 2015
Solano Mobility Website	December 2015
Senior Safe Driver Information	December 2015
STA Board approves CTSA Workplan	January 2016

Solano County CTSA Accomplishments

Medical Trip Concierge Program Using GoGo Grandparents	April 2019
Solano Veteran's Mobility Assessment	December 2020

Solano Mobility Call Center



The Solano Mobility Call Center offers free live personalized assistance for a variety of mobility services and programs, such as bus, rail, ferry, shared ride, taxis, paratransit and bike information, mobility programs for older adults and people with disabilities, employers and commuters.

About Solano Mobility

In February 2014, the Solano Transportation Authority (STA) expanded their services to include The Solano Mobility Call Center. This was one of four Solano Mobility priorities identified in the Solano Transportation Study for Seniors and People with Disabilities, which was completed in 2011. As well as providing commuters and Solano county employers with information on a variety of transit services and incentive programs, the Solano Mobility Call Center provides seniors and people with disabilities with a range of various mobility information.

Solano Mobility Call Center
(800) 535-6883
Weekdays 8am-5pm
www.solanomobility.org



Travel Training Program



Free and fun service that teaches Solano County residents how to ride public transportation to maintain their independence. For more information on Travel Training, call the Solano Mobility Call Center.

ADA In-Person Eligibility Program

If you are unable to use fixed route public transit service because of a disability, becoming ADA Certified will allow you access to services such as curb to curb paratransit and reduced taxi programs. Evaluations are currently done through an application process and phone interview. For more information, contact C.A.R.E. Evaluators at (707) 541-7184.

Intercity Taxi Card Program

For ADA certified individuals, this program offers reduced fare intercity taxi trips within Solano County using a pre-paid debit card (PEX card). Eligible residents may purchase \$100 of taxi funds for \$40 (\$20 if low income eligible). Call the Solano Mobility Call Center for more information.

Medical Trip Concierge Program Using GoGo Grandparent



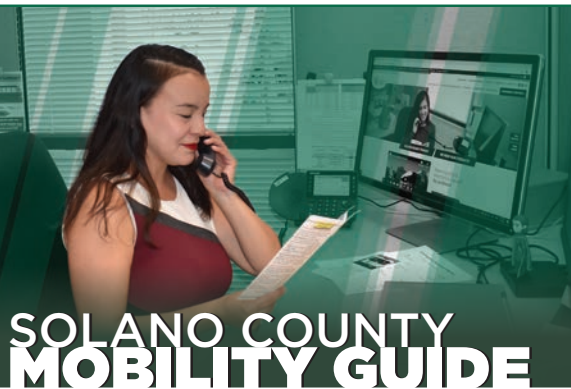
Subsidized rides utilizing Uber and Lyft for rides to and from medical appointments within Solano County. Transportation options for Non-Ambulatory Individuals are also available. Must be a resident of Solano County, 60 years of age or older, and/or Americans with Disabilities Act (ADA) eligible. Customers pay 40% of ride (20% if low income) and receive 20 rides per month. Call the Solano Mobility Call Center for more information: (800) 535-6883.

Vehicle Share Program




Shared vehicles for non-profit organizations that provide services for older adults and people with disabilities in Solano County. Call Solano Mobility Call Center for more information: (800) 535-6883.

PROVIDING
MOBILITY OPTIONS
IN SOLANO COUNTY
AND BEYOND



(800) 535-6883
solanomobility.org



 Follow us on Facebook at
facebook.com/solanomobility

For document translation please call:
Para la llamada de traducción de documentos:
Para sa mga dokumento tawag sa pagsasalin:
Đối với tài liệu gọi dịch:
對於文檔翻譯電話
707-399-3239

Fixed Route Transit



For individuals who can walk to a bus stop, board and exit a bus with or without a mobility device, fixed-route transit offers a low cost transportation alternative. All buses have lifts for wheelchairs.

Solano County Transit Providers

Dixon Read-Ride* 678-5020
Fairfield & Suisun Transit.....422-2877
Rio Vista Delta Breeze* 374-2878
San Francisco Bay Ferry (from Vallejo to San Francisco) 643-3779
SolanoExpress (800) 535-6883
SolTrans (Benicia*/Vallejo) 648-4666
Vacaville City Coach 449-6000

Paratransit Providers

Dixon Read-Ride 678-5020
Fairfield/Suisun Transit DART 429-2400
Rio Vista Delta Breeze 374-2878
SolTrans (Benicia/Vallejo) 649-5401
Vacaville City Coach 449-6000

*General public dial-a-ride providers have wheelchair accessible vehicles.

Transportation Providers



Non-Profit Providers

The Adult Recreation Center (ARC) Taxi Scrip Program provides taxi trips from Fairfield/Suisun City to the ARC. Participants must be 60+ and approved for the local Reduced Fare Taxi Program or DART Paratransit. Application and Scrip are available at ARC. **Cost is \$2.50 one way.** Call 434-3800 for more information.

Faith in Action/Ride With Pride provides free door-to-door rides for ambulatory seniors (60+) throughout Solano County. Advance reservation is required at 469-6675.

American Cancer Society/Road to Recovery provides transportation for ambulatory Solano County cancer patients to/from medical appointments only. Advance reservation required at (800) 227-2345.

Veterans Affairs offers a FREE medical shuttle from Solano County to VA Medical Facilities in neighboring counties. Call 437-1800 (reservation required).

Interregional Transportation

The Capitol Corridor train stops in Fairfield and Suisun City. ADA Accessible trains operate between Sacramento, Oakland and San Jose. Call (877) 974-3322 or visit capitolcorridor.org.

Greyhound Bus Lines provide service to Suisun City, Vallejo, and beyond. Call (800) 231-2222.

Transportation Providers



Inter-County Transportation

Services connecting Solano with Contra Costa, Napa, Yolo, Sacramento, and San Francisco counties.

SolanoExpress services Solano County and Sacramento, also with service to BART, and San Francisco Bay Ferry (800) 535-6883

VINE connects Vallejo and Fairfield to the Napa Valley (800) 696-6443

Yolobus connects Vacaville to Winters and Davis (530) 666-2877

San Francisco Bay Ferry connects Vallejo to San Francisco (707) 643-3779

BART (Bay Area Rapid Transit) serves Contra Costa, Alameda, San Francisco, San Mateo counties (510) 465-2278

Private Transportation

Privately owned businesses offering wheelchair accessible, nonsubsidized services for a fee.

Murphy Medical Transport 580-1429
Northbay Transit Group ... 644-5555/552-1234
Pro-Care Mobility Inc 208-1569
RCS 557-3781
Wheelcare Express Inc 573-3055

The above information does not constitute an endorsement.

Taxi Providers



To schedule a ride on a qualified taxi service, please select from the taxi list below.

Requires 24-hour reservation and must be paid before dispatch.

Benicia/Vallejo

Yellow Cab (707) 644-1234
City Cab (707) 643-3333

Fairfield/Suisun City

Fairfield Taxi (707) 422-5555
Veteran's Cab (707) 421-9999
Yellow Cab (707) 428-4400

Dixon/Rio Vista/Vacaville

AAA Taxi Cab (707) 449-8294
Checker Cab (707) 449-8294
Yellow Cab (707) 446-1144

Accessible Vehicle Rides

Northbay Transit (707) 552-5050
City Cab (707) 643-3333
Countywide Transportation ... (707) 862-1234
Wheelcare Express (707) 573-3055



Solano Transportation Authority

... working for you!

SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

Benicia • Dixon • Fairfield • Rio Vista • Suisun City • Vacaville • Vallejo • Solano County

423 Main Street, Suisun City, CA 94585-2473 • Telephone (707) 424-6075 / Fax (707) 424-6074

Email: info@sta.ca.gov • Website: sta.ca.gov

January 27, 2022

Via Electronic Mail

Drennen Shelton
Metropolitan Transportation Commission
375 Beale Street, #800
San Francisco, CA 94105

RE: PCC's Support for STA's CTSA Re-Designation for Solano County

Dear Ms. Shelton:

I am writing on behalf of the Solano Paratransit Coordinating Council in support of Solano Transportation Authority being re-designated as the Consolidated Transportation Services Agency (CTSA) for Solano County. On May 20, 2021, the PCC unanimously took action to support the STA's CTSA re-designation by MTC for Solano County.

Since STA was designated the CTSA for Solano County in September 2014, and then re-designated in 2017, the STA has been actively planning and implementing a number of mobility management programs to help meet the mobility needs of our growing population of seniors, people with disabilities and low-income residents. The Solano Mobility programs implemented were identified in the Solano Transportation Study for Seniors and People with Disabilities (2011). The Solano Mobility Management Plan (2014) outlined a number of programs that STA, partner agencies, non-profits and advisory committees prioritized for implementing. The CTSA's accomplishment for Solano County is listed in Attachment A.

STA recently updated the Solano Mobility Plan for Seniors and People with Disabilities. The last study was completed in 2011. STA hosted Mobility Summits for Seniors and People with Disabilities in each city throughout Solano County in an effort to receive feedback from the community on transportation challenges. At these Mobility Summits, and as identified in the updated Plan, the Solano Seniors and People with Disabilities communities' number one issue was difficulty getting to and from medical appointments. The CTSA identified 6 "Priority Projects" resulting from the Mobility Study's findings.

STA, with direction from the CTSA developed and implemented the Medical Trip Concierge Program utilizing GoGo Grandparent which provides subsidized rides to and from medical trips to both Solano County's Older Adults and People with Disabilities. This program has been very

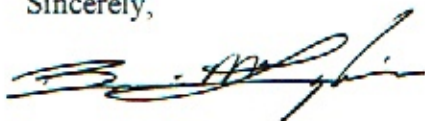
successful and popular with the public. STA has also expanded the Solano Intercity Taxi Card Program to now provide service to non-ambulatory ADA certified Solano County residents.

The STA, again with direction from the CTSA, recently conducted a Veteran's Mobility Needs Study, which assessed local veterans' mobility concerns (particularly those related to medical services), researched ideas for improvements, and/or related resources that are available to assist local veterans. The project results were presented to the CTSA, and staff has been given additional direction to pursue solutions to several of the study findings.

The PCC receives frequent updates on the status of these projects and programs and has been particularly supportive of the Solano Intercity Taxi Card Program expansion as well as the Solano Medical Trip Concierge Program for Older Adults and People with Disabilities.

We look forward to MTC approving the STA's request to be re-designated the CTSA for Solano County and to continue to work together with MTC, local partners and advisory committees to successfully sustain and advance mobility management programs in Solano County.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian McLaughlin", with a stylized flourish at the end.

Brian McLaughlin
Solano County PCC Chair

Attachment A: Solano CSTA's Draft Workplan for FY 2021-22 and FY 2022-23

cc: PCC Members
Debbie McQuilkin, STA
Ron Grassi, STA

Date: May 22, 2013
W.I.: 1311
Referred By: PAC
Revised: 09/24/14-C
09/27/17-C
06/22/22-C

ABSTRACT

Resolution No. 4097, Revised

This resolution adopts Consolidated Transportation Service Agency (CTSA) Designations for the San Francisco Bay Area.

The following attachments are provided with this resolution:

Attachment A — Consolidated Transportation Service Agency (CTSA) Designation Process for the San Francisco Bay Area

Attachment B — Designations of Consolidated Transportation Service Agencies (CTSAs) within the San Francisco Bay Area

This resolution was revised on September 24, 2014, to add the Solano Transportation Authority as a CTSA, subject to conditions listed on Attachment B.

This resolution was revised on September 27, 2017, to redesignate the Solano Transportation Authority as a CTSA, subject to conditions listed on Attachment B.

This resolution was revised on June 22, 2022, to redesignate the Solano Transportation Authority as a CTSA, subject to conditions listed on Attachment B.

Further discussion of this action is included in the Programming and Allocations Summary sheet dated May 8, 2013, September 10, 2014, September 13, 2017, and June 8, 2022.

Date: May 22, 2013
W.I.: 1311
Referred By: PAC

Re: Consolidated Transportation Service Agency (CTSA) Designation for the San Francisco Bay Area

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4097

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

WHEREAS, the California Legislature enacted the Social Service Transportation Improvement Act (Chapter 1120, Statutes of 1979) (hereafter referred to as AB 120) with the intent to improve transportation service required by social service recipients; and

WHEREAS, AB 120 requires that each transportation planning agency shall prepare, adopt and submit to the Secretary of the Business, Transportation and Housing Agency an Action Plan for coordination of social service transportation services in their respective geographic area (Government Code Section 15975); and

WHEREAS, the Action Plan must include the designation of one or more Consolidated Transportation Service Agency(ies) within the geographic area of jurisdiction of the transportation planning agency (Government Code Section 15975(a)); and


WHEREAS, the Metropolitan Transportation Commission adopted the MTC Regional Action Plan for the coordination of Social Service Transportation (MTC Resolution 1076, Revised); and

WHEREAS, the Coordinated Public Transit—Human Services Transportation Plan Update (MTC Resolution No. 4085) includes the steps for designating Consolidated Transportation Service Agencies within the San Francisco Bay Area; now, therefore, be it

RESOLVED, that MTC designates the agency(ies) listed on Exhibit B, which is incorporated herein as though set forth at length, as Consolidated Transportation Service Agency(ies); and be it further

RESOLVED, that the Executive Director may forward this resolution to the California Department of Transportation (Caltrans), and such agencies as may be appropriate.

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 May 22, 2013.

Date: May 22, 2013
W.I.: 1311
Referred By: PAC

Attachment A
Resolution No. 4097
Page 1 of 1

Consolidated Transportation Service Agency (CTSA) Designation Process for the San Francisco Bay Area

MTC's process and conditions for designating CTSA's are set forth in the Coordinated Public Transit—Human Services Transportation Plan Update for the San Francisco Bay Area, MTC Resolution 4085. The process is as follows:

1. Applicant makes request.
2. MTC notifies the County Board of Supervisors, the Paratransit Coordinating Councils (PCCs), and transit operators of its intent to designate a CTSA in the County.
3. MTC staff evaluates candidates for consistency with mobility management activities as outlined in the Coordinated Public Transit-Human Services Transportation Plan.
4. MTC's Programming and Allocations Committee reviews and recommends CTSA designation.
5. Commission adopts CTSA designation.
6. MTC notifies CTSA, transit operators, State of California and PCC of CTSA designation.

Under this process, MTC's evaluation of CTSA candidates take into account various factors, including but not limited to:

- Past CTSA designations and performance; relevance of activities to current coordination objectives.
- Scale of geography covered by designation request.
- Extent to which the applicant was identified as the result of a county or subregionally based process involving multiple stakeholders aimed at improving mobility and transportation coordination for transportation-disadvantaged populations.
- The applicant's existing and potential capacity for carrying out mobility management functions described in this chapter as well as other requirements of CTSA's as defined by statute.
- Institutional relationships and support, both financial and in-kind, including evidence of coordination efforts with other public and private transportation and human services providers.

Date: May 22, 2013
W.I.: 1311
Referred By: PAC
Revised: 09/24/14-C
09/27/17-C
06/22/22-C

Attachment B
Resolution No. 4097
Page 1 of 1

**Designations of Consolidated Transportation Service Agencies (CTSAs)
within the San Francisco Bay Area**

Date of Designation	Period of Designation	Name of Agency	Geographic Area
5/22/2013	7/1/2013 – 6/30/2017	Outreach & Escort, Inc. ¹	Santa Clara County
9/24/2014	10/1/2014 – 9/30/2017	Solano Transportation Authority ²	Solano County
9/27/2017	10/1/2017 – 9/30/2022	Solano Transportation Authority ³	Solano County
6/22/2022	10/1/2022 – 9/30/2027	Solano Transportation Authority ⁴	Solano County

¹ This designation was approved for a four-year period ending June 20, 2017. This designation limits claimant eligibility under California Public Utilities Code Section 99275 and California Code of Regulations (CCR) 6681 and 6731.1 to allow Outreach & Escort, Inc. to only claim STA funds programmed as part of MTC's Lifeline program. Access to Transportation Development Act (TDA) funds and other STA funds is not permitted. Other benefits available to CTSAs are granted through this designation.

² This designation was approved for a three-year period ending September 30, 2017. This designation limits claimant eligibility under California Public Utilities Code Section 99275 and California Code of Regulations (CCR) 6681 and 6731.1 to allow Solano Transportation Authority to only claim STA funds or TDA programmed as part of MTC's Lifeline program or as previously eligible per California Public Utilities Code 99233.12 for countywide transit planning and coordination purposes. Other benefits available to CTSAs are granted through this designation.

³ This designation was approved for a five-year period ending September 30, 2022. This designation limits claimant eligibility under California Public Utilities Code Section 99275 and California Code of Regulations (CCR) 6681 and 6731.1 to allow Solano Transportation Authority to only claim STA funds or TDA programmed as part of MTC's Lifeline program or for similar purposes to support CTSA-related activities, or as previously eligible per California Public Utilities Code 99233.12 for countywide transit planning and coordination purposes. Other benefits available to CTSAs are granted through this designation.

⁴ This designation was approved for a five-year period ending September 30, 2022. This designation limits claimant eligibility under California Public Utilities Code Section 99275 and California Code of Regulations (CCR) 6681 and 6731.1 to allow Solano Transportation Authority to only claim STA funds or TDA programmed as part of MTC's Lifeline program or for similar purposes to support CTSA-related activities, or as previously eligible per California



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-0887 **Version:** 1 **Name:**
Type: Report **Status:** Committee Approval
File created: 4/27/2022 **In control:** Programming and Allocations Committee
On agenda: 6/8/2022 **Final action:**
Title: Concurrence Request for State Transportation Improvement Program (STIP) Amendment for Napa County.

Sponsors:

Indexes:

Code sections:

Attachments: [2i - 22 - 0887 - STIP Concurrence Request for Napa County.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Concurrence Request for State Transportation Improvement Program (STIP) Amendment for Napa County.

Presenter:

Karl Anderson

Recommended Action:

Committee Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

June 8, 2022

Agenda Item 2i - 22-0887

Concurrence Request for State Transportation Improvement Program (STIP)

Amendment for Napa County

Subject:

Concurrence with STIP Amendment Request to add the Napa Valley Vine Trail: St. Helena to Yountville project to the 2022 STIP.

Background:

The Napa Valley Transportation Authority (NVTa) requests MTC's concurrence for a STIP amendment to program \$2 million in STIP project savings from the SR-29/12/221 Soscol Junction project to the construction phase of the Napa Valley Vine Trail: St. Helena to Yountville (Vine Trail) project in the 2022 STIP for Fiscal Year (FY) 2025-26.

MTC adopted the 2022 Regional Transportation Improvement Program (RTIP) program of projects on December 15, 2021, which forms part of the STIP. NVTa did not submit any new requests for funding other than for Planning, Programming, and Monitoring (PPM) for the 2022 RTIP. Napa County is still paying back a \$20 million STIP county share advancement from the 2020 STIP for the Soscol Junction project.

Caltrans recently awarded a construction contract under 80% of the engineer's cost estimate. Since the construction contract award was below the engineer's estimate, the California Transportation Commission (CTC) allows for STIP savings to return to that county's STIP share for future programming. The Soscol Junction construction award leaves a remainder of \$5.1 million in STIP funds to be returned to Napa County's STIP shares. To best use the available funding, NVTa requests \$3.1 million to repay the county's negative RTIP balance and \$2 million to be programmed to Napa County's Napa Valley Vine Trail: St. Helena to Yountville project for construction in FY 2025-26.

The Vine Trail project will provide walking and cycling alternatives that will better serve low-income communities and reduce auto use along the SR-29 corridor.

Since this action proposes to amend the STIP to add a new project to the STIP and exceeds the available county share capacity, Committee action is required to concur with the proposed amendment consistent with the 2022 RTIP Policies and Procedures (MTC Resolution No. 4488).

The current and proposed 2022 STIP programming is shown below.

Existing Programming:

<u>PPNO</u>	<u>Sponsor</u>	<u>Phase</u>	<u>Amount</u>	<u>FY</u>	<u>Title</u>
-	-	-	-	-	-

Proposed Programming:

<u>PPNO</u>	<u>Sponsor</u>	<u>Phase</u>	<u>Amount</u>	<u>FY</u>	<u>Title</u>
<u>New</u>	<u>Napa County</u>	<u>CON</u>	<u>\$2,000,000</u>	<u>25/26</u>	<u>Vine Trail St. Helena to Yountville</u>

The CTC is scheduled to notice the proposed STIP amendment at its June meeting and is expected to act on the amendment at the August 17-18, 2022 meeting.

Issues:

None.

Recommendations:

Approve the requested STIP amendment concurrence from NVTa and direct staff to send a letter of concurrence to Caltrans and CTC.

Attachments:

- Attachment A: NVTa STIP Amendment Request Letter



Alix Bockelman



May 5, 2022

Theresa Romell
Metropolitan Transportation Commission
Director, Funding Policy & Programs
375 Beale Street, Suite 800
San Francisco, CA 94105

Re Request: RTIP Amendment for the Napa County Vine Trail – St. Helena to Yountville

Dear Theresa,

Napa Valley Transportation Authority (NVTA) is requesting an amendment to the 2022 Regional Transportation Improvement Program (RTIP) to move \$2,000,000 in RTIP funds from the Soscol Junction project to the County of Napa Vine Trail St. Helena to Yountville project. The Soscol Junction project award was 80% under the engineer's estimate which qualifies NVTA to recover \$5,111,600 in county RTIP shares to free up these funds.

The California Transportation Commission (CTC) allocated \$22,555,000 for construction capital. The contract was awarded on March 21, 2022 in the amount of \$36,784,300 which included \$17,443,400 in STIP shares. NVTA is requesting that \$2,000,000 of the returned funds be programmed to Napa County's Vine Trail St. Helena to Yountville project in FY 2025-26. NVTA approved the 2022 RTIP amendment at its April 20, 2022 meeting. The remaining \$3,111,600 from the AB 608 related return will be applied against RTIP funds that were advanced on the Soscol Junction project.

Please contact NVTA staff member, Danielle Schmitz (dschmitz@nvta.ca.gov or (707) 259-5968), should you have any questions or require additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read "Kate Miller", is positioned above the printed name.

Kate Miller
Executive Director



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	22-0898	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	4/27/2022	In control:		Programming and Allocations Committee	
On agenda:	6/8/2022	Final action:			
Title:	MTC Resolution No. 4473, Revised. Fiscal Year 2021-22 allocation of approximately \$6.5 million in Five Percent Unrestricted State Fund Revenues and \$860,000 in Two Percent Bridge Toll Revenues to the Water Emergency Transportation Authority (WETA).				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	2j - 22-0898 - Allocation to WETA.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4473, Revised. Fiscal Year 2021-22 allocation of approximately \$6.5 million in Five Percent Unrestricted State Fund Revenues and \$860,000 in Two Percent Bridge Toll Revenues to the Water Emergency Transportation Authority (WETA).

Presenter:

Terence Lee

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

June 8, 2022

Agenda Item 2j - 22-0898

MTC Resolution No. 4473, Revised

Subject:

Fiscal Year 2021-22 allocation of approximately \$6.5 million in Five Percent Unrestricted State Fund Revenues and \$860,000 in Two Percent Bridge Toll Revenues to the Water Emergency Transportation Authority (WETA).

Background:

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

WETA has requested allocations of Five Percent Revenues of \$2.5 million to assist with rising fuel costs which exceed budgeted amounts and \$4 million for the High-Speed Vessel Expansion Project. An additional \$860,000 of Two Percent Revenues is proposed to support the Zero Emission Ferry program.

Issues:

None

Recommendation:

Refer MTC Resolution No. 4473, Revised to the Commission for approval.



Alix Bockelman

Date: July 28, 2021
W.I.: 1514
Referred by: PAC
Revised: 6/22/2022

ABSTRACT

Resolution No. 4473, Revised

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

Further discussion is contained in the MTC Programming and Allocations Summary sheet dated July 14, 2021 and June 8, 2022.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4473

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

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

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

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

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

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

RESOLVED, that MTC approves the programming and allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in FY 2021-22 to the claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION

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 July 28, 2021.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	22-0935	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	5/3/2022	In control:		Programming and Allocations Committee	
On agenda:	6/8/2022	Final action:			
Title:	MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letter of No Prejudice of \$0.8 million to the Solano Transportation Authority for the I-80/680/SR-12 Interchange Project.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	2k - 22-0935 - RM3 LONP to STA for I80-680-SR12.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letter of No Prejudice of \$0.8 million to the Solano Transportation Authority for the I-80/680/SR-12 Interchange Project.

Presenter:

Kenneth Kao

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

June 8, 2022

Agenda Item 2k - 22-0935

MTC Resolution No. 4412, Revised

Subject:

Regional Measure 3 (RM3) Letter of No Prejudice of \$0.8 million to the Solano Transportation Authority for the I-80/680/SR-12 Interchange Project.

Background:

Regional Measure 3 Letters of No Prejudice (LONP)

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

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

I-80/680/SR-12 Interchange Project in Solano County

The Solano Transportation Authority (STA) submitted an RM3 LONP request for \$800,000 for the right-of-way phase of the I-80/680/SR-12 Interchange Initial Construction Package (ICP) Phase 2A project, part of RM3 project 21. The project will widen the existing ramp from eastbound SR-12 to eastbound I-80 and improve safety by eliminating weaving on the I-80 ramps. The funding plan includes \$53 million in Senate Bill 1 (SB1) Trade Corridor Enhancement Program (TCEP) funds awarded in 2018.

The project is currently under construction. However, STA expects the extended right-of-way negotiations related to the project to necessitate additional funds to cover legal fees and

condemnation judgements. STA proposes to loan local funds to cover the fees and judgements, which could be repaid when RM3 funds can be allocated.

LONP Funding Source

The RM3 Policies and Procedures require that the project sponsor provides a non-RM3 source of funding to cover the portion that would be covered by RM3 funds, and that a plan be provided in case the RM3 funds never become available. In lieu of RM3 funds at this time, STA will use local funds for the right-of-way phase of the Interchange Phase 2A project. STA understands the risk that RM3 funds may never become available.

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

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

Issues:

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

Recommendation:

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

Attachments:

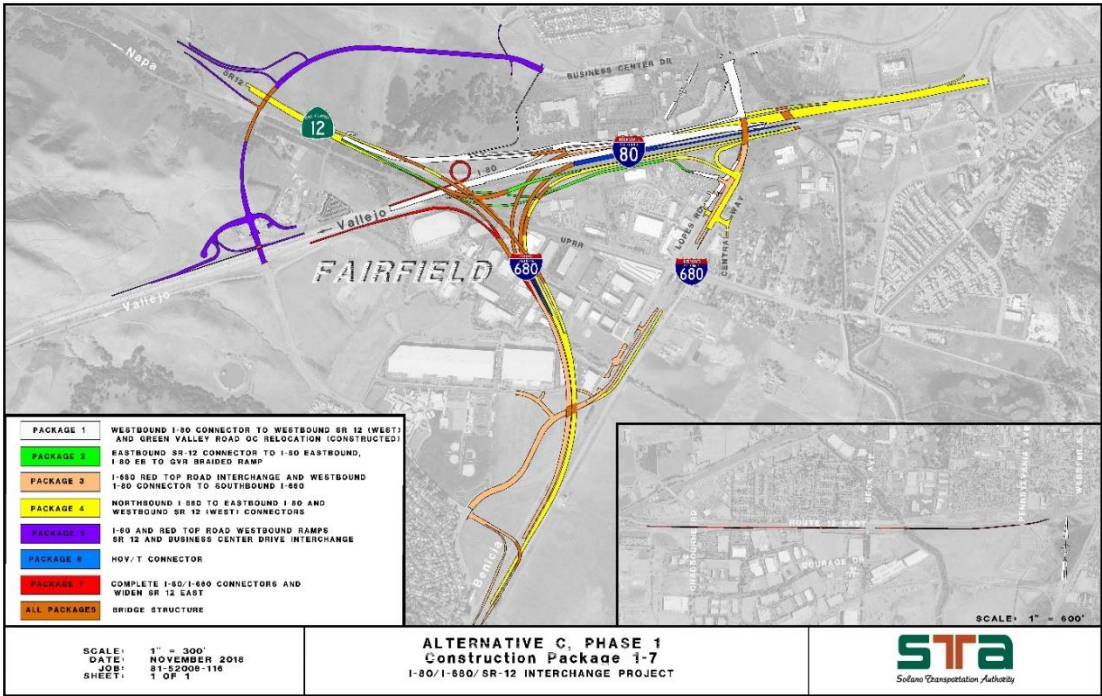
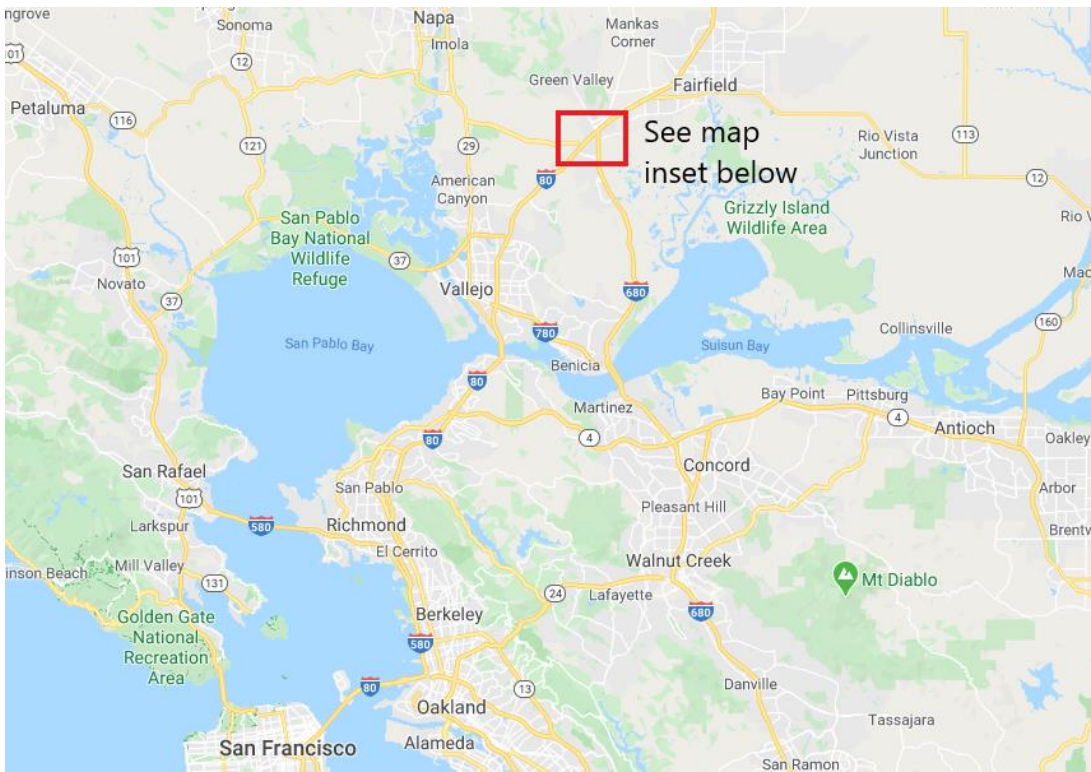
- Attachment A: Project Area Map
- MTC Resolution No. 4412, Revised



Alix Bockelman

Attachment A

Project Area Map: I-80/680/SR-12 Interchange Project



* Subject project shown in green.

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

ABSTRACT

MTC Resolution No. 4412, Revised

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

This resolution includes the following attachments:

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

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

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

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

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

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

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

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

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

Attachment T – State Route 29 Improvement Project (Napa Valley Transportation Authority) LONP Summary

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

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

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

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

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

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

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

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

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

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

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

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

This resolution was revised by Commission Action on April 27, 2022 to add Attachment T, LONP Summary for the State Route 29 Improvement Project in Napa County.

This resolution was revised by Commission Action on June 22, 2022 to amend Attachment D, LONP Summary for the I-80/680/SR-12 Interchange Project in Solano County.

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4412

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

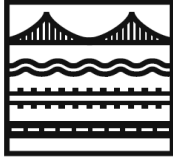
RESOLVED, that a certified copy of this resolution and applicable attachments shall be forwarded to the project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

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

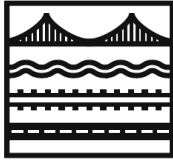


Regional Measure 3

Letter of No Prejudice Project Summary

Project Information

RM3 Project Number		21
Project Title		I-80/680/SR-12 Interchange Project
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Solano Transportation Authority (STA)		STA/ Caltrans
Legislated Project Description		RM3 Legislated Funding (in \$1,000s)
(21) Solano County Interstate 80/Interstate 680/State Route 12 Interchange Project. Construct Red Top Road interchange and westbound Interstate 80 to southbound Interstate 680 connector. The project sponsor is the Solano Transportation Authority. One hundred fifty million dollars (\$150,000,000).		\$150,000
Sponsor Programming and LONP Request Action		
The STA Board approved STA Resolution No. 2020-03 on 6/10/2020, approving a \$16,700,000 RM3 LONP request. STA will use State Transportation Improvement Program (STIP) funds to begin construction on Phase 2A of the Interchange project. The STA Board also approved STA Resolution No. 2021-21 on 12/8/2021, approving a \$375,000 RM3 LONP request. STA will use local funds. The STA Board also approved STA Resolution No. 2022-05 on 5/11/2022, approving a \$800,000 RM3 LONP request. STA will use local funds.		
Detailed Project Description		
The Interchange Phase 2A project will 1) remove the existing eastbound SR 12W to eastbound I-80 connector; 2) construct a new two-lane highway alignment and bridge structure for the eastbound SR 12W to eastbound I-80; 3) construct the off-ramp from eastbound SR 12W to Green Valley Road; and 4) construct a braided ramp connection for eastbound I-80 to Green Valley Road and southbound I-680.		
LONP Phase	LONP Amount (in \$1,000s)	LONP Approval Date
CON	\$16,700	22-Jul-20
ROW	\$375	26-Jan-22
ROW	\$800	22-Jun-22
Scope - Activities eligible for future allocation and reimbursement if RM3 funds become available		
The LONP preserves future RM3 eligibility for costs related to construction of the Solano Interchange Phase 2A project incurred after the LONP approval dates.		
Conditions - In addition to the successful outcome of RM3 litigation, eligibility for future allocation and reimbursement is conditioned upon the following:		
1	Repaid RM3 funds will be committed to the Solano I-80 Managed Lanes funding plan.	



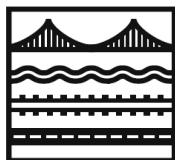
Regional Measure 3

Letter of No Prejudice Project Summary

Project Funding Plan and Schedule

RM3 Project Number	21
Project Title	I-80/680/SR-12 Interchange Project
RM3 Replacement Funding Source	State Transportation Improvement Program (STIP), Local Funds

Project Funding Plan				Project Schedule	
Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV				Oct-02	Dec-12
	ENV Subtotal		\$ -		
PSE	Bridge Tolls	Yes	\$ 1,500	Jun-18	Jun-20
	State Transportation Improvement Program	Yes	\$ 9,000		
	PSE Subtotal		\$ 10,500		
ROW	Bridge Tolls	Yes	\$ 5,200	Mar-19	Dec-22
	Local Funds (RM3 replacement)	Yes	\$ 375		
	STIP Funds	Yes	\$ 3,200		
	Local Funds (RM3 replacement)	Yes	\$ 800		
	ROW Subtotal		\$ 9,575		
CON	SB1- Trade Corridor Enhancement Program	Yes	\$ 53,200	Sep-20	Dec-22
	Bridge Tolls	Yes	\$ 7,100		
	STIP (RM3 replacement)	Yes	\$ 16,700		
	CON Subtotal		\$ 77,000		
Capital Funding Total			\$ 97,075		

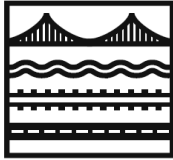


Regional Measure 3

Letter of No Prejudice Project Summary

Project Information

RM3 Project Number	25.1	
Project Title	US-101/I-580 Direct Connector Project	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Transportation Authority of Marin		TAM
Legislated Project Description		RM3 Legislated Funding (in \$1,000s)
(25) Richmond-San Rafael Bridge Access Improvements. Fund eastbound and westbound improvements in the Richmond-San Rafael Bridge corridor, including a direct connector from northbound Highway 101 to eastbound Interstate 580, westbound access and operational improvements in the vicinity of the toll plaza east of the bridge in Contra Costa County, and Richmond Parkway interchange improvements. Of the amount allocated to this project, one hundred thirty-five million dollars (\$135,000,000) shall be dedicated to the direct connector from northbound Highway 101 to eastbound Interstate 580 in Marin County and seventy-five million dollars (\$75,000,000) shall be dedicated to the projects in Contra Costa County. The project sponsors are the Bay Area Toll Authority, the Contra Costa Transportation Authority, and the Transportation Authority of Marin. Two hundred ten million dollars (\$210,000,000).		\$135,000
Sponsor Programming and LONP Request Action		
TAM's Board approved TAM Resolution No. 2020-05 on 1/23/2020, approving a \$5,600,000 RM3 LONP request.		
Detailed Project Description		
The Project proposes to construct a direct connection route between northbound US 101 to eastbound I-580 accessing the Richmond-San Rafael Bridge for travel toward Contra Costa County.		
LONP Phase	LONP Amount (in \$1,000s)	LONP Approval Date
Planning and Environmental	\$5,600	22-Jul-20
Scope - Activities eligible for future allocation and reimbursement if RM3 funds become available		
The LONP preserves future RM3 eligibility for costs related to the planning and environmental document phases of the US-101/I-580 Direct Connector project incurred after the LONP approval date.		
Conditions - In addition to the successful outcome of RM3 litigation, eligibility for future allocation and reimbursement is conditioned upon the following:		
1	None	



Regional Measure 3

Letter of No Prejudice Project Summary

Project Funding Plan and Schedule

July 22, 2020
Attachment E
MTC Resolution No. 4412
Page 2 of 2

RM3 Project Number	25.1
Project Title	US-101/I-580 Direct Connector Project
RM3 Replacement Funding Source	Measure A, TAM's Local Option Sales Taxes

Project Funding Plan				Project Schedule	
Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV	TAM Measure Funds	Yes	\$ 1,050	Apr-19	Dec-23
	TAM Measure Funds (RM3 Replacement)	Yes	\$ 5,600		
	ENV Subtotal		\$ 6,650		
PSE	Regional Measure 3	No	\$ 7,500	Jan-24	Dec-25
	PSE Subtotal		\$ 7,500		
ROW	Regional Measure 3	No	\$ 13,900	Jan-24	Nov-25
	ROW Subtotal		\$ 13,900		
CON	Regional Measure 3	No	\$ 108,000	Mar-26	Dec-27
	CON Subtotal		\$ 108,000		
Capital Funding Total			\$ 136,050		



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-0677 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 3/31/2022 **In control:** Programming and Allocations Committee
On agenda: 6/8/2022 **Final action:**
Title: MTC Resolution Nos. 4519, 4202, Revised, and 4505, Revised.

Proposed programming of approximately \$117 million to support implementation of the Transit Transformation Action Plan including \$85 million through adoption of the Blue Ribbon Transit Transformation Action Plan (Action Plan) Funding Framework and Program of Projects and amendment of One Bay Area Grant (OBAG) 2; and \$31.6 million through the One Bay Area Grant, Cycle 3 (OBAG3) program.

Sponsors:

Indexes:

Code sections:

Attachments: [3a - 22-0677 - Programming to Support Transit Transformation Action Plan.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4519, 4202, Revised, and 4505, Revised.

Proposed programming of approximately \$117 million to support implementation of the Transit Transformation Action Plan including \$85 million through adoption of the Blue Ribbon Transit Transformation Action Plan (Action Plan) Funding Framework and Program of Projects and amendment of One Bay Area Grant (OBAG) 2; and \$31.6 million through the One Bay Area Grant, Cycle 3 (OBAG3) program.

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

June 8, 2022

Agenda Item 3a - 22-0677

MTC Resolution Nos. 4519, 4202, Revised, and 4505, Revised

Subject:

Proposed programming of approximately \$117 million to support implementation of the Transit Transformation Action Plan including \$85 million through adoption of the Blue Ribbon Transit Transformation Action Plan (Action Plan) Funding Framework and Program of Projects and amendment of One Bay Area Grant (OBAG) 2; and \$31.6 million through the One Bay Area Grant, Cycle 3 (OBAG3) program.

Background:

In September 2021, the Commission received and accepted the Blue Ribbon Transit Recovery Task Force's 27-point Transit Transformation Action Plan (Action Plan). The Action Plan sets a course for accelerating the Bay Area's transit network transformation while integrating with recovery actions that are on-going in the wake of the pandemic. Central to the Action Plan was a focus on three initiatives that were underway prior to the pandemic. These initiatives--Fare Integration and Policy, Regional Mapping and Wayfinding (Customer Information), and Transit Priority on Roadways) were identified and endorsed for accelerated action and focus.

In October 2021, an estimated funding need for the overall Action Plan was presented as information to the Commission. This month, staff is presenting a proposed Blue Ribbon Funding Framework, Program of Projects, and programming of approximately \$117 million to support implementation of the Action Plan. The \$117 million is comprised of \$85 million in Blue Ribbon funding (MTC Resolution No. 4519, Attachments A and B) and \$31.6 million in OBAG3 funding (MTC Resolution No. 4505, Revised). Approximately ninety percent of this funding is proposed to be programmed to the three accelerated initiatives. The table below summarizes the programming actions presented in this agenda item.

Blue Ribbon Initiative	Blue Ribbon Program	OBAG 3	Total
Fare Coordination/Integration	\$ 28,000,000		\$ 28,000,000
Regional Mapping and Wayfinding	\$ 18,200,000	\$ 3,600,000	\$ 21,800,000
Transit Priority on Roadways	\$ 26,000,000	\$28,000,000	\$ 54,000,000
Transit Planning (<i>Action 13-20</i>)	\$ 3,250,000		\$ 3,250,000
Accessibility (<i>Action 21-25</i>)	\$ 4,550,000		\$ 4,550,000
Staff Support	\$ 5,000,000		\$ 5,000,000
Total	\$ 85,000,000	\$ 31,600,000	\$ 116,600,000

Blue Ribbon Program of Projects (MTC Resolution No. 4519):

The \$85 million in near-term Blue Ribbon funding comes from a commitment made by the Commission during the programming of the third tranche of federal COVID-relief funds. The Blue Ribbon Action Plan Program of Projects, Attachment B, identifies the programmed amounts for each of the five initiatives plus staffing support. Specific programming actions within each initiative will be taken as projects are ready to move forward.

Approximately \$8.4 million of the \$85 million is proposed to be programmed to specific projects this month as follows:

- \$6 million for the Institutional Pass pilot. Funds will support Phase 1, Phase 2, and project administration;
- \$1.25 million for preliminary design of Bay Bridge Forward projects (BBF). Within this amount, staff is proposing a fund source change for \$500,000 of these funds. As a result, \$500,000 in OBAG 2 funding will be programmed to the BBF project and \$500,000 in Blue Ribbon funding will be programmed to the new Regional Transit Card (RTC) platform;
- \$1.1 million to support payment of paratransit trips using Clipper.

As specific components of each initiative are ready to advance, staff will return to the Commission to periodically amend the program of projects. Following this programming action complementary actions may be needed per the respective fund sources.

The proposed revisions to the OBAG 2 program can be found under Agenda Item 2c.

Additional One Bay Area Grant (OBAG) Blue Ribbon Investments:

In addition to establishing the funding framework and program of projects for the \$85 million in Blue Ribbon funding, staff also recommends programming OBAG 3 funds as part of a broader regional investment strategy to accelerate delivery of the Blue Ribbon Action Plan. \$31.6 million in OBAG 3 funds is proposed to be programmed. Within the Regional Multimodal Systems Operations and Performance program, \$28 million will be programmed to transit priority on roadways (\$13 million for Forwards/ highway investments and \$15 million for arterial investments) and \$3.6 million for the Mapping and Wayfinding project.

The proposed revisions to the OBAG 2 and 3 program described above can be found under Agenda Items 2c and 4a, respectively.

Issues:

1. Advance of \$5 million to support implementation and cash flow.

As part of the programming of American Rescue Plan Act of 2021 (ARP) (H.R. 1319), the third tranche of Coronavirus pandemic funding provide by the federal government, the Commission adopted a policy that included setting aside funding to implement the Action Plan. However, to allow transit operators to compete for federal discretionary ARP funds, the entire Bay Area share of ARP funds was programmed to operators in October 2021. In return, operators committed to providing an equivalent amount of near-term funding from alternate sources (shown in Attachment 1). Staff is working with operators to secure these funds during FY 2022-23.

Since the \$85 million in funding is not currently available, staff proposes to advance up to \$5 million of the regional share of population-based State Transit Assistance (STA) funds to support cash flow and allow for the initiation of projects identified in Attachment B now. This advance will be repaid in FY2022-23 once MTC receives other STA funds identified in Attachment B. Programming of the \$5 million advance is included in PAC Agenda Item 2f.

2. Additional Funding Needed to Deliver Action Plan

Staff is working to advocate for and secure additional funds to implement the Action Plan. While \$117 million is a significant down payment towards the estimated overall near-term funding need (a minimum of \$150 million) to advance all twenty-seven action items. Tier 3 Fare Integration is expected to cost over \$70 million annually and additional capital costs are estimated to be over \$250 million to fully deliver other initiatives. As project scopes for action items are further refined, staff will update the estimate of near-term funding needs. Furthermore, beyond the initial set aside for staffing resources, additional and ongoing funding for staffing resources is needed to support Action Plan implementation and is not included in the current cost estimate.

Recommendations:

Refer MTC Resolution Nos. 4519, 4202, Revised, and 4505, Revised to the Commission for approval. Resolution Nos. 4202 and Resolution 4505 are also proposed for revisions under Agenda Item 2c and Agenda Item 4a, respectively, and are included in those items with all proposed revisions. Only items approved by the Committee will be forwarded to the Commission.

Attachments:

- MTC Resolution No. 4519
- Attachment 1: Anticipated Funding Contribution by Operator and Fund Source
- **Other Resolutions and Agenda Items:** MTC Resolution No. 4202, Revised, can be found under Agenda Item 2c
- MTC Resolution No. 4505, Revised, can be found under Agenda Item 4a



Alix Bockelman

**Anticipated Funding Contribution by Operator and Fund Source
to Support the Blue Ribbon Transit Transformation Action Plan Program of Projects**

Operator	ARP \$85M Set-Aside Distribution	Fund Sources					Notes
		STA Population-Based (Res. 4504)	STA Revenue-Based ¹	TCP/FTA Formula	OBAG 2	Total	
AC Transit	\$ 6,175,442	\$ 6,175,442	\$ -	\$ -		\$ 6,175,442	1
ACE	\$ 335,130	\$ -	\$ -	\$ 335,130		\$ 335,130	
BART	\$ 30,908,967	\$ 851,330	\$ 15,028,819	\$ 15,028,818		\$ 30,908,967	
Caltrain	\$ 3,839,537	\$ -	\$ 1,919,769	\$ 1,919,768		\$ 3,839,537	
CCCTA	\$ 548,920	\$ 548,920	\$ -	\$ -		\$ 548,920	
ECCTA	\$ 178,426	\$ 178,426	\$ -	\$ -		\$ 178,426	
GGBHTD	\$ 5,390,277	\$ 1,048,348	\$ 2,353,795	\$ 1,988,134		\$ 5,390,277	
LAVTA	\$ 535,322	\$ 535,322	\$ -	\$ -		\$ 535,322	
Marin Transit	\$ 243,613	\$ 243,613	\$ -	\$ -		\$ 243,613	
NVTA	\$ 216,814	\$ 216,814	\$ -	\$ -		\$ 216,814	
SamTrans	\$ 1,460,519	\$ 1,460,519	\$ -	\$ -		\$ 1,460,519	
SFMTA	\$ 26,921,813	\$ 3,853,147	\$ 11,534,333	\$ 11,534,333		\$ 26,921,813	
Solano County Operators	\$ 613,192	\$ 613,192	\$ -	\$ -		\$ 613,192	
Sonoma County Operators*	\$ 868,262	\$ 118,262	\$ -	\$ -	\$ 750,000	\$ 868,262	
TJPA	\$ -	\$ -	\$ -	\$ -		\$ -	
Union City Transit	\$ 42,344	\$ 42,344	\$ -	\$ -		\$ 42,344	
VTA	\$ 5,202,490	\$ 5,202,490	\$ -	\$ -		\$ 5,202,490	
WCCTA	\$ 270,627	\$ 270,627	\$ -	\$ -		\$ 270,627	
WETA	\$ 1,248,305	\$ -	\$ 1,248,305	\$ -		\$ 1,248,305	
Total	\$ 85,000,000	\$ 21,358,796	\$ 32,085,021	\$ 30,806,183	\$ 750,000	\$ 85,000,000	

Notes

1. STA Revenue-based amounts from Caltrain, GGBHTD, and WETA (totaling \$5,521,869 will be put into a Blue Ribbon set aside account within the Rev-based STA program and then directly allocated to operators to support Blue Ribbon projects. It is anticipated that these funds will be used as part of the Institutional Pass Pilot.
2. OBAG 2 funds were originally programmed to Sonoma to support transit integration and coordination planning. SCTA will use local funds for that work instead and are using this funding as part of their county's funding commitment.

Date: June 22, 2022
W.I.: 1517
Referred by: Programming and Allocations (PAC)

ABSTRACT
Resolution No. 4519

This resolution adopts the Blue Ribbon Transit Transformation Action Plan Funding Framework and the Blue Ribbon Program of Projects.

The resolution contains the following attachments:

Attachment A –	Blue Ribbon Transit Transformation Action Plan Funding
Framework	
Attachment B –	Blue Ribbon Transit Transformation Action Plan Program of
	Projects

Further information is contained in memorandum to the Programming and Allocations Committee Summary Sheets dated June 8, 2022.

Date: June 22, 2022
W.I.: 1514
Referred by: PAC

RE: Adoption of the Blue Ribbon Transit Transformation Action Plan Funding Framework and
Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4519

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

WHEREAS, MTC, as the RTPA/MPO for the San Francisco Bay Area, is assigned programming and project selection responsibilities for certain state and federal funds; and

WHEREAS, MTC convened the Blue Ribbon Transit Recovery Task Force (Task Force) to respond to the COVID-19 pandemic; and

WHEREAS, the Task Force developed and endorsed the Transit Transformation Action Plan (Action Plan) in July 2021 and the Action Plan was received and accepted by MTC in September 2021; and

WHEREAS, the Action Plan identifies near-term actions needed to achieve a more connected, efficient, and user-focused mobility network across the Bay Area and beyond; and

WHEREAS, the American Rescue Plan Act of 2021 (ARP) (H.R. 1319) was signed into law in response to the nationwide Coronavirus pandemic and provides supplemental appropriations for Emergency Transit Operations Assistance through the Federal Transit Administration (FTA) Section 5307 Urbanized Area and Section 5311 Rural Area formula programs; and

Date: June 22, 2022
W.I.: 1514
Referred by: PAC

WHEREAS, MTC approved an ARP funding distribution policy in MTC Resolution No. 4481, which identified that a minimum of \$85 million in ARP funds “should support the implementation of certain recommendations from the Blue Ribbon Transit Recovery Task Force”; and

WHEREAS, to best position Bay Area transit agencies to compete for additional FTA discretionary financial assistance, MTC distributed the reserved \$85 million in ARP funds to operators and in return transit operators agreed to collectively provide an equivalent amount in alternate near-term revenue sources to implement the Action Plan and recommendations from the Task Force; and

WHEREAS, MTC staff, in discussion with transit operators have identified the contribution amounts by operator or county and likely fund sources in Attachment A, Blue Ribbon Transit Transformation Action Plan Funding Framework, incorporated herein as though set forth at length, and MTC staff is working with transit operators to secure these funds; and

WHEREAS, the fund sources identified in Attachment A, Blue Ribbon Transit Transformation Action Plan Funding Framework, may be subject to change; and

WHEREAS, the initiatives and related programming amounts for each initiative are identified in Attachment B, Blue Ribbon Transit Transformation Action Plan Program of Projects, incorporated herein as though set forth at length; and

WHEREAS, each initiative identified in Attachment B, Blue Ribbon Action Plan Program of Projects will be comprised of one or more projects, which are or will be identified in Attachment B, Blue Ribbon Program of Projects; and

WHEREAS Attachment B, Blue Ribbon Transit Transformation Action Plan Program of Projects, will be revised to identify projects and programming amounts under the various initiative as projects are ready to proceed; and

WHEREAS, programming and allocations of funds related to each initiative and project identified in Attachment B, Blue Ribbon Transit Transformation Action Plan Program of

Date: June 22, 2022
W.I.: 1514
Referred by: PAC

Projects will be further subject to the program policies for each fund source, respectively; now therefore be it

RESOLVED, that MTC approves the Blue Ribbon Transit Transformation Action Plan Funding Framework as set forth in Attachment A of this Resolution; and be it further

RESOLVED, that MTC approves the Blue Ribbon Transit Transformation Action Plan Program of Projects and programming set forth in Attachment B of this Resolution; and be it further

RESOLVED, that the Executive Director or designee is authorized to revise the fund sources in Attachment A, Blue Ribbon Transit Transformation Action Plan Funding Framework; and be it further

RESOLVED, that the Executive Director or designee may make technical adjustments and other non-substantial revisions to Attachment A, Blue Ribbon Transit Transformation Action Plan Funding Framework and/or Attachment B, Blue Ribbon Transit Transformation Action Plan Program of Projects; and be it further

RESOLVED, that the Executive Director or designee is authorized to revise Attachment B, Blue Ribbon Transit Transformation Action Plan Program of Projects, to add projects and related programming under each initiative up to \$1,000,000; and be it further

RESOLVED, staff shall return to the Commission to revise this Resolution to add projects and related programming that exceed \$1,000,000.

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 June 22, 2022.

Date: June 22, 2022
W.I.: 1514
Referred by: PAC

Attachment A
Resolution 4519
Page 1 of 4

Attachment A: Blue Ribbon Transit Transformation Action Plan Funding Framework

I. Funding

This funding framework pertains to the \$85 million in funds anticipated to be available to support implementation of the Transit Transformation Action Plan (Action Plan). The Action Plan was developed as part of the Blue Ribbon Transit Recovery Task Force and sets a course for accelerating the Bay Area's transit network transformation while integrating with recovery actions that are on-going in the wake of the pandemic.

As part of the distribution of federal COVID relief funds provided through the American Rescue Plan Act (ARP), MTC initially set aside a minimum amount of \$85 million in ARP funding for the implementation of Blue Ribbon initiatives. In October 2021, to address and optimize transit operator funding opportunities at the Federal level, the \$85 million was directly distributed to transit operators and, in exchange, transit operators agreed to work with MTC staff to identify alternate near-term revenue sources. Transit operators and County Transportation Agencies, in the case of Sonoma and Solano, have agreed to provide funding in the respective amounts shown in Table 1 to support implementation of the Action Plan.

The \$85 million in funding is focused on three initiatives to accelerate transformation of the transit system for the benefit of transit customers in the San Francisco Bay Area and to support on-going transit recovery in the wake of the pandemic. These initiatives are Fare Coordination/Integration, Regional Mapping and Wayfinding (Customer Information), and Transit Priority on Roadways. The \$85 million is primarily intended to support near-term implementation activities for these initiatives. A smaller share of the funds is also available to support other initiatives coming out of the Action Plan and to provide staff resources for implementation.

More funding is needed to fully implement the three accelerated initiatives as well as other actions in the Action Plan. MTC will collaborate with partner agencies, including transit operators, to advocate for and secure other funds to implement the Action Plan.

Date: June 22, 2022
W.I.: 1514
Referred by: PAC

Attachment A
Resolution 4519
Page 2 of 4

Table 1: Funding Amounts by Operator

Operator	Funding
AC Transit	\$ 6,175,442
ACE	\$ 335,130
BART	\$ 30,908,967
Caltrain	\$ 3,839,537
CCCTA	\$ 548,920
ECCTA	\$ 178,426
GGBHTD	\$ 5,390,277
LAVTA	\$ 535,322
Marin Transit	\$ 243,613
NVTA	\$ 216,814
SamTrans	\$ 1,460,519
SFMTA	\$ 26,921,813
Solano County Operators	\$ 613,192
Sonoma County Operators	\$ 868,262
Union City Transit	\$ 42,344
VTA	\$ 5,202,490
WCCTA	\$ 270,627
WETA	\$ 1,248,305
Total	\$ 85,000,000

II. Fund Sources

MTC and transit operators have identified a variety of fund sources to fulfill the \$85 million funding commitment. These potential fund sources include, but are not limited to:

- Population-based State Transit Assistance (STA);
- Revenue-based STA;
- Federal Transit Administration funds through the Transit Capital Priorities; and
- Federal STP/CMAQ funds through One Bay Area Grant Programs.

The specific fund sources will be identified through programming actions contained in Attachment B, Blue Ribbon Action Plan Program of Projects, to this resolution. MTC and transit operators will continue to work together to secure funds to fulfill the \$85 million funding

Date: June 22, 2022
W.I.: 1514
Referred by: PAC

Attachment A
Resolution 4519
Page 3 of 4

commitment. MTC will be able to independently program some of these fund sources while others will require additional coordination with and participation of transit operators.

Funding exchanges may be needed to implement the Blue Ribbon Action Plan Program of Projects. MTC will pursue funding exchanges, as necessary, to fulfill the \$85 million funding commitment.

III. Programming and Allocations Process

The Blue Ribbon Action Plan Program of Projects, Attachment B, identifies the programmed amounts for each initiative. Specific programming actions within each initiative will be taken as projects are ready to move forward. Should additional funding be secured to implement the projects identified in Attachment B, recommendations to shift funds between initiatives may be made based on project eligibility for different funding and overall needs of the Blue Ribbon Program.

Programming of funds, up to \$1 million, may be made through the Executive Director's Administrative Authority.

Additional actions may be needed following the adoption of the Blue Ribbon Program of Projects that are specific to the fund source assigned to a project. Project sponsors are responsible for ensuring completion and compliance with any additional actions needed to secure the funds identified for the project through this resolution in Attachment B.

A summary of subsequent actions necessary to obligate or encumber the expected fund sources is provided below. This information is not exhaustive and additional fund sources may be identified and incorporated into the Blue Ribbon Funding Plan at a future date. Project sponsors are responsible for complying with all policies related to the respective fund sources programmed to the project in Attachment B.

Date: June 22, 2022
W.I.: 1514
Referred by: PAC

Attachment A
Resolution 4519
Page 4 of 4

State Transit Assistance Funds:

An allocation request should be submitted to MTC by the project sponsor or subrecipients in order to encumber funds to the project.

Federal Transit Administration (FTA) 5307 or 5311:

Following or concurrent with the programming through Attachment B, these funds must be programmed through the MTC Transit Capital Priorities Program. The project sponsor must then add the funds to the Transportation Improvement Program (TIP) and, following approval of the TIP, submit a request to FTA for the funds.

Federal Transportation Program Funds—Surface Transportation Block Grant (STP) or Congestion Management and Air Quality Improvement (CMAQ) funds:

Along with the programming through Attachment B, these funds must be formally amended into the One Bay Area Grant Program. The project sponsor must then add the funds to the Transportation Improvement Program (TIP), and following approval of the TIP, submit a request to Caltrans for the funds. Caltrans will issue an authorization to proceed.

IV. Timely Use of Funds

Project sponsors shall adhere to the respective project delivery milestones, invoice, and funding expiration deadline, or other requirements of the funding received.

The Blue Ribbon funds are intended to support the near-term (approximately three years) implementation of Transit Transformation Action Plan. Should priorities or conditions change, or if a project is not ready to advance, funds may be reassigned to another project.

1. Action # refers to the twenty-seven actions in the Transit Transformation Action Plan. Actions 26 and 27, related to Funding, are not included in this Blue Ribbon Program of Projects. Additional alphabetical identifiers have been added to identify projects related to the initiative and action. "X" signifies a funding exchange.
2. Population-based STA is programmed to the Blue Ribbon Program through MTC Res. No. 4450, FY 2022-23 Fund Estimate.
3. The Bay Bridge Forward project, 9a, will receive OBAG 2 funds from the RTC project (Action 25a) and the RTC Project will be allocated \$500,000 in Blue Ribbon funds.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-0854 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 4/22/2022 **In control:** Programming and Allocations Committee
On agenda: 6/8/2022 **Final action:**
Title: MTC Resolution Nos. 4522, 4523, 4524, 4525, and 4526

Allocation of \$412 million in FY2022-23 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), and AB1107 funds to 4 transit operators, MTC, and the Transbay Joint Powers Authority (TJPA) to support transit operations and capital projects in the region.

Sponsors:

Indexes:

Code sections:

Attachments: [3b - 22-0854 - TDA, STA, RM2, and AB1107 Allocation to Transit Operators.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4522, 4523, 4524, 4525, and 4526

Allocation of \$412 million in FY2022-23 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), and AB1107 funds to 4 transit operators, MTC, and the Transbay Joint Powers Authority (TJPA) to support transit operations and capital projects in the region.

Presenter:

Kenji Anzai

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

June 8, 2022

Agenda Item 3b - 22-0854

MTC Resolution Nos. 4522, 4523, 4524, 4525, and 4526

Subject:

Allocation of \$412 million in FY2022-23 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), and AB1107 funds to 4 transit operators, MTC, and the Transbay Joint Powers Authority (TJPA) to support transit operations and capital projects in the region.

Background:

This month's proposed actions begin the annual allocation process of these funds for FY2022-23. Three entities are requesting TDA, STA, RM2, and/or AB1107 allocations this month that exceed the \$1 million delegated authority limit. Allocation requests that are less than \$1 million are approved separately through the Executive Director's Delegated Authority process. These funds comprise a significant share of the revenue for agencies' operating budgets.

The proposed allocation amounts are based on the programming levels identified in the FY 2022-23 Fund Estimate (MTC Resolution 4504) and the RM2 Operating Program (MTC Resolution 4521). The RM2 statute also identifies a separate set-aside for operation of the Salesforce Transit Center which is statutorily exempt from any expected bridge toll revenue reductions. The proposed allocations are summarized in the following table:

Allocation Amounts by Entity¹ (amounts in millions)

Entity	STA (Res. 4524)	TDA (Res. 4523)	RM2 (Res. 4522 and 4526)	AB 1107 (Res. 4525)	Grand Total
MTC	\$12.0		\$1.8		\$13.8
NVTA		\$10.7			\$10.7
VTA	\$30.2	\$137.6			\$167.8
AC Transit	\$29.6	\$102.1	\$11.9	\$50.0	\$193.7

¹ Includes all allocations to be approved in the resolutions listed above, the details of which are provided in Attachment A, including allocations for transit capital or planning and administration. Not inclusive of allocations approved by Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised.

Entity	STA (Res. 4524)	TDA (Res. 4523)	RM2 (Res. 4522 and 4526)	AB 1107 (Res. 4525)	Grand Total
LAVTA	\$1.4	\$16.6			\$18.0
TJPA			\$8.4		\$8.4
Total	\$73.2	\$267.0	\$22.0	\$50.0	\$412.3

Information regarding the FY 2022-23 operating budgets and current and future operations for the transit operators included in the list above is provided in Attachment A. The MTC share of Clipper operating budget is estimated to be \$20.4 million of the total \$40.5 million. STA and RM2 funds provide \$14.6 million (including funds allocated through Delegated Authority) of revenue toward MTC's cost share. The estimated operating cost for the Salesforce Transit Center is \$31.8 million and Regional Measure 2 is providing \$8.4 million to support these costs.

Issues:

None identified.

Recommendations:

Refer MTC Resolution No. 4522, 4523, 4524, 4525, and 4526 to the Commission for approval.

Attachments:

- Attachment A – Transit Operator Budget Summary
- MTC Resolution No. 4522, 4523, 4524, 4525, and 4526



Alix Bockelman

Attachment A – Transit Operator Budget Summary

AC Transit

Adopted Operating Budget	\$545.5 million
Increase in Budget compared to FY2021-22	6.4%
Current Average Ridership Change (March 2022 to March 2019)	-40%
Total Proposed FY2022-23 Operating Allocation ¹	\$195.3 million
Proportion of Operating Budget Funded with Allocations	36%
Estimated COVID Relief Funding at the End of FY2022-23	\$33.5 million

Budget and Operating Highlights

AC Transit's Proposed FY 2022-23 Operating Budget consists of \$391 million (or 72% of total budget) of labor expenses. Labor costs increased 5.2% over the FY 2021-22 budget due to the continued hiring of operator positions needed to restore service to 100% of pre-pandemic levels, which AC Transit has set as a target for March 2023. Bus operator availability continues to be a challenge, and AC Transit has been experimenting with new methods to recruit and train new operators. Additional cost drivers include fuel prices (12% increase) and ADA Paratransit costs (18% increase) as ridership is forecast to return.

The FY 2022-23 Budget projects a revenue increase over FY 2021-22 levels from sales taxes (21.7%), property taxes (3.9%) and farebox revenues (5.9%). Noting that previously planned fare increases to both local and transbay service have been suspended until July 2023. "The FY 2022-23 Budget also includes \$60 million of funding from the American Rescue Plan, which is \$18.5M or 24% less than the \$78M of federal relief funds budgeted in FY 2021-22.

¹ Includes allocations made through Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Any allocations made by Delegated Authority will be reported as part of the quarterly Delegated Authority update to the Commission. Excludes allocations made for transit capital or planning and administration purposes.

VTA

Adopted Operating Budget	\$530 million
Increase in Budget compared to FY2021-22	3.1%
Current Average Ridership Change (Feb 2022 to Feb 2019)	-47%
Total Proposed TDA & STA FY2022-23 Operating Allocation ¹	\$168 million
Proportion of Operating Budget Funded with Allocations	32%
Estimated COVID Relief Funding at the End of FY2022-23	\$237 million

Budget and Operating Highlights

VTA's FY 2022-23 Operating Budget is comprised of \$530 million in expenses. Of this amount, \$168 million (32%) is TDA or STA revenue. VTA received \$310 million in Federal COVID relief funds. These funds are being managed to support operations in FY 2022, 2023, and 2024. Accordingly, \$41 million was spent as of 2021, \$18 million of this was spent in FY 2021-22 and \$14 million is expected to be spent in FY 2022-23, leaving \$237 million for use in future years.

VTA operates 47 bus routes and 3 light rail lines. VTA restructured its network in 2019, leading to an increase in boardings and ridership for the first few months of reorganized service.

However, the onset of COVID-19 disrupted this and prompted VTA to sharply curtail service.

VTA's major operational goal is to return transit service levels safely to pre-pandemic levels.

Ongoing challenges to achieve this goal include successive waves of COVID variants and operator shortages. VTA is currently in the process of hiring and training more operational staff in order to restore service. Current major capital projects at VTA include the BART to Silicon Valley Phase 2, Eastridge Light Rail Extension, and Alum Rock BRT Line.

¹ Includes allocations made through Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Any allocations made by Delegated Authority will be reported as part of the quarterly Delegated Authority update to the Commission. Excludes allocations made for transit capital or planning and administration purposes.

NVTA

Adopted Operating Budget	\$14.7 million
Increase in Budget compared to FY2021-22	33%
Current Average Ridership Change (Feb 2022 to Feb 2019)	-59%
Total Proposed TDA, STA, & RM2 FY2022-23 Operating Allocation ¹	\$8.6 million
Proportion of Operating Budget Funded with Allocations	58%
Estimated COVID Relief Funding at the End of FY2022-23	\$2.2 million

Budget and Operating Highlights

NVTA's FY 2022-23 transit operating budget is \$14.7 million. Of this amount, \$8.6 million (58%) is TDA, STA, or RM2 revenue with an additional \$3.3 million to cover transit planning and administration. NVTA has also claimed \$1 million for transit capital, bringing their total claim amount to \$12.9 million (\$10.7 million of which will be approved in the resolutions listed above, and \$2.2 million of which will be approved through Delegated Authority). The increased budget reflects cost increases for purchased transportation; for example, fuel, salaries (including new positions), maintenance costs, and insurance. The budget increase is also roughly in line with an increase in vehicle hours, driven by an increase in both revenue vehicle hours and non-revenue vehicle hours. NVTA received \$11.1 million in COVID relief funds, and has spent \$8.9 million of them, leaving \$2.2 million for future use. The \$1 million in TDA capital funding will mostly support the new maintenance facility.

In FY 2021-22, NVTA shifted to on-demand service because of the pandemic. In May 2021, two new routes were added after an analysis of on-demand ridership. In addition, service was

¹ Includes allocations made through Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Any allocations made by Delegated Authority will be reported as part of the quarterly Delegated Authority update to the Commission. Excludes allocations made for transit capital or planning and administration purposes.

restored to pre-pandemic levels on two intra- and inter-county routes, and shuttle service hours were extended in Yountville and Calistoga.

LAVTA

Adopted Operating Budget	\$24.2 million
Increase in Budget compared to FY2021-22	14.4%
Current Average Ridership Change (Feb 2022 to Feb 2019)	-45%
Total Proposed TDA, STA, & RM2 FY2022-23 Operating Allocation ¹	\$13.5 million
Proportion of Operating Budget Funded with Allocations	56%
Estimated COVID Relief Funding at the End of FY2022-23	\$4.5 million

Budget and Operating Highlights

LAVTA's operating budget for FY 2022-23 is \$24.2 million which is 14.4% more than the budget for FY2021-22. LAVTA is claiming \$13.5 million in operating allocations and \$6 million in capital allocations, for a total of \$19.5 million in allocations. This budget increase was driven by cost increases in fixed route and paratransit. Paratransit in particular had a substantial budget increase, growing by over 50% from FY 2021-2022. A new Paratransit contract began in April 2021 featuring a demonstration project with County Connection. LAVTA is currently working on a joint procurement with CCCTA. A large portion of these projects are covered by dedicated grants and allocations. Even with the increase in expenses this year LAVTA was able to balance the Operating budget without taking funds from reserves, this was due in part to the additional Federal Funds received for FY 2023.

Additionally, LAVTA has significant funds in reserve, and even with this drawdown the authority maintains more than the board approved goal of 3-6 months of operating funds.

¹ Includes allocations made through Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Any allocations made by Delegated Authority will be reported as part of the quarterly Delegated Authority update to the Commission. Excludes allocations made for transit capital or planning and administration purposes.

LAVTA's primary revenue source is TDA, which is projected by Alameda County's forecasters to increase slightly over FY21 actuals. Another critical revenue source is STA funding, which is also estimated to increase slightly, however, both are still less than the amounts prior to the pandemic. Fare revenue is still lower compared to FY19, but as it comprises less than 10% of LAVTA's revenues, the impacts were minimal.

Major projects at LAVTA include their shared autonomous vehicle project in Dublin, the Go Tri-Valley rideshare project, and signal priority work. LAVTA's aforementioned \$6 million TDA claim is intended to support transit capital projects including a bus purchase, BRT shelter overhaul, and transit center rehabilitation.

Date: June 22, 2022
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4522, Revised

This resolution approves the allocation of the Regional Measure 2 operating and planning funds for FY 2022-23.

This resolution allocates funds to AC Transit, MTC, and the Transbay Joint Powers Authority.

Discussion of the allocations made under this resolution are contained in the MTC Programming and Allocations Committee Summary Sheets dated June 8, 2022.

Date: June 22, 2022
W.I.: 1255
Referred by: PAC

Re: Allocation of Regional Measure 2 funds for transit operations and planning for FY 2022-23

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4522

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

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

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

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and programs eligible for RM2 funding for transit operating and planning assistance as identified in Streets and Highways Code Section 30914(d).

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

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

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan on June 23, 2004, specifying the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636, Revised); and

WHEREAS, MTC has reviewed the allocation requests submitted for RM2 transit operations and planning funds from the project sponsor(s) listed in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length funds; and

WHEREAS, project sponsors seeking RM2 funds are required to submit an Operating Assistance Proposal (OAP), pursuant to Streets and Highway Code Section 30914(e) to MTC for review and approval, which demonstrates a fully funded operating plan and consistency with the performance measures, as applicable; and

WHEREAS, Attachment A lists the projects requested by project sponsors for RM2 funding, project specific conditions, and amounts recommended for RM2 allocation by MTC staff; and

RESOLVED, that MTC approves staff's review of the OAP for the projects listed in Attachment A; and be it further

RESOLVED, that MTC approves the allocation of RM2 funds in accordance with Attachment A; and be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into
by the Metropolitan Transportation
Commission at the regular meeting
of the Commission held in San Francisco,
California and at other remote locations,
on June 22, 2022.

FY 2022-23 ALLOCATION OF REGIONAL MEASURE 2 FUNDS
FOR TRANSIT OPERATIONS AND PLANNING

1. Funding for each route is limited to the amount identified in the FY2022-23 RM2 Operating Program (MTC Resolution 4521).
2. Allocation amounts may be reduced in order to stay within the statutorily mandated RM2 operating program limit of 38% of annual revenue [SHC Section 30915(d)].
3. Payment of RM2 operating funds may be limited to no more than 1/12 of the allocated amount monthly.
4. For FY 2022-23, operating advances will be considered on a case-by-case basis.
5. RM2 performance requirements are suspended due to the continuing transit impacts resulting from the COVID-19 pandemic.

Claimant	Project Description	Allocation Amount	Allocation Code	Approval Date	Project Number
TJPA ¹	Transbay Transit Center	\$ 2,627,193	1	06/22/22	13
MTC	Clipper	\$ 1,751,462	2	06/22/22	12
AC Transit	Express Bus Service	\$ 4,716,766	3	06/22/22	4
AC Transit	Dumbarton Bus	\$ 3,244,888	4	06/22/22	5
AC Transit	Owl Bus Service	\$ 1,310,107	5	06/22/22	7
AC Transit	Enhanced/Rapid Bus Service	\$ 2,627,193	6	06/22/22	9
		Total \$ 16,277,609			

Notes

1. The allocation of funds to TJPA shall be subject to the same conditions included in MTC Resolution 4526.

Date: June 22, 2022
W.I.: 1514
Referred by: PAC

ABSTRACT

Resolution No. 4523

This resolution approves the allocation of fiscal year 2022-2023 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

This resolution allocates funds to Alameda-Contra Costa Transit District (AC Transit), Livermore Amador Valley Transit Authority (LAVTA), Napa Valley Transportation Authority (NVTa) and Santa Clara Valley Transportation Authority (VTA).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 8, 2022.

Date: June 22, 2022
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2022-23 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4523

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 2021-22 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 2022-23 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 2022-23 TDA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution; and, be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations, on June 22, 2022.

Date: June 22, 2022
 Referred by: PAC

Attachment A
 MTC Resolution No. 4523
 Page 1 of 1

ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS
 DURING FISCAL YEAR 2022-23

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area
5801 - 99233.7, 99275 Community Transit Service - Operations					
VTA	Community Transit	6,880,509	01	06/22/22	Santa Clara County
	Subtotal	6,880,509			
5802 - 99260A Transit - Operations					
VTA	Transit Operations	130,729,623	02	06/22/22	VTA
NVTA	Transit Operations	5,075,466	03	06/22/22	NVTA
AC Transit	Transit Operations	67,976,124	04	06/22/22	Alameda D1
AC Transit	Transit Operations	18,280,448	05	06/22/22	Alameda D2
AC Transit	Transit Operations	10,774,214	06	06/22/22	Contra Costa D1
AC Transit	Transit Operations	5,109,152	07	06/22/22	AC Transit
LAVTA	Transit Operations	10,610,799	08	06/22/22	LAVTA
	Subtotal	248,555,826			
5803 - 99260A Transit - Capital					
LAVTA	Transit Capital	5,988,747	09	06/22/22	LAVTA
NVTA	Transit Capital	1,000,000	10	06/22/22	NVTA
	Subtotal	6,988,747			
5807 - 99400C General Public - Operating					
NVTA	Transit Operations	1,219,490	11	06/22/22	NVTA
	Subtotal	1,219,490			
5812 - 99400D Planning & Admin - Operating					
NVTA	Planning & Administration	3,362,200	12	06/22/22	NVTA
	Subtotal	3,362,200			
	TOTAL	267,006,772			

Date: June 22, 2022
Referred by: PAC

Attachment B
Resolution No. 4523
Page 1 of 3

ALLOCATION OF FISCAL YEAR 2022-23
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 is exempt from compliance with the applicable fare or fares-plus-local-support recovery ratio requirement (Public Utilities Code §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5) as provided by PUC § 99268.9; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to

receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6633.1, or § 6634; and

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

Transportation Development Act Article 4.5 Funds

Public Utilities Code § 99275

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and
3. That in accordance with Public Utilities Code § 99275.5(c), MTC finds that the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC, responds to a transportation need not otherwise met in the community of the claimant; that the services of the claimant are integrated with existing transit services, as warranted; that the claimant has prepared and submitted to MTC an estimate of revenues, operating costs and patronage for the fiscal year in which TDA Article 4.5 funds are allocated; and that the claimant is exempt from applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code § 99268.5 or MTC Resolution No. 1209, Revised) as provided by PUC § 99268.9; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to

receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634; and

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

Transportation Development Act Article 8 Transit Funds

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

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

Date: June 22, 2022
W.I.: 1514
Referred by: PAC

ABSTRACT

Resolution No. 4524

This resolution approves the allocation of State Transit Assistance (STA) funds for fiscal year 2022-23.

This resolution allocates funds to AC Transit, LAVTA, MTC, and Santa Clara Valley Transportation Authority (VTA).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 8, 2022.

Date: June 22, 2022
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2022-23 State Transit Assistance to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4524

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

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

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

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

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

WHEREAS, eligible claimants have submitted applications to MTC for the allocation of fiscal year 2022-23 STA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2022-23 allocations requested by claimants, and is from time-to-time revised; and

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

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

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

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

RESOLVED, that MTC approves the allocation of fiscal year 2022-23 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution;

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was 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 June 22, 2022.

Date: June 22, 2022
Referred by: PAC

Attachment A
MTC Resolution No. 4524
Page 1 of 1

ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS
DURING FISCAL YEAR 2022-23

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area
5820 - 6730A Operating Costs - County Block Grant					
LAVTA	Transit Operations	1,377,503	01		LAVTA
	Subtotal	1,377,503			
5820 - 6730A Operating Costs - Population-based MTC Regional Coordination					
MTC	Clipper START	3,000,000	02	06/22/22	Means-Based Program
MTC	Clipper Operations	9,000,000	03	06/22/22	MTC Regional
	Subtotal	12,000,000			
5820 - 6730A Operating Costs - Revenue-based					
VTA	Transit Operations	28,362,250	04	06/22/22	VTA
AC Transit	Transit Operations	29,636,318	05	06/22/22	AC Transit
	Subtotal	57,998,568			
5822 - 6731C Paratransit - Operating - County Block Grant					
VTA	Paratransit Operations	1,870,260	06	06/22/22	Santa Clara County
	Subtotal	1,870,260			
	TOTAL	73,246,331			

Date: June 22, 2022
Referred by: PAC

Attachment B
Resolution No. 4524
Page 1 of 2

ALLOCATION OF FISCAL YEAR 2022-23 STATE TRANSIT ASSISTANCE FUNDS
TO CLAIMANTS IN THE MTC REGION

FINDINGS

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

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with PUC §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for STA funds to MTC are in conformance with MTC's Regional Transportation Plan (21 Cal. Code of Regs. § 6651), and with the applicable state regulations (21 Cal. Code of Regs. § 6600 et seq.), and with the applicable MTC rules and regulations; and
4. That each claimant is making full use of federal funds available under the Fixing America's Surface Transportation (FAST) Act, as amended; and
5. That the sum of each claimant's allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount the claimant is eligible to receive, in accordance with the calculations prescribed by 21 Cal. Code of Regs. § 6633.1 or § 6634; and
6. That MTC has given priority consideration to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs; and
7. That each claimant has submitted to MTC a copy of a certification from the California Highway Patrol verifying that the claimant is in compliance with Section 1808.1 of the Vehicle Code ("Pull Notice Program"), as required by PUC § 99251; and

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

Notes:

The following requirements are suspended for FY 2022-23:

- a. Productivity Improvement Program requirement (PUC § 99244)
- b. Efficiency standards under PUC § 99314.6
- c. MTC State Transit Assistance standard (PUC § 99314.7)

Date: June 22, 2022
WI: 1514
Referred by: PAC

ABSTRACT

Resolution No. 4525

This resolution approves the allocation of fiscal year 2022-23 AB 1107 half-cent sales tax funds to AC Transit.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 8, 2022.

Date: June 22, 2022
Referred by: PAC

Re: Allocation of Fiscal Year 2022-23 “AB 1107” Half-Cent Sales Tax Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4525

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

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

WHEREAS, SFMTA and/or AC Transit has submitted a request for the allocation of fiscal year 2022-23 AB 1107 funds for transit service projects and purposes in accordance with the regional priorities established by MTC; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2022-23 allocations requested by SFMTA and/or AC Transit, and is from time-to-time revised; and

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

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

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

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

RESOLVED, that MTC approves the allocation of fiscal year 2022-23 funds under this resolution to SFMTA and/or AC Transit, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A.

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations, on June 22, 2022.

Date: June 22, 2022
Referred by: PAC

Attachment A
MTC Resolution No. 4525
Page 1 of 1

ALLOCATION OF AB 1107 FUNDS
DURING FISCAL YEAR 2022-23

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

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

Date: June 22, 2022
Referred by: PAC

Attachment B
Resolution No. 4525
Page 1 of 1

ALLOCATION OF FISCAL YEAR 2022-23
AB 1107 FUNDS

FINDINGS

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

<i>Statutory Requirement</i>	<i>AC Transit</i>
1. In accordance with Public Utilities Code §29142.4(a), the operator is a participating member of the Clipper Executive Board and the Bay Area Partnership Board, established by MTC and which serve the function of a regional transit coordinating council.	<i>YES</i>
2. In accordance with Public Utilities Code §29142(c), the operator has complied with the transit system standards established by MTC pursuant to Government Code §66517.5.	<i>YES</i>
3. In accordance with Public Utilities Code § 29142.5, MTC may consider local support revenues in excess of the operator's base amount as fare revenues, as long as by doing so it will enable the operator to maintain or improve vital transit service within a coordinated fare structure. The audited financials submitted by the claimant for FY 2019-20 and included with the proposed FY 2022-23 budget demonstrate a fare ratio of greater than 33 percent when considering other local excess revenue.	<i>YES</i>

Date: June 22, 2022
W.I.: 1254
Referred By: PAC

ABSTRACT

Resolution No. 4526

This resolution approves the FY2022-23 allocation of bridge tolls to the Transbay Joint Powers Authority (TJPA) for operation and maintenance assistance of the Salesforce Transit Center, pursuant to California Streets and Highways Code 30914(b).

Additional discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 8, 2022.

Date: June 22, 2022
W.I.: 1254
Referred By: PAC

RE: Approval of allocation of bridge toll funds to Transbay Joint Powers Authority for the operation and maintenance of the Salesforce Transit Center

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4526

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, 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 30914(b), MTC shall allocate toll bridge revenues in an annual amount not to exceed three million dollars (\$3,000,000) plus a 3.5-percent annual increase beginning July 1, 2004, to the department or to the Transbay Joint Powers Authority after the department transfers the title of the Transbay Terminal Building to that entity, for operation and maintenance expenditures. This allocation shall be payable from funds transferred by the Bay Area Toll Authority; and

WHEREAS, the transfer of ownership of the Transbay Terminal Building from the state to the Transbay Joint Powers Authority occurred on August 6th, 2010; and

WHEREAS, the Salesforce Transit Center opened in 2018 now therefore be it

RESOLVED, that MTC approves the allocation and reimbursement of bridge toll funds in accordance with the amount, reimbursement schedule, and conditions set forth in Attachment A; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on June 22, 2022.

Date: June 22, 2022
W.I.: 1254
Referred By: PAC

Attachment A
MTC Resolution No. 4526
Page 1 of 1

**ALLOCATION OF BRIDGE TOLLS
PURSUANT TO STREETS AND HIGHWAY CODE 30914(b)**

Project Title: **Operations and Maintenance of Salesforce Transit Center**
Sponsor: **Transbay Joint Powers Authority**

Allocation No.	Approval Date	Amount	Reimbursement Period
23452601	6/22/22	\$5,767,504	FY 2022-23

Conditions of Allocation:

1. Reimbursement shall be provided for eligible operating and maintenance expenditures at the Salesforce Transit Center.
2. If requested by MTC, details regarding any operating expenditures for the Transbay Terminal Facilities shall be provided by TJPA.
3. TJPA shall continue to incorporate regional wayfinding standards to the maximum extent feasible.
4. When implementing wayfinding in cases that regional wayfinding standards do not exist, such as digital kiosks and digital kiosk interfaces, TJPA shall work with MTC and transit operators to support development of a regional approach to the extent practicable.
5. Payment for operating expenses shall not be requested more than once monthly.
6. Progress reports on implementing the overall wayfinding program shall be provided with quarterly with invoices.
7. Maximum monthly reimbursement for operating expenses may be limited to no more than 1/12 of the amount allocated.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-0892 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 4/27/2022 **In control:** Programming and Allocations Committee
On agenda: 6/8/2022 **Final action:**
Title: MTC Resolution Nos. 4273, Revised, 4505, Revised, and 4520. Caltrain Right-of-Way Repayment to SamTrans

Staff seek commission approval of a proposed \$19.6 million funding plan to repay MTC's portion of Caltrain Right-of-Way (ROW) funds fronted by SamTrans. This item includes reprogramming of \$4.6 million in population-based Low Carbon Transit Operations Program (LCTOP) funds, \$7 million in One Bay Area Grant Program (OBAG 3) funds, and \$8 million in State Transit Assistance (STA) funds to SamTrans.

Sponsors:

Indexes:

Code sections:

Attachments: [3c - 22-0892 - Caltrain Right-of-Way Repayment to SamTrans.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4273, Revised, 4505, Revised, and 4520. Caltrain Right-of-Way Repayment to SamTrans

Staff seek commission approval of a proposed \$19.6 million funding plan to repay MTC's portion of Caltrain Right-of-Way (ROW) funds fronted by SamTrans. This item includes reprogramming of \$4.6 million in population-based Low Carbon Transit Operations Program (LCTOP) funds, \$7 million in One Bay Area Grant Program (OBAG 3) funds, and \$8 million in State Transit Assistance (STA) funds to SamTrans.

Presenter:

Anne Spevack

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

June 8, 2022

Agenda Item 3c - 22-0892

MTC Resolution Nos. 4273, Revised, 4505, Revised, and 4520. Caltrain

Right-of-Way Repayment to SamTrans

Subject:

Staff seek commission approval of a proposed \$19.6 million funding plan to repay MTC's portion of Caltrain Right-of-Way (ROW) funds fronted by SamTrans. This item includes reprogramming of \$4.6 million in population-based Low Carbon Transit Operations Program (LCTOP) funds, \$7 million in One Bay Area Grant Program (OBAG 3) funds, and \$8 million in State Transit Assistance (STA) funds to SamTrans.

Background:

In 1991, when the Peninsula Corridor Joint Powers Board (PCJPB) acquired the Caltrain ROW, the three member counties signed a Real Property Ownership Agreement (RPOA) under which SamTrans would pay most of the local funds, totaling \$82 million. The conditions of repayment and parties involved have been modified by a series of agreements since the early 1990s. As of today, payment obligations are set forth in a 2007 settlement and 2008 Real Property Ownership Agreement (RPOA) amendment – and includes a remaining \$19.8 million principal balance owed to SamTrans. MTC was a party (though not a legal signatory) to the 2007 settlement agreement and agreed to take on a majority of the obligation of the counties with new and unexpected funding available to the region at the time. In January, the recommendations of the PCJPB Governance Study assumed that MTC would provide \$19.6 million of the outstanding balance (the remaining \$200,000 being assigned to SFMTA).

In January, the Commission approved MTC Resolution No. 4509 committing \$19.6 million in grant funding to SamTrans as repayment for their fronting of funds for the Caltrain ROW purchase. The commitment is subject to the following conditions:

- Principal payment of \$19.6 million constitutes full payment of any and all remaining MTC obligation for monies advanced by SamTrans for the purchase of the Caltrain right of way, with no expectation by SamTrans of future contributions by the Commission.

- Inclusion of a policy statement affirming the JPB agreement around governance does not preclude recommendations forthcoming from the Network Management Business Case and/or the Regional Rail Study.
- Inclusion in the recommendation that any future contemplated evaluation or reconvening of the Caltrain governance process include consultation with MTC regarding the status of ongoing regional governance processes including any network management recommendations that may have been adopted before that time.

MTC Resolution No. 4509 also committed MTC to bring back a recommendation for action by June 2022, although allocation actions to operationalize the funding commitments may not be finalized until the end of calendar year 2022.

Since approval of this commitment, staff have evaluated potential funding sources and worked with SamTrans to identify sources that are agreeable to both agencies for use on programs or projects of SamTrans choice, that meet the eligibility requirements of the funding source. Staff recommends repaying SamTrans by allocating a total of \$19.6 million in grant funding to SamTrans from the following sources:

Funding Source	SamTrans project or program to be funded	MTC Action	Amount
LCTOP	SamTrans Zero Emission Bus Replacement	Reprogram through MTC Resolution No 4273, Revised; submit Corrective Action Plan to Caltrans to redirect prior allocation	\$4.6M
OBAG 3	TBD	Program through MTC Resolution No. 4505, Revised	\$7M
STA	TBD	Program through Resolution No. 4520	\$8M

While the allocations above will result in the redirection of funding from regional programs, staff believes the merit of resolving this outstanding commitment to SamTrans warrants these trade-

offs. To that end, funding proposed to be programmed from OBAG3 will be deducted from the amount available to pay for regionally administered programs such as implementation of MTC's Growth Framework, Climate programs, and Transportation Demand Management programs to name a few. The LCTOP and STA funding identified above represents a portion of the funding that had been set aside to provide operator subsidies for participation in means-based fare programs, including the pilot program, Clipper START. Given the slow uptake in the pilot due to the onset of the COVID-19 pandemic, funding has accumulated to the point that the proposed redirection of funds to settle the SamTrans right of way payment is not expected to hinder current or on-going implementation of means-based fare programs. Staff recommend programming the funds as listed above through MTC Resolution Nos. 4273, Revised, 4505, Revised, and 4520.

Next Steps:

If the above repayment plan and associated programming resolutions are approved, staff will work with SamTrans and other funding partners as appropriate to allocate the funds to SamTrans programs and projects.

Issues:

On March 3, 2022, the Peninsula Joint Powers Board (JPB), by a vote of 8-1, adopted a term sheet outlining points of agreement to resolve governance issues arising from SamTrans' initial investment in the purchase of the Caltrain right of way, including amounts to be paid to SamTrans from VTA and the City and County of San Francisco. JPB staff have drafted a Memorandum of Understanding (MOU) based on the term sheet and distributed it to the JPB's Member Agencies. Counsel for the JPB and Member Agencies are currently engaged in discussions to finalize the MOU. The draft MOU includes the following statement:

Statement Related to Regional Governance. This Agreement does not preclude JPB's ongoing participation in processes related to potential regional governance changes, including the consideration of recommendations forthcoming from the Network Management Business Case and/or Regional Rail study. Further, the JPB commits to work with stakeholders, including the Metropolitan

Transportation Commission (“MTC”), to develop a timeline for expeditious consideration of regional governance recommendations.

The JPB anticipates that the MOU will be considered and approved by the JPB and Member Agencies this summer.

Recommendations:

Refer MTC Resolution No. 4273, Revised, 4505, Revised, and 4520 to the Commission for approval. Resolution No. 4520 and Resolution 4505 are also proposed for revisions under Agenda Items 2e and 4a, and are included in those items with all proposed revisions. Only items approved by the Committee will be forwarded to the Commission.

Attachments:

- Attachment A: MTC Resolution No. 4273, Revised



Alix Bockelman

Date: March 22, 2017
W.I.: 1515
Referred by: PAC
Revised: 03/22/17-ED 04/26/17-C
05/24/17-ED 03/28/18-C
05/23/18-ED 04/24/19-C
06/26/19-C 03/25/20-C
06/24/20-ED 11/20/20-ED
12/16/20-C 03/24/21-C
07/28/21-C 12/15/21-ED
03/23/22-C 04/27/22-ED
06/22/22-C

ABSTRACT

Resolution No. 4273, Revised

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

This resolution includes the following attachments:

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

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

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

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

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

ABSTRACT

MTC Resolution No. 4273

Page 2

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

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

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

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

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

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

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

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

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

This resolution was revised through Executive Director's Administrative Authority on December 15, 2021 to reprogram \$221,902 from the FY2020-21 ECCTA New Tri MyRide Service Zone project to the ECCTA Maintenance Facility Upgrades for Fuel Cell Electric Buses Project; correct the FY2019-20 ECCTA Hydrogen Fueling Station project title to Maintenance Facility Upgrades for Fuel Cell Electric Buses; and make minor corrections to the FY2019-20 and FY2020-21 ECCTA Free Fares for Routes 11, 14, and 16 Serving the Monument Corridor II & III projects to remove the numerals in each title.

This resolution was revised through Commission Action on March 23, 2022 to add the FY 2021-22 LCTOP Population-based Funds Project List to Attachment A and replace the FY2018-19 Union City Electric Vehicle Charging Infrastructure for Union City Transit Fleet project with the Paratransit Replacement Vehicle project.

This resolution was revised through Executive Director's Administrative Authority on April 27, 2022 to reprogram \$753,280 from the FY 2018-19 SFMTA West Portal Optimization and Crossover Activation project to the SFMTA Expanded Service on Line 29-Sunset project.

This resolution was revised through Commission Action on June 22, 2022 to reprogram \$4.6 million from the FY 2021-22 MTC Regional Means-Based Transit Fare Pilot project to the SamTrans Zero Emission Bus Replacement project.

Further discussion of these actions is contained in the Programming and Allocations Summary Sheets dated March 8, 2017, April 12, 2017, March 7, 2018, April 10, 2019, June 12, 2019, March 11, 2020, December 9, 2020, March 10, 2021, July 14, 2021, March 9, 2022, and June 8, 2022.

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

RE: Cap and Trade Low Carbon Transit Operations Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4273

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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


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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

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

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

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

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

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

07/28/21-C 12/15/21-ED 3/23/22-C 4/27/22-ED

6/22/22-C

FY 2016-17 Low Carbon Transit Operations Program Requests

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

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

* MTC approval conditioned on local support documentation submitted to Caltrans

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

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

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

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

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

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

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

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

07/28/21-C 12/15/21-ED 3/23/22-C 4/27/22-ED

6/22/22-C

FY 2017-18 Low Carbon Transit Operations Program Requests

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

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

* MTC approval conditioned on local support documentation submitted to Caltrans

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

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

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

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

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

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

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

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

07/28/21-C 12/15/21-ED 3/23/22-C 4/27/22-ED

6/22/22-C

FY 2018-19 Low Carbon Transit Operations Program Requests

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

Agency	Project(s)	FY 2018-19 LCTOP Population-Based Funding	Date
CCCTA	Martinez to Amtrak BART II	\$ 375,378	4/24/19
CCCTA	Free Fares for Routes 11, 14, and 16 Serving the Monument Corridor	\$ 596,332	4/24/19
ECCTA	New Route 383	\$ 586,893	4/24/19
LAVTA	Purchase Four (4) Zero-Emission Replacement Buses and Related Support Infrastructure	\$ 401,737	4/24/19
NVTA	NVTA Zero Emission Bus Procurement Project	\$ 277,010	4/24/19
Union City	Paratransit Replacement Vehicle	\$ 140,680	3/23/22
WCCTA	"Spare the Fare" -- Free Rides on Weekday Spare the Air Days	\$ 129,561	4/24/19
GGBHTD ¹	Purchase Sixty-four (64) 40-foot Diesel-Electric Hybrid Buses	\$ 307,876	4/24/19
Marin Transit ¹	Purchase Four 40ft Electric Transit Vehicles	\$ 204,568	4/24/19
City of Fairfield ²	Fairfield COVID-19 Response and Recovery Free and/or Reduced Fare Program	\$ 287,598	6/24/20
Solano County Transit ²	SolTrans All-Electric Bus Purchase	\$ 39,176	11/20/20
Solano County Transit ²	Electrical Infrastructure for Charging All-Electric Buses	\$ 507,369	11/20/20
City of Petaluma ³	Purchase One Zero-Emission Replacement Bus	\$ 122,145	4/24/19
City of Santa Rosa ³	Maintain Increased Frequency on Routes 1 and 2	\$ 347,666	4/24/19
Sonoma County Transit ³	Electric Bus Purchases	\$ 510,600	4/24/19
North Counties / Small Operators Subtotal		\$ 4,834,589	
MTC	Infrastructure for Regional Means-Based Transit Fare Pilot	\$ 4,759,808	4/24/19
SFMTA	West Portal Optimization and Crossover Activation	\$ 1,431,550	4/24/19
SFMTA	Expanded Service on Line 29-Sunset ⁴	\$ 753,280	4/27/22
VTA	Charging Infrastructure & Microgrid Technology ⁵	\$ 1,326,504	7/28/21
AC Transit	Dumbarton Innovative Deployments to Enhance Arterials (IDEA)	\$ 1,248,474	4/24/19
TOTAL		\$ 14,354,205	

* MTC approval conditioned on local support documentation submitted to Caltrans

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

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

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

4. Savings moved from the West Portal Optimization and Crossover Activation project to the operational Expanded Service on Line 29-Sunset project. As this is not eligible under the TPI program, the minimum amount set-aside for SFMTA TPI funds programmed through LCTOP will be reduced by this amount.

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

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

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

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

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

07/28/21-C 12/15/21-ED 3/23/22-C 4/27/22-ED

6/22/22-C

FY 2019-20 Low Carbon Transit Operations Program Requests

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

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

* MTC approval conditioned on local support documentation submitted to Caltrans

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

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

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

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

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

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

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

07/28/21-C 12/15/21-ED 3/23/22-C 4/27/22-ED

6/22/22-C

FY 2020-21 Low Carbon Transit Operations Program Requests

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

Agency	Project(s)	FY 2020-21 LCTOP Population-Based Funding	Date
CCCTA	Martinez Amtrak to BART IV	\$ 215,710	3/24/21
CCCTA	Free Fares for Routes 11, 14, and 16 Serving the Monument Corridor	\$ 326,828	3/24/21
ECCTA	Install EV Bus Chargers	\$ 105,780	3/24/21
ECCTA	Maintenance Facility Upgrades for Fuel Cell Electric Buses	\$ 221,902	12/15/21
LAVTA	Restart Operations for School-Serving Routes	\$ 224,303	3/24/21
NVTA	NVTA Zero Emission Bus Electrification	\$ 154,664	3/24/21
Union City	Electric Vehicle Charging Infrastructure for Union City Transit Fleet	\$ 78,547	3/24/21
WCCTA	Spare the Fare - Free Rides on Spare the Air Days	\$ 72,338	3/24/21
GGBHTD ¹	Golden Gate High Speed Ferry Vessel Acquisition	\$ 161,769	3/24/21
Marin Transit ¹	Purchase Four 40ft Electric Transit Vehicles	\$ 114,217	3/24/21
SMART ¹	Restart Operations on SMART	\$ 10,129	3/24/21
Solano County Transit ²	SolTrans Electrification Project	\$ 465,881	3/24/21
City of Petaluma ³	Purchase Four Zero-Emission Replacement Buses	\$ 68,703	3/24/21
City of Santa Rosa ³	Electric Bus Purchase	\$ 192,793	3/24/21
Sonoma County Transit ³	Electric Buses	\$ 285,901	3/24/21
North Counties / Small Operators Subtotal		\$ 2,699,465	
MTC	Regional Means-Based Transit Fare Pilot	\$ 2,657,562	3/24/21
SFMTA	5 Fulton: Arguello to 25th Ave Muni Forward	\$ 1,219,864	3/24/21
AC Transit	AC Transit Quick Build Transit Lanes	\$ 697,065	3/24/21
VTA	Eastridge to BART Regional Connector	\$ 740,632	3/24/21
TOTAL		\$ 8,014,588	

* MTC approval conditioned on local support documentation submitted to Caltrans

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

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

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

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

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

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

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

07/28/21-C 12/15/21-ED 3/23/22-C 4/27/22-ED

6/22/22-C

FY 2021-22 Low Carbon Transit Operations Program Requests

Based on State Controller's Office Letter dated 2/18/2022

Agency	Project(s)	FY 2021-22 LCTOP Population-Based Funding	Date
CCCTA	Martinez to Amtrak BART	\$ 600,619	3/23/22
CCCTA	Free Fares for Routes Serving the Monument Corridor	\$ 669,333	3/23/22
ECCTA	Inductive Charging Infrastructure	\$ 767,026	3/23/22
LAVTA	Rapid Service Restoration	\$ 525,040	3/23/22
NVTA	Zero Emission Bus Procurement Project	\$ 362,031	3/23/22
Union City	Electric Vehicle Charging Infrastructure for Union City Transit Fleet	\$ 183,859	3/23/22
WCCTA	System-wide Free Fares for Western Contra Costa Residents	\$ 169,327	3/23/22
GGBHTD ¹	Golden Gate High Speed Ferry Vessel Acquisition	\$ 364,197	3/23/22
Marin Transit ¹	Purchase Electric Paratransit Vehicle & Charging Infrastructure	\$ 276,865	3/23/22
SMART ¹	Restart Transit Operations on SMART	\$ 28,664	3/23/22
Solano County Transit ²	Solano Express Electrification	\$ 1,090,516	3/23/22
City of Petaluma ³	Zero Emission Replacement Bus	\$ 161,695	3/23/22
City of Santa Rosa ³	Electric Bus Purchase	\$ 454,387	3/23/22
Sonoma County Transit ³	Purchase one 35' Battery Electric Transit Bus	\$ 665,243	3/23/22
North Counties / Small Operators Subtotal		\$ 6,318,802	
MTC	Regional Means-Based Transit Fare Pilot	\$ 1,620,716	6/22/22
SamTrans	SamTrans Zero-Emission Bus Replacement ⁴	\$ 4,600,000	6/22/22
SFMTA	29 Sunset Muni Forward Phase 1	\$ 2,855,411	3/23/22
AC Transit	Mission Boulevard Corridor TSP Project	\$ 1,631,663	3/23/22
VTA	Eastridge to BART Regional Connector	\$ 1,733,642	3/23/22
TOTAL		\$ 18,760,234	

* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$669,726 and distributed between Marin Transit, GGBHTD, and SMART as noted.

2. Solano County received \$1,090,516 and distributed to Solano County Transit as noted.

3. Sonoma County received \$1,281,325 and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

4. MTC Regional Means-Based Transit Fare Pilot funds were reprogrammed to SamTrans as part of the ROW repayment to Caltrain.

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

Attachment B
MTC Resolution No. 4273
Page 1 of 1

Transit Performance Initiative Project Savings Policy

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-0685 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 4/4/2022 **In control:** Programming and Allocations Committee
On agenda: 6/8/2022 **Final action:**
Title: MTC Resolution No. 4505, Revised. One Bay Area Grant (OBAG 3) Revisions.

Revisions to the One Bay Area Grant program (OBAG 3), including the programming of \$42.2 million to specific projects and programs in the Regional Program and \$11.8 million in County & Local Program, and the inclusion of \$7 million in additional anticipated revenues as part of the SamTrans Caltrain right-of-way repayment arrangement.

Sponsors:

Indexes:

Code sections:

Attachments: [4a - 22-0685 - OBAG3 Revisions and Programming to County&Local Programs.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4505, Revised. One Bay Area Grant (OBAG 3) Revisions.

Revisions to the One Bay Area Grant program (OBAG 3), including the programming of \$42.2 million to specific projects and programs in the Regional Program and \$11.8 million in County & Local Program, and the inclusion of \$7 million in additional anticipated revenues as part of the SamTrans Caltrain right-of-way repayment arrangement.

Presenter:

Mallory Atkinson

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

June 8, 2022

Agenda Item 4a - 22-0685

MTC Resolution No. 4505, Revised

Subject:

Revisions to the One Bay Area Grant program (OBAG 3), including the programming of \$42.2 million to specific projects and programs in the Regional Program and \$11.8 million in County & Local Program, and the inclusion of \$7 million in additional anticipated revenues as part of the SamTrans Caltrain right-of-way repayment arrangement.

Background:

The OBAG 3 program, adopted by the Commission in January 2022, establishes the policy and programming framework for investing federal Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement program (CMAQ) funds for FY 2022-23 through FY 2025-26.

This month, staff recommend various revisions to the Regional Program, County & Local Program, and OBAG 3 policy and programming framework as described below.

Regional Program

Funds programmed through the OBAG 3 Regional Program are designed to coordinate and deploy strategies at a regional level to address critical climate and focused growth goals of *Plan Bay Area 2050*. Program categories and funding levels, as approved by the Commission in January 2022, are shown in **Table 1**.

Table 1. OBAG 3 Regional Program

Program Category	Funding Approved Jan. 2022
Planning & Program Implementation	\$49.5
Growth Framework Implementation	\$25
Climate, Conservation, and Resilience	\$98
Complete Streets and Community Choice	\$54
Multimodal Systems Operations and Performance	\$148.5
Regional Program Total	\$375

Note: Funding amounts are in millions.

This month, staff recommend providing further definition to the regional program categories and programming \$42.2 million¹ to specific projects and programs as described on the following page and reflected in Attachment B-1 of the program resolution.

¹ An additional \$31.6 million and \$7 million are recommended for programming through Agenda Items 3c and 2c, respectively.

Climate, Conservation, and Resilience

- Program \$18.2 million within the Regional Travel Demand Management (TDM) program for MTC-administered TDM activities, including the Commuter Benefits Program, Regional Carpool Program, and Bike to Work and Spare the Air Youth education and outreach activities. Programming funds to these programs will provide continuity in ongoing TDM programs. These programs will be assigned CMAQ funding, consistent with OBAG 3's CMAQ programmatic priorities to use the funds reduce emissions through Vehicle Miles Traveled (VMT) reduction strategies.

Complete Streets and Community Choice

- Program \$21 million within the Healthy, Safe, and Sustainable Streets program for MTC-administered activities and grant programs, including for Local Roadway Safety Plan (LRSP) development, technical assistance, and implementation; Bay Area Vision Zero (BAYVIZ) System support; regional safety program coordination and outreach activities; Pavement Technical Assistance Program (PTAP) grants; and Pavement Management Program activities and system upgrades to support road safety and sustainability efforts. Programming funds to these programs will provide continuity in the ongoing PTAP grant program and accelerate fund distribution to local jurisdictions to complete their required Local Roadway Safety Plans (LRSPs) by the December 30, 2023 deadline.
- Program \$3 million within the Community Choice program, including funding for Community-Based Transportation Plans (CBTPs) in each of the nine counties. Funds programmed will be provided to CTAs to develop CBTPs consistent with the CBTP Guidelines (MTC Resolution No. 4514), adopted by the Commission in May 2022.

Additional programming actions for the various regional programs are pending final guidelines from complementary fund programs, such as the state's Regional Early Action Planning grant (REAP 2.0) and the new federal Carbon Reduction program, as well as additional outreach and input from regional partners, stakeholders and MTC Committees. Staff anticipate returning to the Commission in the Fall with recommended fund programming actions for several additional projects and programs. The summary of the Regional Program and status overview are provided in **Attachment 1**.

Funds programmed through the OBAG 3 Regional Program are part of a larger regional investment strategy to address critical climate and focused growth goals of *Plan Bay Area 2050*, and to coordinate and deploy strategies that are best suited for regional implementation. Additional information on the broader regional investment strategy is provided in **Attachment 2**.

Additional Revenues

Staff anticipates the STP/CMAQ apportionments from Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), to exceed the \$750 million in programming capacity currently estimated for the four-year OBAG 3 framework. Final apportionment numbers have not yet been provided by Caltrans but are anticipated in the coming months.

In anticipation of the increased apportionment provided through IIJA, and as part of the right-of-way repayment agreement proposed in Agenda Item 3c, staff recommend adding \$7 million in STP/CMAQ revenues to the OBAG 3 framework this month. Staff will return to the Commission to program additional revenues received through IIJA.

Should final apportionment increases be less than \$7 million added to the program framework through this action, staff would identify an alternative revenue source or reduce funding balances available for regional program categories.

County & Local Program

This month, staff recommend programming \$11.8 million for ongoing Safe Routes to School Non-Infrastructure programs within the County & Local Program. Alameda County Transportation Commission (ACTC), San Francisco County Transportation Authority (SFCTA), San Mateo City and County Association of Governments (C/CAG), and Sonoma County Transportation Authority (SCTA) submitted funding nominations to MTC for these ongoing SRTS programs to ensure continuity of safety programming activities throughout the OBAG 3 period. These advanced programming amounts recommended by staff for approval are provided below and reflected in Attachment B-2 of the program resolution.

Staff also proposes clarifications to the OBAG 3 project selection and programming policies to remove inconsistencies in the provisions detailing local policy requirements and project eligibilities.

- **Housing Elements:** Text revisions to clarify that local jurisdictions must maintain certification of their housing element throughout the OBAG 3 period.
- **Local Roadway Safety Plans (LRSPs):** Text revisions to remove inconsistencies describing whether jurisdictions must have their LRSPs completed or adopted by the December 31, 2023 deadline. Consistent with Highway Safety Improvement Program (HSIP) Cycle 11 guidelines, LRSPs must be completed by the deadline. Jurisdictions are encouraged to have their plans adopted by their boards or councils, but LRSP adoption is not required to maintain OBAG 3 eligibility.

- **Federal-Aid Secondary (FAS) Funding:** Text revisions to reflect latest guidance from Caltrans staff. In prior years, MTC suballocated specific amounts of STP funding to certain counties with rural roads, pursuant to California Code § 2200-2214. Per federal regulations, MTC is unable to suballocate STP funding to counties for this purpose. Counties remain eligible for OBAG 3 County & Local Program, but must apply for funding consistent with the call for projects guidelines in Appendix A-1 of the program resolution.

Issues:

Staff anticipate the STP/CMAQ apportionments from the recently enacted federal surface transportation authorization, IIJA/BIL, will exceed the \$750 million in programming capacity currently estimated for the four-year OBAG 3 framework. This agenda item increases that programming capacity by an additional \$7 million. The programming of any additional STP/CMAQ funds will be considered through a future Commission action. Should apportionments fall short of the \$757 million anticipated, staff will develop alternative revenue or programming options for Commission consideration.

Recommendations:

Refer MTC Resolution No. 4505, Revised, to the Commission for approval. Resolution No. 4505 is also proposed for revisions under Agenda Items 3a and 3c, but it is included once under this item with all proposed revisions. Only items approved by the Committee will be forwarded to the Commission.

Attachments:

- Attachment 1: OBAG 3 Regional Program Overview
- Attachment 2: Regional Investment Strategy
- MTC Resolution No. 4505, Revised, Attachments A, B-1, and B-2, and Appendix A-1



Alix Bockelman

One Bay Area Grant (OBAG 3)

Regional Programs Overview

Program Category	Funding Adopted/ Proposed	Status	Next Steps
Planning & Program Implementation			
<ul style="list-style-type: none"> Regional planning, programming, <i>Plan Bay Area 2050</i> implementation, federal compliance, and performance OBAG 3 project and program implementation Blue Ribbon implementation 	\$49.5	✓ Programmed	<ul style="list-style-type: none"> In January 2022, the Commission programmed \$49.5 million for regional planning and program implementation activities. Funds will be incorporated into MTC's agency budget beginning in FY 2022-2023.
Growth Framework Implementation			
<ul style="list-style-type: none"> Priority Development Area (PDA) Planning & Technical Assistance, and Priority Production Area (PPA) Pilot Regional Housing Technical Assistance & Local Grants Housing preservation, priority sites pilots 	\$25	... Pending	<ul style="list-style-type: none"> Programming to specific projects and programs is pending final REAP 2.0 guidelines. Staff proposes to combine OBAG 3 funds with \$58 million in REAP 2.0 funds to deliver a broad set of housing and land use strategies. Staff anticipates bringing programming recommendations to the Commission in the fall.
Climate, Conservation, & Resilience			
<u>Climate Initiatives</u> <ul style="list-style-type: none"> Electric vehicles (EV) and charging infrastructure Parking management planning and technical assistance, capital Mobility Hub and Targeted Transportation Alternatives (TTA) pilot programs 	\$43.8	... Pending	<ul style="list-style-type: none"> Programming to specific projects and programs is pending final Carbon Reduction Program (CRP) guidelines. Staff proposes to combine OBAG 3 funds with \$60 million in CRP to accelerate EV adoption and other proven emissions reductions strategies. Staff anticipates bringing programming recommendations to the Commission in the fall.

Program Category	Funding	Status	Next Steps
Climate, Conservation, & Resilience (cont'd)		\$98	
<u>Regional Travel Demand Management (TDM)</u> <ul style="list-style-type: none"> Commuter Benefits Program, Regional Carpool Program Bike to Work and Spare the Air Youth education and outreach activities 	\$18.2	✓ Programming Recommendation	<ul style="list-style-type: none"> Commission anticipated to program funds to various Regional TDM programs with this Agenda Item. Staff is assessing existing TDM programs for effectiveness and alignment with PBA 2050's vehicle miles traveled (VMT) and greenhouse gas (GHG) reduction strategies.
<ul style="list-style-type: none"> Regional TDM Balance 	\$18	✂ In Progress	<ul style="list-style-type: none"> Staff anticipates bringing programming recommendations to the Commission in the fall.
<u>Priority Conservation Area (PCA) Grant program</u> <ul style="list-style-type: none"> PCA Grant program reflecting updated PCA planning framework, including resilience/sea level rise strategies 	\$18	... Pending	<ul style="list-style-type: none"> Programming of funding pending completion PCA Framework refresh effort. Grant program guidelines and call for projects anticipated in 2024.
Complete Streets & Community Choice		\$54	
<u>Healthy, Safe, and Sustainable Streets</u> <ul style="list-style-type: none"> Local Roadway Safety Plan (LRSP) development, technical assistance, and implementation Bay Area Vision Zero (BAYVIZ) System and safety program coordination and outreach Pavement Technical Assistance Program (PTAP) grant program and Pavement Management Program (PMP) 	\$21	✓ Programming Recommendation	<ul style="list-style-type: none"> Commission anticipated to program funds to various regional safety and roadway asset management programs with this Agenda Item.

Program Category	Funding	Status	Next Steps
Complete Streets & Community Choice (cont'd)	\$54		
<ul style="list-style-type: none"> Regional Active Transportation Plan (AT Plan) Implementation, including Bay Trail and Quick-Build planning, implementation, and technical assistance 	\$15	... <i>Pending</i>	<ul style="list-style-type: none"> Programming of funding to specific projects and programs pending completion of the Regional AT Plan update. Staff anticipates bringing programming recommendations to the Commission in the fall.
<u>Community Choice</u> <ul style="list-style-type: none"> Community-based transportation plans (CBTPs) in each county 	\$3	✓ Programming Recommendation	<ul style="list-style-type: none"> Commission anticipated to program funds for CBTPs with this Agenda Item.
<ul style="list-style-type: none"> CBTP community-based organization (CBO) outreach and engagement Project implementation and technical assistance 	\$15	... <i>Pending</i>	<ul style="list-style-type: none"> Programming to specific projects and programs is pending final REAP 2.0 guidelines. Staff proposes to combine OBAG 3 funds with \$8 million in REAP 2.0 funds to accelerate implementation of prioritized community projects. Staff anticipates bringing programming recommendations to the Commission in the fall.
Multimodal Systems Operations & Performance	\$148.5		
<u>Transit Transformation Action Plan</u> <ul style="list-style-type: none"> Transit priority highway investments/Forwards and arterial investments Mapping and wayfinding 	\$31.6	✓ Programming Recommendation	<ul style="list-style-type: none"> Commission anticipated to program funds for Transit Transformation projects through Agenda Item 3a.
<u>Multimodal Systems Programs</u> <ul style="list-style-type: none"> SamTrans Caltrain right-of-way (ROW) repayment 	\$7	✓ Programming Recommendation	<ul style="list-style-type: none"> Commission anticipated to program funds to SamTrans through Agenda Item 3c.

Program Category	Funding	Status	Next Steps
Multimodal Systems Operations & Performance (cont'd)	\$148.5		
<u>Multimodal Systems Programs (cont'd)</u> <ul style="list-style-type: none"> Clipper C2 capital 	\$30	✓ Programmed	<ul style="list-style-type: none"> In March 2022, the Commission programmed \$30 million for Clipper C2 as part of an RM3 loan arrangement.
<ul style="list-style-type: none"> Multimodal systems program balance, including Bay Area Forwards, freeway and arterial operations optimization, Regional Fiber Communications Plan implementation, and Incident Management 	\$86.9	✖ In Progress	<ul style="list-style-type: none"> Staff anticipates bringing programming recommendations to the Commission in the fall.
Regional Programs Total	\$382		
Regional Programs Summary Status	\$79.5	Programmed Previously	Amount includes recommended programming actions described in Agenda Item 3a and Agenda Item 3c .
	\$80.8	Programming Recommendation	
	\$221.7	Remaining Balance	

Note: Funding amounts are in millions.

One Bay Area Grant (OBAG 3)

Regional Investment Strategy

\$ in millions

Program Category	OBAG 3 Regional Programs Approved Jan. 2022	Blue Ribbon Funding* Proposed June 2022	REAP 2.0** Proposed Pending	Carbon Reduction** Proposed Pending	Total
Planning & Program Implementation	\$49.5	\$5	\$5.3		\$59.8 (10%)
Growth Framework Implementation	\$25		\$58		\$83 (13%)
Climate, Conservation, and Resilience	\$98			\$60	\$158 (25%)
Complete Streets and Community Choice	\$54		\$8		\$62 (10%)
Multimodal Systems Operations and Performance	\$148.5	\$80	\$31.6		\$260.5 (42%)
Regional Programs Total	\$375***	\$85	\$102.8	\$60	\$623.3

Note: Totals may not add due to rounding.

* The \$85 million in Blue Ribbon funding is proposed for programming through Agenda Item 3a (June 2022).

** The proposed use of funds for REAP 2.0 and Carbon Reduction are pending final guidelines for REAP 2.0 and the new federal Carbon Reduction program.

*** Regional Program anticipated revenues are proposed to increase by an additional \$7 million with this Agenda Item (June 2022), from \$375 million to \$382 million.

Date: January 26, 2022
W.I.: 1512
Referred by: PAC
Revised: 02/23/22-C 03/23/22-C 06/22/23-C

ABSTRACT

Resolution No. 4505, Revised

Adoption of the project selection and programming policies for the third round of the One Bay Area Grant program (OBAG 3). The project selection and programming policies contain the project categories that are to be funded with various fund sources, including federal surface transportation act funding assigned to MTC for programming, to implement the Regional Transportation Plan (*Plan Bay Area 2050*) and to be included in the federal Transportation Improvement Program (TIP) for the OBAG 3 funding delivery period.

The resolution includes the following attachments:

- Attachment A – OBAG 3 Project Selection and Programming Policies
- Attachment B – OBAG 3 Project Lists

With the adoption of the project selection and programming policies, Attachments B-1 and B-2 program \$8,300,000 to Regional Planning Activities, \$37,200,000 for OBAG 3 Program and Project Implementation, and \$4,000,000 for Program and Project Implementation for transit transformation activities within the Planning and Program Implementation Regional Program; and \$35,157,000 for CTA Planning Activities within the Planning and Program Implementation County & Local Program.

On February 23, 2022, Attachment B-1 was revised to program \$30,000,000 in OBAG 3 Regional Multimodal Systems Operations and Performance Program funds to the Clipper C2 Capital project as part of an alternative funding plan for the project's Regional Measure 3 (RM3) funds.

On March 23, 2022, Appendix A-1 was added to incorporate guidelines for the County and Local Program call for projects.

On June 22, 2022, Attachments A, B-1, B-2, and Appendix A-1 were revised to further define program categories and program \$80,800,000 million to various projects within the Regional Program, including \$31,600,000 for Transit Transformation Action Plan programs and \$7 million for future SamTrans projects as part of a Caltrain right-of-way (ROW) repayment

ABSTRACT

MTC Resolution No. 4505, Revised

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arrangement; program \$11,762,000 for ongoing Safe Routes to School Non-Infrastructure programs within the County & Local Program; add \$7,000,000 in additional anticipated revenues to the Regional Program; and clarify language related to local policy requirements and project eligibilities within the County & Local Program.

Further discussion of the project selection criteria and programming policy is contained in memorandums to the Programming and Allocations Committee dated January 12, 2022, February 9, 2022, March 9, 2022, and June 8, 2022.

Date: January 26, 2022
W.I.: 1512
Referred by: PAC

RE: One Bay Area Grant Program (OBAG 3) Project Selection and Programming Policies

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4505

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

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

WHEREAS, MTC, as the RTPA/MPO for the San Francisco Bay Area, is assigned programming and project selection responsibilities for certain state and federal funds; and

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

WHEREAS, the California Department of Transportation (Caltrans) Obligation Authority (OA) Management Policy allows RTPAs and MPOs to exchange regional Surface Transportation Block Grant Program (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and other federal funds assigned to the RTPA or MPO with Caltrans and other regions, when a region or Caltrans-managed local program has excess or insufficient apportionment available to deliver its annual federal program; and

WHEREAS, Title 23 CFR § 630, Subpart G, allows the advancement of federal-aid projects and expenditure of eligible costs prior to the obligation of funds (referred to as “Advance Construction” or “AC”) with reimbursement of eligible expenditures permitted following conversion of the AC to a regular obligation; and

WHEREAS, MTC, in cooperation with transit operators, Caltrans, the Bay Area Air Quality Management District (BAAQMD), Bay Area County Transportation Agencies (CTAs), counties, cities, and interested stakeholders, has developed policies and procedures to be used in

the selection of projects to be funded with various funding including regional federal funds as set forth in Attachments A and B of this Resolution, incorporated herein as though set forth at length; and

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

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

RESOLVED that MTC approves the “Project Selection and Programming Policies” for projects to be funded in the OBAG 3 program as set forth in Attachments A and B of this Resolution; and be it further

RESOLVED that the funds assigned to MTC as the RTPA/MPO for programming and project selection shall be pooled and distributed on a regional basis for implementation of project selection criteria, policies, procedures, and programming, consistent with implementation of the Regional Transportation Plan (RTP); and be it further

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

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


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

RESOLVED that the Executive Director or designee is authorized to execute Advance Construction (AC) Authorizations with Caltrans and/or the Federal Highway Administration (FHWA) for federal projects sponsored or implemented by the Metropolitan Transportation Commission; and be it further

RESOLVED that the Executive Director or designee is authorized to execute agreements and Letters/Memorandums of Understanding with Caltrans and other MPOs and RTPAs for the exchange of regional Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) and other federal funds assigned to MTC for programming discretion, consistent with Caltrans' Obligation Authority (OA) Management Policy; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

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

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in San Francisco, California and at other remote locations on January 26, 2022.

Date: January 26, 2022
W.E.: 1512
Referred by: PAC
Revised: 06/22/22-C

Attachment A
Resolution No. 4505

One Bay Area Grant (OBAG 3) Program

Project Selection and Programming Policies

One Bay Area Grant (OBAG 3) Program
Project Selection and Programming Policies

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Appendices

Appendix A-1 County & Local Program Call for Projects Guidelines

Appendix A-2 CTA and Local Jurisdiction Compliance Checklist (pending)

The One Bay Area Grant Program (OBAG 3) establishes the policy framework and commitments for investing federal Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for a four-year period covering federal fiscal year (FY) 2022-23 through FY 2025-26. Attachment A outlines the OBAG 3 program principles and objectives, revenue estimates, program architecture, and programming policies. Attachment B details the projects, funding amounts, and project sponsors, as they are approved by the Commission.

Background

The Commission adopted the inaugural One Bay Area Grant Program (OBAG 1) in May 2012 (MTC Resolution 4035) to better integrate the region's federal transportation program with its Sustainable Communities Strategy (SCS). Pursuant to SB 375 (Steinberg 2008), the SCS aligns regional transportation planning with land use and housing in order to meet state greenhouse gas reduction targets. Since 2013, MTC and ABAG have jointly adopted a SCS along with MTC's long-range Regional Transportation Plan (RTP) every four years, with the documents collectively known as *Plan Bay Area*.

The OBAG 1 program established a framework for leveraging discretionary federal highway funding to support the implementation of *Plan Bay Area* by focusing transportation investments in Priority Development Areas (PDAs) and in jurisdictions producing and planning for new housing under the Regional Housing Needs Allocation (RHNA) process, among other strategies. The framework also consolidated funding sources and increased local agency flexibility to advance priority projects. OBAG 1 programming covered the five-year period from FY 2012-13 through FY 2016-17. Following the initial success of OBAG 1, the Commission adopted OBAG 2 in November 2015 (MTC Resolution 4202) with a similar framework and supporting policies. OBAG 2 programming covered the five-year period from FY 2017-18 through FY 2021-22.

In keeping with prior cycles, the proposed OBAG 3 framework is designed to advance the implementation of the region's latest RTP and SCS, *Plan Bay Area 2050*, adopted in October 2021.

Program Principles

The following principles, established through Commission direction and stakeholder input, guided the development of the OBAG 3 program and policies:

- **Preserve effective program features from prior OBAG cycles to support regional objectives.** Key aspects of the prior cycles are preserved under the proposed OBAG 3 County & Local Program, including concentrating transportation investments within PDAs, incorporating housing factors into the project prioritization process, and local jurisdiction policy requirements. Partnership with County Transportation Agencies (CTAs) to identify local community-based projects for funding that are consistent with regional goals is also continued.
- **Strategically advance *Plan Bay Area 2050* implementation through OBAG investments and policies.** As with OBAG 1 and 2, the primary objective of the OBAG 3 program, both the in the Regional and County & Local components, is to support the interconnected strategies of the RTP and SCS. With the adoption of *Plan Bay Area 2050*, OBAG 3 reflects new and updated implementation strategies as well as new Growth Geographies.

- **Incorporate recent MTC policy initiatives and adapt to the current mobility landscape.** In the years following the adoption of OBAG 2, MTC has undertaken several major policy initiatives which were taken into consideration in the development of OBAG 3. These policy actions include adoption of the MTC Equity Platform, Regional Safety/Vision Zero Policy, and Express Lanes Strategic Plan, and completion of the Transit Transformation Action Plan. In addition, the OBAG 3 program takes into account sustainable staffing levels necessary to implement continued and new initiatives.
- **Advance equity and safety through policies and investments.** Building off the principles of the MTC Equity Platform, the OBAG 3 framework integrates cross-cutting equity considerations into each of its proposed program areas. In addition, while the program requirements stop short of mandating local Vision Zero policies, jurisdictions will be required to adopt Local Road Safety Plans (or equivalent safety plans), and priority will be given to funding projects that align with and support these plans. OBAG 3 also significantly increases funding levels for Healthy, Safe, and Sustainable Streets projects and implementation of projects in Equity Priority Communities that have been prioritized through Community-Based Transportation Plans or Participatory Budgeting processes.
- **Address federal planning and programming requirements.** As the federally-designated Metropolitan Planning Organization (MPO) for the Bay Area, MTC is responsible for regional transportation planning and programming efforts, including performance-based requirements. OBAG 3 documents and clarifies MTC's roles and responsibilities for programming STP and CMAQ funding, including the areas of project selection and funding distribution processes, and the prioritization process for CMAQ funds.
- **Coordinate with complementary fund sources to develop a comprehensive regional investment strategy.** Recognizing that STP and CMAQ funds constitute a relatively limited proportion of the total transportation funding available to the region, the OBAG 3 program is designed in coordination with other complementary existing and anticipated fund sources to implement the ambitious strategies laid out in *Plan Bay Area 2050*.
- **Emphasize a shared, partnership approach to program implementation.** OBAG 3 preserves and continues to build upon the robust partnerships with CTAs, transit agencies, Caltrans, and local jurisdictions established through prior programming cycles. The program architecture and policies recognize and uphold local expertise in project development and prioritization, while providing a framework for all stakeholders to work together to advance shared regional priorities.

Revenue Estimates

OBAG 3 programming capacity is based on anticipated federal transportation program apportionments from the regional Surface Transportation Block Grant (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) programs for a four-year period covering FY 2022-23 through FY 2025-26.

Over the four year OBAG 3 period, **\$757 \$750** million in STP/CMAQ programming capacity is estimated. Additional STP/CMAQ apportionments beyond that amount are anticipated from the recently enacted Infrastructure Investment and Jobs Act (IIJA). When actual STP/CMAQ apportionments from IIJA are made available, or if additional federal programs are authorized or appropriated during the OBAG 3 period, the Commission may adjust the programming capacity accordingly. Such adjustments include increasing or decreasing funding amounts to one or more programs, postponement of projects, expansion of existing programs, development of new programs, or adjustments to subsequent program cycles.

As federal programs are subject to change with each federal surface transportation authorization, any reference to specific fund sources in the OBAG 3 programming resolution (i.e. STP/CMAQ) serve as a proxy for replacement or new federal fund sources for which MTC project selection and programming authority. However, MTC may elect to program replacement or new federal fund sources outside of the OBAG 3 program resolution.

OBAG 3 programming capacity is based upon apportionment rather than obligation authority. As the amount of obligation authority available to the region is less than the region's annual apportionments, there is typically a carryover balance of apportionment each year. MTC's successful project delivery in recent years has allowed the region to capture additional, unused obligation authority from other states, enabling the region to advance the delivery of additional projects each year. MTC staff will continue to monitor apportionment and obligation authority balances throughout the OBAG 3 period to support the accelerated delivery of programmed projects.

Program Categories

The OBAG 3 program categories carry forward elements from previous OBAG cycles, reorganized for clarity and refined to more closely align with *Plan Bay Area 2050* strategies, advance regional goals for equity and safety, and address federal performance-based programming requirements. These revised categories further integrate the Regional Programs and County & Local Programs by providing a common framework for project types and focus areas. The five OBAG 3 program areas and corresponding objectives are as follows:

- **Planning & Program Implementation:** Carry out coordinated regional and countywide planning and programming activities within MTC's performance-based planning and programming processes, consistent with federal requirements and regional policies. Additionally, commit staffing resources necessary to deliver OBAG 3 projects and programs.
- **Growth Framework Implementation:** Support and assist with local efforts to create a range of housing options in PDAs, select Transit-Rich Areas (TRAs), and select High-Resource Areas (HRAs), and carry out other regional studies, programs, and pilots to advance the *Plan Bay Area 2050* growth framework.
- **Climate, Conservation, and Resilience:** Reduce emissions and solo vehicle trips through accelerated electrification and clean vehicle programs and expanded transportation demand management programs. Additionally, protect high-priority natural and agricultural

lands; modernize and expand access to parks, trails, and recreation facilities; and increase transportation system resiliency to the impacts of climate change.

- **Complete Streets and Community Choice:** Improve and maintain local streets and roads to meet the needs of all users while improving safety, promoting walking, biking and other micro-mobility, and sustainable infrastructure. In addition, support community-led planning efforts and assist with the development and advancement of community-led transportation enhancements in Equity Priority Communities (EPCs).
- **Multimodal Systems Operations and Performance:** Support and coordinate efforts to achieve an integrated, efficient, reliable, and easy to navigate public transit network to increase ridership and improve mobility options consistent with the Transit Transformative Action Plan recommendations. Additionally, continue to optimize existing freeways, highways, key arterials, and communications infrastructure to maximize person throughput and multimodal system performance.

Similar to previous OBAG cycles, the OBAG 3 program structure is divided into Regional and County & Local components, with the latter programs comprising of projects selected by MTC and nominated by CTAs through a unified call for projects process. Both the Regional and County & Local programs are organized around the five categories listed above.

REGIONAL PROGRAMS

OBAG 3 directs 50% of available program funds towards regional investments that are targeted to address critical climate and focused growth goals of *Plan Bay Area 2050*, and coordinate and deploy strategies that are best suited for regional implementation. As specific regional projects and programs are approved by the Commission for funding, they will be added to Attachment B-1.

Planning & Program Implementation

The Planning & Program Implementation program supports a variety of regional planning, programming, and outreach activities to implement *Plan Bay Area 2050* and comply with performance-based planning and programming requirements. This program category also includes dedicated resources and staffing support to deliver OBAG 3 projects and programs.

Growth Framework Implementation

The purpose of this program is to support and assist local efforts to create a range of housing options that align with *Plan Bay Area 2050* growth geographies, with a focus on completing approved plans for all existing PDAs by 2025. Funding from this program will provide capacity-enhancing support for local jurisdictions through the PDA Planning and Technical Assistance Grant program and the Regional Housing Technical Assistance program. These funds will also support implementation of MTC's Transit Oriented Development (TOD) Policy, or its successor, to ensure land use supports future transit investments. In addition, this program may fund regional land-use studies, programs, and pilot projects identified in *Plan Bay Area 2050 Implementation Plan*. Such studies could include redevelopment of malls and office parks, reuse of public and community-owned land, or a Priority Production Area (PPA) pilot program.

Climate, Conservation, and Resilience

Funding from this program supports a suite of interconnected objectives, including reduced vehicle emissions through accelerated electrification and transportation demand management, protection of high-priority natural and agricultural lands, expanded access to parks and open space, and increased resiliency of the transportation system to the impacts of climate change. These goals align with regional transportation and environmental strategies outlined in *Plan Bay Area 2050*.

Within the Regional Program, this category includes expanded investments to accelerate electrification, as well as a variety of emission reduction strategies and transportation demand management programs. Programs may include Mobility Hubs, Targeted Transportation Alternatives, car sharing, bikeshare and e-bike incentives; carpool programs; Commuter Benefits Program and targeted commuter programs; and assistance for the development of local demand management policies and programs.

The regional Priority Conservation Area (PCA) program provides grant funding for critical conservation and open space projects. Grants will be available to support the implementation of the updated PCA framework (currently underway).

This program category also includes a new regional resilience and sea level rise pilot to support the protection of vulnerable transportation assets from sea level rise and other climate impacts.

Complete Streets and Community Choice

This program is intended to improve and maintain local streets and roads to meet the needs of all users while increasing safety, with an emphasis on supporting the development and advancement of community-led transportation enhancements in EPCs.

Regional Program funding in this program category will implement recommendations of the Regional Active Transportation Plan, or its successor, including compliance with the Regional Complete Streets Policy and the implementation of the Regional Active Transportation Network. The program also continues technical assistance programs, and supports completion of key Bay Trail gaps. The program will also advance the Regional Safety/Vision Zero Policy, including support for the Regional Integrated Safety Data System and other regional safety initiatives, coordination efforts, and technical assistance. Ongoing regional programs that support local streets and roads asset management, including StreetSaver, StreetSaver Plus, and the Pavement Technical Assistance Program, are broadened to include upgrades to local roadway asset inventories to support complete streets and safety strategies, as well as encouraging green infrastructure, where possible.

Funding in this program category will also support increased regional investment in Community-Based Transportation Plans (CBTPs) and Participatory Budgeting (PB) processes, and provide a dedicated source of funding for the acceleration and delivery of projects identified through community plans and participatory budgeting efforts.

Multimodal Systems Operations and Performance

The purpose of this program is to improve mobility options across the Bay Area's multimodal transportation system and emphasizes achieving an integrated, efficient, reliable, and easy to navigate public transit network to increase ridership and improve mobility options.

Regional Program funding in this program category supports implementation of near-term priorities identified through the Blue Ribbon Transit Transformation Action Plan, as well as planning, design, and implementation of near-term operational improvements, incident management, and deployment of regional fiber communications infrastructure on the region's existing freeways and highways. Regional projects and programs to be funded include Bay Area Forwards, transit priority improvements, and additional freeway and arterial operational improvements.

COUNTY & LOCAL PROGRAMS

OBAG 3 directs the remaining 50% of available funding for local and county projects prioritized through a call for projects process selected by MTC. Local jurisdictions, transit agencies, and CTAs may apply for these funds for a variety of project types and program categories described below. As specific projects and programs are approved by the Commission for funding within the County & Local Program, they will be added to Attachment B-2.

Planning & Program Implementation

Similar to prior cycles, OBAG 3 provides dedicated funding within the County & Local Program to support planning and programming activities throughout the nine Bay Area counties. Administered by MTC through funding agreements with each CTA, these funds are used to cooperatively implement *Plan Bay Area 2050* and associated regional policies, development of countywide transportation plans, outreach activities, and the advancement of additional plans and projects as determined by MTC. CTAs may request additional funding to augment these base funding levels for countywide planning and programming through the call for projects process.

Growth Framework Implementation

The OBAG 3 County & Local Program continues to focus investments in PDAs through investment thresholds.

- **PDA Minimum Investments:** In the Bay Area's most populous counties (Alameda, Contra Costa, San Mateo, San Francisco, and Santa Clara), a minimum of 70% of County & Local Program investments must be directed to PDAs. In the remaining counties (Marin, Napa, Solano, and Sonoma), a minimum of 50% in County & Local Program investments must be directed to PDAs. Funds programmed for CTA planning and programming activities are given partial credit towards each county's minimum investment threshold calculations (70% or 50%, in line with each county's minimum threshold).
- **Uniform Definition for PDA Supportive Projects:** To be credited towards each county's PDA minimum investment threshold, a project must be located within or connected to a PDA, or be within one mile of a PDA boundary. Projects that are not physically located within one mile of a PDA but have a clear and direct connection to PDA implementation, such as transit maintenance facility improvements, may also be credited towards the PDA minimum investment thresholds. Determinations for such projects will be provided by MTC staff on a case by case basis.

- **Housing Element:** Cities and counties must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for the 2023-2031 Regional Housing Needs Allocation (RHNA), **and maintain certification throughout the OBAG 3 program period** to **maintain eligibility remain eligible** for County & Local Program funding. Projects that are awarded funding to a jurisdiction through the call for projects process will not be programmed into the TIP until the jurisdiction's housing element has been certified. After December 31, 2023, MTC will deprogram County & Local Program funds awarded to jurisdictions that do not yet have a certified housing element **or have not maintained certification**. After this date, MTC, in coordination with CTAs, will reprogram these funds to projects located in compliant jurisdictions.

Additionally, jurisdictions must submit Housing Element Annual Reports to HCD by April 1 every year throughout the OBAG 3 program period to maintain funding eligibility.

- **State Housing Laws:** To maintain funding eligibility, all cities and counties must demonstrate compliance with state housing laws related to surplus lands, accessory dwelling units, density bonuses, and the Housing Accountability Act. Jurisdictions are required to self-certify compliance with the first three elements (state housing laws related to surplus lands, accessory dwelling units, and density bonuses) through a local resolution. Projects that are awarded funding to a jurisdiction through the call for projects process will not be programmed into the TIP until such a resolution is adopted. After December 31, 2023, MTC will deprogram County & Local Program funds awarded to jurisdictions that have not yet adopted a resolution affirming compliance. After this date, MTC, in coordination with CTAs, will reprogram these funds to projects located in compliant jurisdictions. Self-certification resolutions must be adopted by local jurisdictions and submitted to MTC by December 31, 2023 to maintain eligibility for County & Local Program funding.

Compliance with the Housing Accountability Act is an ongoing program requirement, which may be monitored by MTC staff as appropriate. MTC may deprogram County & Local Program funds awarded to a jurisdiction that it determines to be out of compliance with the Housing Accountability Act.

In addition to focusing investments in PDAs, the County & Local Program supports mobility and access projects that serve additional *Plan Bay Area 2050* growth geographies, such as select TRAs and HRAs. Eligible projects in these growth areas will also be given consideration through the call for projects process.

Eligible project types for the County & Local Program that directly support the Growth Framework Implementation program category include:

- Local PDA Planning grants (in addition to those funded through the Regional Program)
- Local planning grants for other new *PBA 2050* Growth Geographies

Climate, Conservation, and Resilience

The County & Local Program supports regional coordination in the Climate, Conservation, and Resilience program category by identifying and funding additional local projects to achieve the interconnected goals to reduce emissions, protect and improve access to priority open spaces, and increase transportation system resiliency through the call for projects process.

Eligible project types for the County & Local Program that fall within the Climate, Conservation, and Resilience program category include:

- Transportation demand management programs
- Mobility Hub planning and implementation
- Parking reduction and curb management programs
- Car share and bike share capital projects
- Plans and projects to assist in the preservation and enhancement of open space, natural resource and agricultural lands, and critical habitats (may require non-federal funds)
- Bicycle and pedestrian access to open space and parklands
- Regional Advance Mitigation Planning (RAMP) planning activities and implementation (may require non-federal funds)
- Transportation system resilience or sea level rise plans and projects

Complete Streets and Community Choice

The County & Local Program plays a critical role in meeting the objectives of Complete Streets and Community Choice by funding local improvements to local streets and roads to improve safety and meet the mobility needs of all users, as well as advancing transportation enhancements that have been vetted and prioritized by residents of Equity Priority Communities.

- **Active Transportation Investment Target:** OBAG 3 establishes a regionwide target of \$200 million for active transportation projects, including bicycle, pedestrian, and Safe Routes to School (SRTS) programs and projects. Bicycle and pedestrian elements included on projects that are not solely focused on active transportation (such as sidewalk or bike lane improvements included in a local road preservation project) also contribute to this regionwide investment target.
- **SRTS Investment Target:** OBAG 3 carries forward ongoing commitments to SRTS programming, by establishing a \$25 million regionwide target for SRTS programs and projects.
- **Complete Streets Policy:** Jurisdictions must comply with MTC's Complete Streets Policy, and its successor, including the requirement to complete a Complete Streets Checklist for each project applying for OBAG 3 funding. As part of the County & Local Program call for projects, CTAs are required to make completed project checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to the CTA's nomination of prioritized projects to MTC.
- **Regional Safety/Vision Zero Policy:** Starting with California Highway Safety Improvement Program (HSIP) Cycle 11, jurisdictions are required to have a Local Roadway Safety Plan

(LRSP) or equivalent safety plan in order to be eligible for HSIP funding. Consistent with this state requirement, local jurisdictions must have a LRSP or equivalent safety plan **completed adopted** in order to maintain eligibility for County & Local Program funding. Projects that are awarded funding to a jurisdiction through the call for projects process will not be programmed into the TIP until the jurisdiction has a LRSP or equivalent safety plan completed **or underway**. After December 31, 2023, MTC will deprogram County & Local Program funds awarded to jurisdictions that do not yet have a completed LRSP or equivalent safety plan. After this date, MTC, in coordination with CTAs, will reprogram these funds to projects located in compliant jurisdictions. Jurisdictions' OBAG 3 funds may be used to complete an LRSP or equivalent safety plan.

- **Pavement Management Program:** To maintain County & Local Program funding, jurisdictions with local public streets and roads, must:
 - Maintain a certified Pavement Management Program (StreetSaver® or equivalent) updated as prescribed by MTC staff
 - Fully participate in statewide local streets and road needs assessment surveys (including any assigned funding contribution)
 - Provide traffic count data to MTC to support FHWA's Highway Performance Monitoring System (HPMS) on an annual basis, or as directed by MTC staff

Eligible project types for the County & Local Program that align with the Complete Streets and Community Choice program category include:

- Bicycle and pedestrian improvements and programs
- SRTS projects and programs
- Safety projects, local road safety plans (LRSP), and Vision Zero planning activities
- Complete streets and sustainable streets improvements
- Streetscape projects to encourage biking, walking, and transit use
- Example project elements include bulb outs, sidewalk widening, crosswalk enhancements, audible signal modification, mid-block crossing and signals, new striping for bicycle lanes and road diets, pedestrian street lighting, medians, pedestrian refuges, wayfinding signage, tree grates, bollards, permanent bicycle racks, signal modification for bicycle detection, street trees, raised planters, planters, costs associated with on-site storm water management, permeable paving, and pedestrian-scaled street furniture including bus shelters, benches, magazine racks, and garbage and recycling bins.
- Local streets and roads preservation projects on the federal-aid system. Projects should be based on a needs analysis from the jurisdiction's Pavement Management Program:
 - Pavement rehabilitation projects must be consistent with segments recommended for treatment within the programming cycle by the jurisdiction's PMP. Preventive maintenance projects with a PCI rating of 70 or above are eligible only if the jurisdiction's PMP demonstrates that the preventive maintenance strategy is a cost-effective method of extending the service life of the pavement.
 - Eligible non-pavement activities include rehabilitation or replacement of existing features on the roadway facility, such as bridge structures, storm drains, National Pollutant Discharge Elimination System (NPDES), curbs, gutters, culverts, medians,

(Continued)

- guardrails, safety features, signals, signage, sidewalks, ramps, complete streets elements, and features that bring the facility to current standards.
- **Federal Aid Secondary (FAS) funding distributions described in California statute (California Code § 2200-2214) will no longer be suballocated to counties through the OBAG 3 program. Counties remain eligible for OBAG 3 funding for rural road projects on the federal-aid system.**
- **Federal Aid Secondary (FAS) rural road improvements are eligible for the following five counties: Alameda, Contra Costa, Santa Clara, Solano, and Sonoma. The counties of Marin, Napa, and San Mateo receive FAS funding from Caltrans as “off the top amounts” prior to distributing regional STP amounts to MTC. San Francisco County is not eligible for FAS funding, as it does not have rural roads. FAS funding amounts for eligible counties are determined by California’s Federal Aid Secondary Highways Act (California Code § 2200-2214).**
- Projects and programs prioritized in CBTPs and PB processes, which may include any of the above project types and project elements, as well as a variety of transit capital improvements.
- Community-based transportation plans or participatory budgeting processes in Equity Priority Communities (in addition to CBTP and PB processes administered through the Regional Programs)

Multimodal Systems Operations and Performance

The County & Local Program can support regional coordination and implementation the Multimodal Systems Operations and Performance program category by funding additional local projects to improve mobility options and performance of the Bay Area’s existing multimodal transportation system, particularly on arterials and along fixed-route transit; or by nominating County & Local Program funds to match or augment Regional Program funds for these types of projects.

Eligible project types for the County & Local Program within the Multimodal Systems Operations and Performance program category include:

- Transit capital improvements, including vehicles for new or expanded service
- Transit station improvements such as plazas, station access improvements, bicycle parking, and replacement parking or parking management for Transit Oriented Development (TOD)
- Local actions to advance implementation of the Transit Transformation Action Plan
- Cost-effective, technology-driven active operational management strategies for local arterials and highways (for highways, when used to augment state or federal funds and developed/implemented in coordination with MTC)
- Mobility management and coordination projects that meet the specific needs of seniors and individuals with disabilities and enhance transportation access for populations beyond those served by one agency or organization within a community. Examples include the integration and coordination of services for individuals with disabilities, seniors, and low-income individuals; individualized travel training and trip planning activities; development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for

(Continued)

- customers among supporting programs; and the operation of transportation brokerages to coordinate providers, funding agencies, and passengers.

Activities *not eligible* for funding include: air quality non-exempt projects, new roadways, roadway extensions, right of way acquisition for future expansion, operations, and routine maintenance.

Project Lists

Attachment B of Resolution 4505 contains the list of projects to be programmed under the OBAG 3 program. Attachments B-1 and B-2 list the projects receiving OBAG 3 funding through the Regional Programs and County & Local Programs, respectively. The project lists are subject to MTC project selection actions. MTC will update Attachments B-1 and B-2 as projects are selected or revised by the Commission.

Programming Policies

GENERAL POLICIES

The following programming policies apply to all projects funded in OBAG 3:

- 1. RTP Consistency:** Projects funded through OBAG 3 must be consistent with the adopted Regional Transportation Plan (RTP), currently *Plan Bay Area 2050*. As part of the project selection and TIP programming processes, project sponsors must identify each project's relationship with meeting the goals and objectives of the RTP, including the specific RTP ID number or reference. RTP consistency will be verified by MTC staff for all OBAG 3 projects as part of the project selection and TIP programming processes.
- 2. Federal Fund Eligibility:** Projects must be eligible for STP or CMAQ funds in order to be selected for OBAG 3 programming of those fund sources. However, eligibility for STP or CMAQ alone does not guarantee eligibility for funding through the OBAG 3 program. Projects must meet all program requirements and project selection criteria to be eligible for OBAG 3 funds.
 - STP is a flexible source of federal funding, with a wide range of projects that may be considered eligible. Eligible projects include roadway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration), public transit capital improvements, pedestrian and bicycle facilities and programs, highway and transit safety projects, transportation demand management, and transportation planning activities. More detailed eligibility requirements can be found in 23 U.S.C. § 133 and at: <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm>.
 - CMAQ is a more targeted federal funding source for transportation projects that generate emissions reductions that benefit a nonattainment or maintenance for ozone, carbon monoxide, or particulate matter. Eligible project categories that meet this basic criteria include: Transportation Control Measures (TCMS) in an approved State Implementation Plan (SIP), transit expansion projects, transit vehicles and equipment,

bicycle and pedestrian facilities and programs, travel demand management, public education and outreach activities, congestion reduction and traffic flow improvements, carpool, vanpool, and carshare programs, travel demand management, outreach and rideshare activities, telecommuting programs, and intermodal freight projects. For more detailed eligibility information, refer to 23 U.S.C. § 149 and at:

http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/.

3. Air Quality Conformity: In the Bay Area, it is the responsibility of MTC to make a regional air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations. MTC evaluates the impact of the TIP on regional air quality during the update of the TIP. Non-exempt projects that are not incorporated in the current finding for the TIP will not be considered for funding in the OBAG 3 program until the development of a subsequent air quality finding for the TIP. Additionally, the EPA has designated the Bay Area as a non-attainment area for fine particulate matter (PM_{2.5}). Therefore, based on consultation with the MTC Air Quality Conformity Task Force, projects deemed Projects of Air Quality Concern (POAQC) for PM_{2.5} must complete hot-spot analyses as required by the Transportation Conformity Rule. Generally, POAQC are those projects that result in significant increases in, or concentrations of, emissions from diesel vehicles.

4. Public Involvement. MTC is committed to a public involvement process that is proactive and provides opportunities for continuing involvement, comprehensive information, timely public notice, and public access to key decisions. MTC provides many methods to fulfill this commitment, as outlined in the *MTC Public Participation Plan*. The Commission's adoption of the OBAG 3 project selection and programming policy meets the provisions of the *MTC Public Participation Plan*. MTC's Policy Advisory Committee and the Bay Area Partnership working groups are consulted in the development of funding commitments and policies for OBAG 3. Additional opportunities for public and stakeholder involvement will be provided throughout the OBAG 3 program period as specific programs are developed.

OBAG 3 investments must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions.

Additional details on the public involvement requirements for the County & Local Program, including Title VI considerations, are provided in Appendix A-1. The current *MTC Public Participation Plan* is available online at: <https://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>.

5. Project Selection Processes: The OBAG 3 program categories are designed to reflect the investment priorities established in *Plan Bay Area 2050*. Within these program categories, MTC selects projects for STP and CMAQ funding that are consistent with *Plan Bay Area 2050*, and with consideration of their achievement toward regional targets of federal performance goals, and project delivery.

6. CMAQ Project Selection: Additional project selection processes guide MTC's programming of CMAQ funds. MTC referred to FHWA's CMAQ Cost Effectiveness Tables (2020), emissions reductions benefits of OBAG 2 CMAQ projects, regional strategies in the Bay Area Air Quality Management District's (BAAQMD's) *Clean Air Plan*, and *Plan Bay Area 2050* air quality improvement strategies to develop CMAQ programmatic priorities for the OBAG 3 program. The CMAQ programmatic priorities to reduce emissions through vehicle miles traveled reduction include: bicycle and pedestrian facilities and programs, transit capital improvements, carpool, vanpool, rideshare, and travel demand management. CMAQ programmatic priorities to otherwise reduce transportation emissions reductions include: alternative fuel infrastructure and programs, traffic flow improvements, and incident management. Programmatic priorities are intended to guide initial program development, and do not preclude other project types from being selected for CMAQ funds.

- **Regional Programs.** CMAQ programmatic priorities are used to develop a proposed focus for CMAQ funds within various components of the Regional Programs. All regional projects that are eligible for CMAQ funding will be assessed for emissions reductions benefits and cost effectiveness prior to CMAQ project selection.
- **County & Local Program.** As part of the call for projects process, project sponsors will provide project data necessary to assess the emissions benefits and cost effectiveness for projects eligible for CMAQ funding. These assessments will be incorporated into the prioritization and CMAQ project selection as described in Appendix A-1.

7. TIP Programming: Projects approved as part of the OBAG 3 program must be amended into the federal Transportation Improvement Program (TIP). The federally-required TIP is a comprehensive listing of transportation projects that receive federal funds, are subject to a federally required action, or are regionally significant for air quality conformity or modeling purposes. OBAG 3 project funding must first be approved by the Commission through revision to the Attachment B before it can be amended into the TIP.

Once a project has been selected for funding and is programmed in Attachment B, project sponsors must submit the project information into MTC's Fund Management System (FMS) in order for the project to be amended into the TIP. Proper submittal of project information into FMS is required for inclusion into the TIP in a timely manner. Additional information on FMS is available here: <https://mtc.ca.gov/funding/fund-management-system-fms>.

8. Resolution of Local Support: a Resolution of Local Support approved by the project sponsor's governing board or council and submitted in FMS. A template for the Resolution of Local Support can be downloaded from the MTC website using the following link:

<https://mtc.ca.gov/funding/federal-funding/federal-highway-administration-grants/one-bay-area-grant-obag-3>.

9. Local Match: Although local match requirements are subject to change, the current local match requirement for STP and CMAQ funded projects in California is 11.47% of the total project cost, with FHWA providing up to 88.53% of the total project cost through reimbursements. For capital projects, sponsors that fully fund the project development or Preliminary Engineering

(PE) phase with non-federal funds may use toll credits in lieu of a match for the construction phase. For these projects, sponsors must still meet all federal requirements for the PE phase.

Per the Regional Toll Credit Policy (MTC Resolution No. 4008), MTC may use toll credits to waive the local match requirements for programs and projects of regional significance, such as ongoing regional programs and planning efforts.

10. Environmental Clearance: Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code § 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section § 15000 et seq.), and the National Environmental Policy Act (42 U.S.C. § 4321 et seq.) standards and procedures for all projects with federal funds.

11. Fund Exchanges: Federal STP and CMAQ funding may be exchanged with non-federal funds for projects that are consistent with the OBAG 3 programming policy but are ineligible or poorly suited to federal funding. Development and implementation of a funding exchange is the responsibility of the project sponsors and CTAs. Exchanges must be consistent with MTC's fund exchange policy for regional discretionary funds (MTC Resolution No. 3331), which also requires the locally-funded project to be included in the TIP for tracking purposes.

12. Regional STP/CMAQ Exchanges: State and federal timely use funds provisions, such as Sections 182.6 and 182.7 of the State Streets and Highways Code, require federal apportionment to be obligated within three years of federal eligibility. If a region of the state is unable to fully obligate their lapsing STP or CMAQ balances in a given year, another region in the state can enter into temporary exchange agreements to obligate the older, unused STP or CMAQ balances in exchange for an equal amount of future year STP or CMAQ funds. Such exchanges benefit both regions by avoiding the loss of funds in one region, while another region can advance projects that may be stalled due to a lack of eligible funding.

To facilitate such exchanges, the MTC Executive Director or designee is authorized to sign letters of understanding with Caltrans and other regions for the exchange of STP or CMAQ funds with the following conditions and limitations:

- The exchange does not negatively impact the delivery of Bay Area STP/CMAQ projects.
- The exchange is a dollar for dollar exchange.
- The exchange is allowed under Caltrans' obligation authority management policy.
- Exchanges over \$2 million are reported to a standing Committee of the Commission for information.
- The Letter of Understanding can be executed in time for the MTC to secure the funds prior to any lapse or rescission.
- If any timely use of funds deadlines or Caltrans processes are not met in time and therefore result in the loss of apportionment balance, MTC's apportionment shall not be negatively affected and the Letter of Understanding is null and void.

Exchanges beyond these conditions and limitations may be approved by a standing Committee of the Commission.

13. Advanced Construction: When certain federal funds are not available for obligation due to an insufficient balance of apportionment or obligation authority project sponsors may request authorization from FHWA and Caltrans to proceed with the project under advance construction (AC) procedures. AC procedures allow FHWA to authorize work to begin on a project without obligating federal funds. Project sponsors given the federal authorization to proceed with a project under AC procedures use local funds to perform work eligible for future federal reimbursement. Once federal apportionment or obligation authority becomes available, the sponsor may then seek to covert the amount authorized through AC into a real obligation of federal funds.

AC procedures streamline the delivery of federal projects and programs by allowing projects to proceed when current year apportionments or obligation authority has run out, and enables the region and the state to better manage the use of obligation authority for large projects.

To facilitate AC procedures on regional projects, the MTC Executive Director or designee, in consultation with the Chief Financial Officer, is authorized to execute AC authorizations with Caltrans and/or FHWA for federal projects sponsored or implemented by MTC, with the following conditions and limitations:

- The agency must have sufficient local funds to pay for all project costs until the federal funds become available.
- The project must comply with all federal requirements including programming in the TIP.
- The federal authorization date establishes the start date for performance federally-reimbursable work.

14. Regional Fund Management: OBAG 3 funding is available in federal fiscal years (FY) 2022-23 through FY 2025-26. Funds may be programmed in any of these years, conditioned upon the availability of federal apportionment and obligation authority (OA), and subject to TIP financial constraint requirements. In addition, in order to provide uninterrupted funding to ongoing efforts and to provide more time to prepare for the effective delivery of capital projects, priority of funding for the first year of programming apportionment (FY 2022-23) will be provided to ongoing programs, such as regional and CTA planning activities, non-infrastructure projects and programs, and the preliminary engineering phase of capital projects.

Specific programming timelines will be determined through the development of the Annual Obligation Plan, which is developed by MTC staff in collaboration with the Bay Area Partnership technical working groups and project sponsors.

OBAG 3 projects are selected for funding based on program and fund source eligibility, project merit to achieve program objectives, and deliverability within established deadlines.

The OBAG 3 program funding is composed of approximately 60% STP and 40% CMAQ funding. MTC will select projects throughout the nine-county Bay Area based on the established project selection criteria and programming policies. STP and CMAQ funds will be assigned to specific projects as part of the project selection process. The amount of STP or CMAQ in any one program, or in the case of the County & Local Program in any one county, will be determined as part of the project selection process. Following the initial project selection and fund

assignment process, MTC may re-assign fund sources to reflect available apportionment or obligation authority, or to otherwise effectively manage regional STP and CMAQ funds.

All OBAG 3 programming amounts must be rounded to the nearest thousand.

All project savings are returned to MTC for future programming, and are not retained by the project sponsor or county.

15. Project Delivery Policy: Once programmed in the TIP, the funds must be obligated by FHWA or transferred to the Federal Transit Administration (FTA) within the federal fiscal year the funds are programmed in the TIP. Additionally, all OBAG 3 funds must be obligated no later than January 31, 2027.

Project sponsors are responsible for securing necessary matching funds and for cost increases or additional funding needed to complete the project.

Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by the MTC Regional Project Funding Delivery Policy (MTC Resolution No. 3606 and any subsequent revisions). All funds are subject to obligation, award, invoicing, reimbursement and project close-out requirements. The failure to meet these deadlines may result in the de-programming and redirection of funds to other projects.

To further facilitate project delivery and ensure all federal funds in the region are meeting federal and state regulations and deadlines, every recipient of OBAG 3 funding is required to identify and maintain a staff position that serves as the single point of contact (SPOC) for the implementation of all FHWA-administered funds within that agency. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate issues and questions that may arise from project inception to project close-out. The agency is required to identify the contact information for this position at the time of programming of funds in the TIP, and to notify MTC immediately when the position contact has changed. This person will be expected to work closely with FHWA, Caltrans, MTC, and the respective CTA on all issues related to federal funding for all FHWA-funded projects implemented by the recipient.

Project sponsors that continue to miss delivery milestones and funding deadlines for any federal funds are required to prepare and update a delivery status report on all projects with FHWA-administered funds they manage, and participate, if requested, in a consultation meeting with the CTA, MTC, and Caltrans prior to MTC approving future programming or including any funding revisions for the agency in the TIP. The purpose of the status report and consultation is to ensure the local public agency has the resources and technical capacity to deliver FHWA federal-aid projects, is fully aware of the required delivery deadlines, and has developed a delivery timeline that takes into consideration the requirements and lead-time of the federal-aid process within available resources.

COUNTY & LOCAL PROGRAM POLICIES

In addition to the general programming policies, the following policies also apply to all projects selected for funding in the County & Local Program.

- 1. Minimum Grant Size:** Projects must be a minimum of \$500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and \$250,000

for counties with a population under one million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties). The purpose of grant minimum requirements is to maximize the efficient use of federal funds and minimize the number of federal-aid projects which place administrative burdens on project sponsors, CTAs, MTC, Caltrans, and Federal Highway Administration (FHWA) staff.

On a case by case basis, MTC may program a grant award that is below the county minimum, but no less than \$150,000. These exceptions are subject to MTC staff discretion, but may be limited to non-infrastructure projects, safety projects, or projects that are already federalized.

2. Project Selection Process: MTC selects project in the County & Local Program through a competitive call for projects process, administered by MTC in coordination with the CTAs. In early 2022, MTC will develop and approve the call for projects guidelines (Appendix A-1) prior to releasing a regionwide call for local and county project nominations. In coordination with MTC, CTAs will assist with local agency outreach, public engagement, and initial project screening and evaluation. Following this initial process, CTAs will submit a locally prioritized list of project nominations for MTC's regional evaluation and final project selection in early 2023.

3. County Nomination Targets: With the release of the regionwide call for projects, MTC will provide CTAs with their nomination targets for the OBAG 3 County & Local Program. Nomination targets are established to guide the maximum funding request from each county. Similar to prior cycles, these targets will be based on population, recent housing production and planned growth, and housing affordability. However, these investment targets do not commit or imply a guaranteed share of funding to any individual county or jurisdiction. Each county's nomination target will also be adjusted to ensure that it is greater than the amount of base planning funding for that county (affects Napa County).

In order to ensure a sufficient pool of projects for MTC's final project selection, the nomination targets will be 120% of the total amount available for the County & Local Program minus the amounts for CTA Base Planning. Nomination targets will be detailed in Appendix A-1.

4. Project Selection Criteria & Outreach: MTC will develop detailed project selection criteria and outreach requirements prior to the release of the call for projects, and provided in Appendix A-1. The project selection guidelines will include, but may not be limited to, the following criteria:

- Screening of all projects for consistency with *Plan Bay Area 2050*, federal fund eligibility, and OBAG 3 programming policy requirements.
- Alignment with *Plan Bay Area 2050* strategies and federal performance management targets.
- Consistency with adopted regional plans and policies, such as Regional Safety/Vision Zero policy, Equity Platform, Regional Active Transportation Plan (AT Plan), Complete Streets Policy (update pending), Transit Oriented Communities (TOC)

Policy (update pending), and priority actions from the Blue Ribbon Transit Transformation Action Plan.

- Projects located within PDAs, or select new growth geographies, and EPCs
- Projects identified in completed CBTPs or PBs
- Project deliverability within program deadlines.
- Emissions reductions benefit and cost effectiveness calculation (for projects eligible for CMAQ).

In addition to these criteria, final project selection will also reflect the relative PDA investment targets per county and the regionwide investment target of \$200 million in active transportation (as described in Program Categories section, above). Consideration will also be given to overall project mix, equity, geographic spread, and to available fund sources and amounts.

POLICY CONSISTENCY

OBAG 3 Program Categories are designed to support and advance regional and federal priorities, including *Plan Bay Area 2050* strategies and FHWA Federal Performance Goal Areas, as illustrated in the matrix below.

OBAG 3 Program Category	PBA 2050 Strategies	Federal Performance Goal Areas
Planning & Program Implementation	H3, H4, H5, H6, H8 T1, T2, T3, T6, T7, T8, T9, T10, T11, T12 EC4, EC5, EC6 EN1, EN2, EN3, EN4, EN5, EN6, EN7, EN8, EN9	Safety Infrastructure Condition System Reliability Freight Movement and Economic Vitality Congestion Reduction Environmental Sustainability
Growth Framework Implementation	H3, H4, H5, H6, H8 T1, T2, T3, T11 EC4, EC5, EC6 EN4	Congestion Reduction Environmental Sustainability
Climate, Conservation and Resilience	T2, T7, T8 EN1, EN4, EN5, EN6, EN7, EN8, EN9	System Reliability Congestion Reduction Environmental Sustainability
Complete Streets and Community Choice	T1, T2, T3, T6, T7, T10	System Reliability Freight Movement and Economic Vitality Congestion Reduction Environmental Sustainability
Multimodal Systems Operations and Performance	T1, T2, T3, T8, T9, T10	Safety Infrastructure Condition Congestion Reduction Environmental Sustainability

For a complete list of Plan Bay Area 2050 strategies, see pages vii-x of the adopted plan, available at <https://www.planbayarea.org/>.

Appendix A-1: County & Local Program Call for Projects Guidelines

The One Bay Area Grant (OBAG 3) County & Local Program funding is available to projects through a competitive call for projects process, administered and selected by MTC in coordination with the nine Bay Area County Transportation Agencies (CTAs). MTC is responsible for call for projects oversight and final project selection.

To receive County & Local Program funding, CTAs and project sponsors must adhere to all OBAG 3 programming policies, including the call for projects guidelines. In the case of any conflict or inconsistency between these guidelines (MTC Resolution No. 4505, Appendix A-1) and the OBAG 3 Project Selection and Programming Policies (MTC Resolution No. 4505, Attachment A), the Project Selection and Programming Policies will be given precedence.

Program Requirements

Sponsor Requirements

Bay Area cities, counties, transit agencies, federally-recognized Tribal governments, and CTAs are eligible to apply for OBAG 3 County & Local Program funds. Cities and counties must meet the following requirements to receive program funding:

- Have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for the 2023-31 Regional Housing Needs Allocation (RHNA) cycle by December 31, 2023, and maintain certification throughout the OBAG 3 program period;
- Submit Housing Element Annual Reports to HCD each year by the April 1 deadline throughout the OBAG 3 program period;
- Adopt a resolution self-certifying compliance with state housing laws related to surplus lands, accessory dwelling units, and density bonuses by December 31, 2023;
- Maintain ongoing compliance with the Housing Accountability Act (as determined by MTC staff) throughout the OBAG 3 program period;
- **Complete Adopt** a Local Roadway Safety Plan (LRSP) or equivalent safety plan, as defined by the California Highway Safety Improvement Program (HSIP) guidelines, by December 31, 2023;
- Maintain a certified Pavement Management Program (StreetSaver® or equivalent), updated as prescribed by MTC staff;
- Fully participate in statewide local streets and road needs assessment surveys (including any assigned funding contribution); and
- Provide traffic count data to MTC to support FHWA's Highway Performance Monitoring System (HPMS) on an annual basis, or as directed by MTC staff.

The above requirements do not apply to sponsors with no general plan or land use authority, such as CTAs or transit agencies under a Joint Powers Agreement (JPA) or special district.

In addition, all recipients of OBAG 3 funding, including public agencies without land use authority as well as federally-recognized Tribal governments, are required to:

- Comply with MTC's Complete Streets Policy, and its successor, including the requirement to complete a Complete Streets Checklist for each project applying for OBAG 3 funding; and

- Comply with MTC's Regional Project Delivery Policy (MTC Resolution No. 3606), including identification of a staff position to serve as the single point of contact (SPOC) for the implementation of all FHWA-administered funds within that agency. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate issues and questions that may arise from project inception to project close-out.

Project Requirements

Sponsors may apply to receive funding through the call for projects process for eligible project types, as detailed by program category in the County & Local Programs section of Attachment A. Projects must comply with OBAG 3 General Programming Policies, in addition to the programming policies specific to the County & Local Program.

For each project, sponsors must provide the following:

- A Complete Streets Checklist for each distinct project location using the Complete Streets web application (located at <https://completestreets.mtc.ca.gov/>). This checklist will be updated as part of MTC's Active Transportation Plan and Complete Streets Policy update, and sponsors will be required to complete the revised version, available by May 1, 2022. CTAs must make checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to project nomination. For projects that have already submitted a Complete Streets checklist for prior cycles of regional discretionary funding, sponsors may be required to complete an updated checklist or complete a second checklist review with their BPAC, as determined on a case-by-case basis by MTC staff.
- For projects eligible for Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, the inputs necessary to assess the emissions benefits and cost-effectiveness of air quality improvements resulting from project implementation. Air quality calculation input forms are provided by project type on the OBAG 3 webpage (available at www.mtc.ca.gov/obag3) under "Partner Agency Resources."
- All projects selected by MTC for funding must provide a Resolution of Local Support, approved by the sponsor's governing body (template resolutions are available at <https://mtc.ca.gov/funding/federal-funding/federal-highway-administration-grants/one-bayarea-grant-obag-3>).
- All projects selected by MTC for funding must submit a project application, through MTC's Fund Management System (FMS), including a copy of the approved Resolution of Local Support.

PDA Minimum Investments

CTA nomination lists must meet or exceed the minimum threshold established for PDA supportive investments. For the North Bay counties of Marin, Napa, Solano, and Sonoma, the overall PDA supportive nominations must total 50% or more of the CTA's total funding request for that county. For the remaining counties of Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara, 70% or more of each CTA's funding request must consist of PDA supportive projects.

To be credited towards each county's PDA minimum investment threshold, a project must be located within or connected to a PDA, or be within one mile of a PDA boundary. Projects that are not physically located within one mile of a PDA but have a clear and direct connection to PDA implementation, such as

transit maintenance facility improvements, may also be credited towards the PDA minimum investment thresholds. Determinations for such projects will be provided by MTC staff on a case-by-case basis.

Projects which consist of countywide programs or activities, including funds dedicated to CTA planning and programming, are given partial credit towards each county's minimum investment threshold calculations (70% or 50%, in line with each county's minimum threshold).

Nomination Targets

County nomination targets establish the maximum funding request that each CTA may make through County & Local Program project nominations. Similar to prior OBAG cycles, these targets are based on population, recent housing production and planned growth, and housing affordability. However, the OBAG 3 nomination targets do not commit or imply a guaranteed share of funding to any individual county or jurisdiction.

To ensure a sufficient pool of projects for regional selection, MTC is soliciting nominations for 120% of the available funding capacity for the County & Local Program. Each CTA's nomination target is calculated as a percent share of this overall nomination total, using the following factors:

- **Population:** 50% of the nomination target is based on a county's share of the regional population, using 2021 population estimates from the California Department of Finance.
- **Housing Production:** 30% of the nomination target is based on a county's share of regional housing production during the current and previous Regional Housing Needs Allocation (RHNA) cycles (2007 to 2019), using building permit data compiled by the Association of Bay Area Governments (ABAG).
- **Planned Growth:** 20% of the nomination target is based on a county's share of regional housing allocations through the 2023-31 RHNA cycle.
- **Housing Affordability:** For housing production and RHNA factors, 60% of each factor is calculated based on the production or planned growth in affordable housing alone, while the remaining 40% considers all housing types. Affordable housing is defined as housing for very low-, low-, or moderate-income households, categories established by the California Department of Housing and Community Development (HCD) based on housing cost as a proportion of local area median income (AMI). For the purposes of calculating nomination targets, county-specific AMI values are used.
- **Planning and Implementation Balance:** Nomination targets may be further adjusted to ensure that no county receives a nomination target below the base planning amount programmed for that county. No such adjustments were necessary in developing the proposed nomination targets for OBAG 3.

The resulting nomination targets are detailed in the table below by county. CTAs may only nominate County & Local Program projects up to the target amounts listed below.

County	CTA	Nomination Share	Nomination Target
Alameda	Alameda County Transportation Commission	20.3%	\$82,827,000
Contra Costa	Contra Costa Transportation Authority	13.9%	\$56,775,000

Marin	Transportation Authority of Marin	2.8%	\$11,544,000
Napa	Napa Valley Transportation Authority	1.5%	\$6,143,000
San Francisco	San Francisco County Transportation Authority	15.2%	\$62,138,000
San Mateo	City/County Association of Governments of San Mateo County	9.1%	\$37,054,000
Santa Clara	Santa Clara Valley Transportation Authority	26.8%	\$109,385,000
Solano	Solano Transportation Authority	4.7%	\$19,159,000
Sonoma	Sonoma County Transportation Authority	5.6%	\$22,975,000
CTA Nomination Totals (120% available funds)			\$408,000,000
Funds Available (County & Local Program)			\$340,000,000

In addition, CTAs are encouraged (but not required) to submit project nomination lists that align with the following regionwide County & Local Program funding targets and constraints:

- **Active Transportation Investment Target:** OBAG 3 establishes a regionwide target of \$200 million for active transportation projects, including bicycle, pedestrian, and Safe Routes to School (SRTS) programs and projects. Bicycle and pedestrian elements included on projects that are not solely focused on active transportation (such as sidewalk or bike lane improvements included in a local road preservation project) also contribute to this regionwide investment target.
- **SRTS Investment Target:** OBAG 3 carries forward ongoing commitments to SRTS programming, by establishing a \$25 million regionwide target for SRTS programs and projects. Qualifying projects also contribute to the broader active transportation investment target described above.
- **Fund Source Eligibility:** Fund source targets for the County & Local Program are proportional to the overall composition of OBAG 3 funding, estimated to be 60% Surface Transportation Block Grant Program (STP) funds and 40% CMAQ funds. As CMAQ is the more restrictive fund source, in effect this constraint requires that at least 40%, or \$150 million, of County & Local Program funds be allocated to CMAQ-eligible projects.

Outreach Requirements

MTC partners with CTAs to conduct public engagement and local agency outreach for the County & Local Program call for projects, consistent with Title VI of the Civil Rights Act and associated federal requirements. The existing relationships CTAs have with local jurisdictions, elected officials, transit agencies, federally-recognized Tribal governments, community organizations and stakeholders, and members of the public within their respective counties make them well suited to assist MTC in this role.

CTAs should develop outreach plans consistent with this section, and each CTA must have their plan approved by MTC staff prior to initiating the call for projects activities in their respective county. In addition, CTAs are required to submit documentation to MTC demonstrating compliance with this section during the project nomination process. A list of acceptable outreach compliance documentation can be found below (page 7).

Public Engagement

As part of their call for projects process, CTAs are required to conduct countywide outreach and engagement with stakeholders and the public to solicit project ideas. CTAs are expected to implement their public outreach and engagement efforts in a manner consistent with MTC's Public Participation Plan (MTC Resolution No. 4174), which can be found at <http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>. CTAs should make every effort to follow current best practices related to virtual and in-person public participation, outreach, and engagement. CTAs should also make meaningful efforts to lower participation barriers for hard-to-reach populations, Limited English Proficient (LEP) speakers, people with disabilities, and those who are historically challenged from weighing in on public decision making processes.

At a minimum, MTC and CTAs are required to:

- Execute effective and meaningful local outreach and engagement efforts during the call for projects by working closely with local jurisdictions, elected officials, transit agencies, community-based organizations, other relevant stakeholders, and the public through the project solicitation process;
- Explain the local call for projects process, informing stakeholders and the public about methods for public engagement; relevant key milestones; the timing and opportunities for public comments on project ideas, including all standing public meetings and any County & Local Program call for projects-specific events and/or meetings; and when decisions are to be made on the list of projects to be submitted to MTC;
- Hold public meetings and/or workshops at times that are conducive to public participation to solicit public input on project ideas to submit;
- When possible, schedule meetings/events at times and locations that prioritize participation from Equity Priority Communities and other communities that have historically been systematically left out of the decision-making process;
- Post notices of public meetings and hearing(s) on their agency website; include information on how to request language assistance for individuals with limited English proficiency, as well as reasonable accommodations for persons with disabilities. If agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations at mtc.ca.gov/about-mtc/public-participation/get-language-assistance or the Americans with Disabilities Act;
- Offer language assistance¹ and accommodations for people with disabilities on all collateral materials and meeting notices. Establish a reasonable amount of time to request assistance in advance and include this information in materials and meeting notices;
- Hold in-person public meetings, when health protocols allow for in-person meetings to be safely held, in central locations that are accessible via multiple transportation modes,

¹ The Regional Housing Technical Assistance program has developed a useful reference document that outlines best practices for offering language translation services:
https://abag.ca.gov/sites/default/files/documents/2021-11/Best_Practices_Multilingual_Engagement_10-2021.pdf.

especially public transit, and ensure all locations are accessible to persons with disabilities; and

- Respond to written public comments, and whenever possible, post all written comments to the agency's website and summarize how public feedback impacted the decision-making process.

CTAs with recent public engagement efforts relevant to the County & Local Program call for projects are encouraged to incorporate the results of these efforts into their project prioritization process, provided that such efforts are:

- Completed recently or concurrently (up to 12 month prior to the County & Local Program call for projects, with older but relevant outreach considered by MTC staff on a case-by-case basis);
- Sufficiently comprehensive to determine public support and priorities for transportation project types eligible for funding under OBAG 3 (for example, development of a Countywide Transportation Plan or Countywide Capital Improvement Program);
- Conducted in an accessible, equitable manner consistent with federal Title VI nondiscrimination requirements; and
- Supplemental to other, dedicated opportunities for public input on OBAG 3 County & Local Program funding specifically that meet the minimum outreach requirements detailed in the paragraph above.

Agency Coordination

CTAs are expected to work closely with regional stakeholders during the call for project process, including MTC, Caltrans, and potential project sponsors. At a minimum, MTC and CTAs are required to communicate the call for projects and solicit applications from all local jurisdictions, transit agencies, and federally recognized Tribal governments within their county boundaries. For counties with federally recognized Tribal governments within their jurisdictions, MTC and CTAs are required to offer opportunities for government-to-government consultation to the Tribes.

Title VI Responsibilities

Call for projects processes must be consistent with Title VI of the Civil Rights Act, and the associated Executive Order on Environmental Justice (EO 12898), which together prohibit discrimination in federally-assisted programs on the basis of race, ethnicity, or income. Public outreach to, and involvement of, individuals in low income and communities of color covered under Title VI is critical to both local and regional decisions. MTC and CTAs are required to ensure that underserved communities are provided opportunities for access and input to the project submittal process. This may include, but is not limited to, the following:

- Assisting community-based organizations, Equity Priority Communities, and any other underserved community interested in having projects submitted for funding; and
- Removing barriers for persons with limited-English proficiency and other communities that have historically been systematically left out of the decision-making process to have access to the project submittal process.

Resources and Documentation

CTAs may refer to MTC's Public Participation Plan for further guidance on Title VI outreach strategies, found at <http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>. Additional

resources related to Title VI, civil rights compliance, and virtual participation are available from these agencies:

- FHWA at <http://www.fhwa.dot.gov/civilrights/programs/tvi.htm>;
- Caltrans at http://www.dot.ca.gov/hq/LocalPrograms/DBE_CRLC.html#TitleVI;
- MTC at http://www.mtc.ca.gov/get_involved/rights/index.htm; and
- ABAG webinar: "Engage How To! Introduction to Remote Meeting Tools" at <https://abag.ca.gov/our-work/housing/regional-housing-technical-assistance/training>

Additionally, CTAs are encouraged to use the following resources to source MTC pre-approved consultant services for their outreach efforts:

- **Equity Consultant Bench:** for general support with outreach activities, available at https://mtc.ca.gov/sites/default/files/documents/2021-07/Equity_Bench_Consultant_Catalog_2021.pdf; and
- **Translation and Interpreter Services Consultant Bench:** for translation, interpretation, and American Sign Language (ASL) services to ensure meaningful access by Limited English Proficiency (LEP) populations (as required under Title VI) and provide accessibility accommodations (as required by the Americans with Disabilities Act), available at <http://mtc.legistar.com/gateway.aspx?M=F&ID=5b527bad-4840-4614-8ce8-72d94770e4e6.pdf>.

Both consultant benches include consultant firms pre-qualified by MTC through Request for Qualifications (RFQ) processes which included "Cooperative Use" language, allowing other agencies to use MTC's processes to satisfy their own contracting and procurement guidelines.

To demonstrate compliance with outreach requirements, CTAs are required to submit the following documentation to MTC staff by September 30, 2022:

- A copy of the CTA's public outreach and engagement plan, developed in coordination with MTC;
- Copies or text of public notice(s) of opportunities for members of the public to provide input on County & Local Program criteria and/or project nominations, which must include information on how to request language assistance and accessibility accommodations;
- A list of CBOs or other organizations representing potentially impacted groups that the CTA contacted for input on the County & Local Program;
- Dates, times, and locations of public meetings, hearings, and/or workshops where opportunity for public input on the County & Local Program was afforded;
- A summary of public input received during the call for projects process, and how such feedback, and the results of any relevant prior outreach, was used in the CTA evaluation and decision-making process;
- A description of correspondence and/or meetings with all applicable local jurisdictions, transit agencies, and federally-recognized tribal governments informing each of the call for projects opportunity; and
- If information from prior or concurrent outreach efforts was incorporated into the CTA's call for projects process, a narrative description of these efforts, how the results informed project prioritization, and how the CTA met the minimum public involvement requirements for the OBAG 3 call for projects described above.

County Screening and Evaluation

CTAs, in coordination with MTC, will solicit and collect project applications, screening applicants and projects for program eligibility, and initial scoring and/or ranking of projects. CTAs will develop individual application materials, deadlines, and processes for their county's call for projects, consistent with these overall program guidelines and subject to approval by MTC staff. At minimum, CTAs must incorporate the following regional criteria into their project evaluations.

- **Eligibility:** CTAs should screen potential sponsors and applications for eligibility with federal and regional requirements. Projects must be:
 - Eligible for STP or CMAQ funds, as detailed in 23 USC Sec. 133 and at <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm> (STP), and in 23 USC Sec. 149 and at http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/ (CMAQ);
 - Consistent with *Plan Bay Area 2050*, available at <https://www.planbayarea.org/>; and
 - Meet all OBAG 3 programming policy requirements described in these guidelines and in MTC Resolution 4505.
- **Alignment:** CTAs should evaluate projects for alignment with relevant federal and regional plans and policies. Additional weight should be given to projects that:
 - Are located in PDAs or Transit-Rich Areas (TRAs), identified in locally-adopted plans (e.g. Specific Plans) for PDAs, or support preservation of Priority Production Areas (PPAs), as defined in Chapter 1 of *Plan Bay Area 2050* and available for viewing or download at <https://opendata.mtc.ca.gov/datasets/MTC::plan-bay-area-2050-growth-geographies/about>;
 - Invest in historically underserved communities, which may include projects prioritized in a Community-Based Transportation Planning (CBTP) or Participatory Budgeting process, or projects located within Equity Priority Communities with demonstrated community support. Equity Priority Communities are defined in Chapter 1 *Plan Bay Area 2050* and described at <https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities>;
 - Are located in jurisdictions with affordable housing protection, preservation, and production strategies, including an emphasis on community stabilization and anti-displacement policies with demonstrated effectiveness;
 - Implement multiple *Plan Bay Area 2050* strategies, described throughout the Plan (in particular, Chapters 2-5), or implementation actions (Chapter 7);
 - Advance Federal Performance Management Goals for safety, asset management, environmental sustainability and system performance, as detailed in 23 USC Sec. 105(b) and at <https://www.fhwa.dot.gov/tpm/about/goals.cfm>;
 - Demonstrate consistency with one or more of the following regional plans and policies:
 - Regional Safety/Vision Zero Policy (MTC Resolution No. 4400): <https://mtc.ca.gov/tools-resources/digital-library/10a-20-0788-resono-4400-regional-safety-vz-policy.pdf>
 - Equity Platform: <https://mtc.ca.gov/about-mtc/what-mtc/equity-platform>
 - Regional Active Transportation Plan (in development): <https://mtc.ca.gov/funding/investment-strategies-commitments/climate-protection/regional-active-transportation-plan>

- Transit Oriented Communities Policy (update pending):
<https://mtc.ca.gov/planning/land-use/transit-oriented-development-tod-policy>
- Blue Ribbon Transit Transformation Action Plan:
https://mtc.ca.gov/sites/default/files/documents/2021-09/Transit_Action_Plan_1.pdf
- **Community Support:** CTAs must prioritize project applications with demonstrated public support from communities disproportionately impacted by past discriminatory practices, including redlining, racial covenants, urban renewal, and highway construction that divided low-income and communities of color. Community support may be determined through a variety of means, including (but not limited to):
 - Responses to public outreach, including comments received at public meetings or hearings, feedback from community workshops, survey responses, etc.; and
 - Endorsement by a Community-Based Organization (CBO) representing historically and potentially impacted populations.
- **Deliverability:** CTAs must evaluate applicants and projects for potential deliverability issues, deprioritizing or excluding projects as needed based on risk. CTAs should ensure that project sponsors have sufficient agency capacity and technical expertise to complete projects in accordance with MTC's Regional Project Delivery Policy (available at <https://mtc.ca.gov/funding/federal-funding/project-delivery>) and meet OBAG 3 deadlines. Project sponsors must be able to obligate OBAG 3 funds no later than January 31, 2027.

CTA project evaluation criteria must be approved by both MTC staff and the CTA's governing board prior to initiating the call for projects activities in their respective county. CTAs may develop separate evaluation frameworks by project type, but each such framework must meet the requirements of this section.

Project Nominations

After completing initial project screening and evaluations, CTAs will submit project nominations and associated documentation to MTC for regional evaluation and project selection. Nomination lists must be approved by the CTA's governing board prior to submission to MTC. CTA project nomination packets are due to MTC by September 30, 2022, and must include the following elements:

- **Nomination List:** list(s) of eligible candidate projects for the OBAG 3 County & Local Program, ranked or scored according to the evaluation criteria developed by the CTA and approved by MTC staff. Nomination lists must comply with all OBAG 3 programming policies, including sponsor and project requirements, PDA minimum investments, and CTA nomination targets.
- **Board Approval:** signed resolution documenting CTA governing board action approving the County & Local Program project nomination list.
- **Outreach Documentation:** materials verifying CTA compliance with outreach requirements as described above.
- **Compliance Checklists:** completed checklists and supporting documentation affirming compliance with County & Local Program programming policies for both the CTA and each sponsor with a project on the nomination list. Checklists should be completed by the CTA, and must be signed by a signatory authority for the concerned agency. CTA and sponsor checklists

are provided through the OBAG 3 webpage (available at www.mtc.ca.gov/obag3) under “Partner Agency Resources.”

Regional Project Evaluation

Using the nomination packets provided by the CTAs, MTC staff will form a review committee composed of multidisciplinary group of staff members to complete a regional project evaluation process and develop a recommended subset of projects for adoption by the Commission. This process will consist of the following steps:

- **Eligibility Review:** MTC staff will review submitted documentation and ensure CTA, sponsor, and project compliance with applicable federal and regional policies. Any issues identified will be communicated to CTA staff, and projects with unresolved issues will be excluded from further consideration.
- **Regional Criteria:** members of the review committee will score projects using the following rubric:
 - CTA Prioritization (75 points): relative CTA project rank or score, scaled to a range of 0-75 and normalized across CTAs.
 - Regional Impact (15 points): project alignment with *Plan Bay Area 2050* strategies, anticipated effectiveness in advancing regional objectives, and contribution to regionally significant networks or facilities.
 - Deliverability (10 points): sponsor capacity to deliver the specified project, including consideration of prior performance on MTC-funded projects, and any anticipated risk to the project development schedule or funding plan.
 - Air Quality Improvement (10 points): for CMAQ-eligible projects relative cost-effectiveness of projects in reducing emissions for criteria air pollutants for the San Francisco Bay Area Air Basin and additional consideration for PM2.5 reducing projects.
- **Project Ranking Process:** candidate projects will be ranked according to their average review committee score. To ensure that high performing air quality improvement projects are prioritized for CMAQ funding, MTC staff will first develop a recommended list of eligible projects for CMAQ funding using the comprehensive rubric rankings (all eligible projects scored with a maximum possible score of 110 points and ranked from highest to lowest score). All remaining projects, including CMAQ-eligible projects not recommended for funding using this first method, will then be ranked with the air quality improvement portion of the rubric score excluded (all remaining projects scored with a maximum possible score of 100 points and ranked from highest to lowest score). The latter rankings will be used by MTC staff to develop a recommended list of projects for STP funding.
- **Program Balancing:** candidate projects will be initially prioritized according to their ranking as described above. However, to achieve programmatic investment thresholds, and ensure a balanced program of projects, MTC staff may adjust project prioritization based on the following factors:
 - County PDA investment targets;
 - Regionwide investment targets, including Active Transportation and SRTS investments;
 - Relative STP and CMAQ availability; and

- Overall program balancing for a variety of project types, equitable investments, and geographic spread.

Using this process, MTC staff will develop a draft program of recommended projects for Commission adoption. MTC staff will coordinate with CTA staff to provide comments and feedback on the draft program of projects, and may refine the recommended program of projects accordingly.

Program Approval

The Commission will consider the recommended OBAG 3 County & Local Program projects in January 2023. Projects approved by the Commission for funding will be eligible for programming into the TIP starting in February 2023. Approved County & Local Program projects and any subsequent revisions by the Commission will be detailed in Attachment B-2.

Projects nominated by CTAs but not selected for funding by the Commission will automatically be considered for future eligible funding opportunities through the OBAG 3 Regional Program, or as additional programming capacity becomes available for the County & Local Program.

Attachment B-1
MTC Resolution No. 4505
OBAG 3 Regional Programs
FY 2022-23 through FY 2025-26
June 2022

MTC Res. No. 4505 Attachment B-1
 Adopted: 01/26/22-C
 Revised: 02/23/22-C 06/22/22-C

OBAG 3 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ
OBAG 3 REGIONAL PROGRAMS		\$382,000,000
1. PLANNING AND PROGRAM IMPLEMENTATION		
Regional Planning Activities	MTC	\$8,300,000
Program and Project Implementation	MTC	\$37,200,000
Program and Project Implementation - Transit Transformation	MTC	\$4,000,000
1. PLANNING AND PROGRAM IMPLEMENTATION	TOTAL:	\$49,500,000
2. GROWTH FRAMEWORK IMPLEMENTATION		
Growth Framework Implementation		
Growth Framework Implementation	TBD	\$25,000,000
2. GROWTH FRAMEWORK IMPLEMENTATION	TOTAL:	\$25,000,000
3. CLIMATE, CONSERVATION, AND RESILIENCE		
Climate Initiatives		
Climate Initiatives	TBD	\$43,800,000
Regional Transportation Demand Management (TDM)		
<u>Commuter Benefits Program</u>	<u>MTC</u>	<u>\$10,000,000</u>
<u>Regional Carpool Program</u>	<u>MTC</u>	<u>\$3,400,000</u>
<u>Bike to Work & Spare the Air Youth</u>	<u>MTC</u>	<u>\$4,800,000</u>
Regional TDM Balance	MTC	\$18,000,000
Priority Conservation Area (PCA) Grant Program		
PCA Grant Program	TBD	\$18,000,000
3. CLIMATE, CONSERVATION, AND RESILIENCE	TOTAL:	\$98,000,000
4. COMPLETE STREETS AND COMMUNITY CHOICE		
Healthy, Safe, and Sustainable Streets		
Regional Vision Zero/Safety Program		
<u>Local Roadway Safety Plan Development & Technical Assistance</u>	<u>MTC</u>	<u>\$4,000,000</u>
<u>Bay Area Vision Zero Data System</u>	<u>MTC</u>	<u>\$2,000,000</u>
<u>Regional Safety Program Coordination and Outreach</u>	<u>MTC</u>	<u>\$2,000,000</u>
Regional Pavement & Asset Management Program		
<u>Pavement Technical Assistance Program (PTAP)</u>	<u>MTC</u>	<u>\$10,000,000</u>
<u>Pavement Management Program (PMP)</u>	<u>MTC</u>	<u>\$3,000,000</u>
Regional Active Transportation Plan (AT Plan) Implementation		
Regional AT Plan Implementation	TBD	\$15,000,000
Community Choice		
<u>ACTC: Community-Based Transportation Plans</u>	<u>MTC</u>	<u>\$600,000</u>
<u>CCTA: Community-Based Transportation Plans</u>	<u>MTC</u>	<u>\$450,000</u>
<u>TAM: Community-Based Transportation Plans</u>	<u>MTC</u>	<u>\$150,000</u>
<u>NVTA: Community-Based Transportation Plans</u>	<u>MTC</u>	<u>\$150,000</u>
<u>SFCTA: Community-Based Transportation Plans</u>	<u>MTC</u>	<u>\$370,000</u>
<u>C/CAG: Community-Based Transportation Plans</u>	<u>MTC</u>	<u>\$245,000</u>
<u>VTA: Community-Based Transportation Plans</u>	<u>MTC</u>	<u>\$600,000</u>
<u>STA: Community-Based Transportation Plans</u>	<u>MTC</u>	<u>\$190,000</u>
<u>SCTA: Community-Based Transportation Plans</u>	<u>MTC</u>	<u>\$245,000</u>
Project implementation, technical assistance, engagement	TBD	\$15,000,000
4. COMPLETE STREETS AND COMMUNITY CHOICE	TOTAL:	\$54,000,000
5. MULTIMODAL SYSTEMS OPERATIONS AND PERFORMANCE		
Transit Transformation Action Plan		
<u>Transit Priority - Highway Investments</u>	<u>MTC</u>	<u>\$13,000,000</u>
<u>Transit Priority - Arterial Investments</u>	<u>TBD</u>	<u>\$15,000,000</u>

Attachment B-1
MTC Resolution No. 4505
OBAG 3 Regional Programs
FY 2022-23 through FY 2025-26
June 2022

MTC Res. No. 4505 Attachment B-1
 Adopted: 01/26/22-C
 Revised: 02/23/22-C 06/22/22-C

OBAG 3 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ
OBAG 3 REGIONAL PROGRAMS		\$382,000,000
<u>Mapping & Wayfinding</u>	<u>TBD</u>	<u>\$3,600,000</u>
Multimodal Systems Programs		
Clipper C2 Capital (Loan for RM3)	MTC	\$30,000,000
Multimodal Systems Programs Balance	MTC	\$86,900,000
<u>SamTrans ROW Repayment - Projects TBD</u>	<u>SamTrans</u>	<u>\$7,000,000</u>
5. MULTIMODAL SYSTEMS OPERATIONS AND PERFORMANCE	TOTAL:	\$155,500,000
OBAG 3 REGIONAL PROGRAMS	TOTAL:	\$382,000,000

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Attachment B-2
MTC Resolution No. 4505
OBAG 3 County & Local Programs
FY 2022-23 through FY 2025-26
June 2022

MTC Res. No. 4505 Attachment B-2
 Adopted: 01/26/22-C
 Revised: 06/22/22-C

OBAG 3 County & Local Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ
OBAG 3 COUNTY & LOCAL PROGRAMS		\$375,000,000
ALAMEDA COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$4,905,000
Safe Routes to School (SRTS)		
<u>SRTS Non-Infrastructure Program</u>	<u>ACTC</u>	<u>\$1,270,000</u>
ALAMEDA COUNTY	TOTAL:	\$6,175,000
CONTRA COSTA COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$4,087,000
CONTRA COSTA COUNTY	TOTAL:	\$4,087,000
MARIN COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,446,000
MARIN COUNTY	TOTAL:	\$3,446,000
NAPA COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,446,000
NAPA COUNTY	TOTAL:	\$3,446,000
SAN FRANCISCO COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,624,000
<u>SRTS Non-Infrastructure Program</u>	<u>SFCTA</u>	<u>\$7,082,000</u>
SAN FRANCISCO COUNTY	TOTAL:	\$10,706,000
SAN MATEO COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,450,000
<u>SRTS Non-Infrastructure Program</u>	<u>C/CAG</u>	<u>\$1,500,000</u>
SAN MATEO COUNTY	TOTAL:	\$4,950,000
SANTA CLARA COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$5,307,000
SANTA CLARA COUNTY	TOTAL:	\$5,307,000
SOLANO COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,446,000
SOLANO COUNTY	TOTAL:	\$3,446,000
SONOMA COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,446,000
<u>SRTS Non-Infrastructure Program</u>	<u>SCTA</u>	<u>\$1,910,000</u>
SONOMA COUNTY	TOTAL:	\$5,356,000
UNPROGRAMMED BALANCE		\$328,081,000
OBAG 3 COUNTY & LOCAL PROGRAMS	TOTAL:	\$375,000,000

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Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	22-0936	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	5/3/2022	In control:		Programming and Allocations Committee	
On agenda:	6/8/2022	Final action:			
Title:	Major Project Advancement Policy (MAP) Funding Framework				

Staff will provide an overview of the MAP funding framework and report on discussions held and feedback received at the May 25-26 Commission Workshop.

Sponsors:

Indexes:

Code sections:

Attachments: [5a - 22-0936 - Major Project Advancement Policy.pdf](#)
[5a - 22-0936 - Major Project Advancement Policy Presentation.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Major Project Advancement Policy (MAP) Funding Framework

Staff will provide an overview of the MAP funding framework and report on discussions held and feedback received at the May 25-26 Commission Workshop.

Presenter:

Theresa Romell

Recommended Action:

Information

**Metropolitan Transportation Commission
Programming and Allocations Committee**

June 8, 2022

Agenda Item 5a - 22-0936

Major Project Advancement Policy (MAP) Funding Framework

Subject:

Staff will provide an overview of the MAP funding framework and report on discussions held and feedback received at the May 25-26 Commission Workshop.

Background:

Following the recent adoption of Plan Bay Area 2050, there is a need and an opportunity for regional coordination to meet the funding and project delivery challenges of the current and future set of major transportation projects in the region. The Commission and the Blue Ribbon Transit Recovery Task Force (BTRTF) have noted the importance of regional leadership and coordination to support development and delivery of large and regionally-significant transportation projects across all modes. To further this regional coordination, MTC is developing the Major Project Advancement Policy (MAP).

The MAP will be a regional policy to support implementation of Plan Bay Area 2050, aimed at delivering the next round of major transportation projects, building off the Bay Area's previous Regional Transit Expansion Program, MTC Resolution No. 3434. For large, regionally significant projects in Plan Bay Area 2050, the MAP will seek to achieve regional coordination on federal, state, and regional discretionary funding requests and develop MTC's role in risk management and ensuring consistency with regional policies.

The MAP will consist of three components:

- **Funding Strategy:** Develop full funding plans for projects in the MAP. Identify appropriate discretionary funding sources and prioritize or sequence funding requests. Endorsements and sequencing strategies may be developed for fund sources such as Federal Transit Agency Capital Investments Grant program (New Starts, Small Starts and Core Capacity) and programs of the federal Bipartisan Infrastructure Law, state sources such as the Transit and Intercity Rail Capital Program, Senate Bill 1 programs, general state budget augmentations and other state sources. Other non-local fund sources may also be considered for endorsement and sequencing strategies.

- Policy Reinforcements: Monitor project progress and consistency with policy commitments in Plan Bay Area 2050 and other regional policies. The policy areas covered may include benefit/cost ratios, equity, land use, and connected mobility.
- Risk Management: Develop a regional risk management approach to evaluate and monitor risks throughout project lifecycles, from early project development and network coordination through construction.

Stakeholder Engagement

The MTC Programming and Allocations Committee received staff updates and provided direction in April and May 2022 on MAP development. Additionally, the MAP was discussed at the May MTC Policy Advisory Council. Further information on the MAP, including updated information from sponsors and the project evaluation was presented on Day 2 of the Commission Workshop Staff is seeking further Commission and public input on the MAP in the coming months.

Key Dates for Public/Partner/Stakeholder Engagement and Input (other opportunities may be added):

March 30	Partnership Board*
April/May/June	Outreach to Partnership Board, Transit Agencies, County Transportation Agencies, Federal and State and Local funding partners
April/May/June	Targeted outreach to transit agencies, funding partners, and stakeholders
April 6	Partnership Transit Finance Working Group
April 13	MTC Programming and Allocations Committee*
May 11	MTC Programming and Allocations Committee*
May 11	MTC Policy Advisory Council*
May 25-26	MTC Commission Workshop*
June 8	MTC Programming and Allocations Committee*
July 13	MTC Programming and Allocations Committee*
September 14 and 28	MAP Recommendations to MTC Programming and Allocations and Commission for Approval*

*Denotes opportunity for public comment

MAP Funding Envelope

Staff are in the process of developing estimates for the Bay Area share of major state and federal funding sources, referred to as the “funding envelope” to use in developing the MAP and prioritizing projects for funding. The estimates are based on the Plan Bay Area 2050 financial forecast, adjusted with assumptions of funding that could be available from the Bipartisan Infrastructure Law and State budget surplus. The envelope also includes \$10.6 billion in anticipated/unspecified funding as a proxy for future new funding streams or programs. The table below summarizes the currently projected funding envelope by transportation mode. The funding envelope estimate is lower than what had been shared at the Commission Workshop in May. The previous estimate had contained some fund sources that are primarily intended for expenditure on state of good repair, not new capital projects. The revised estimate below has been adjusted to remove those funds. The estimated funding envelope could change again depending on what transpires with regard to additional transportation funding that may be included in the FY 2022-23 State Budget.

Project Type/Mode	FY 2022 – FY 2035 Funding Forecast
Total	\$30.5 billion
Transit	\$12. billion
Multi-Modal	\$13 billion
Roads/Bridges	\$5 billion
Bike/Ped	\$0.5 billion

Summary of Project Information

In April 2022, MTC collected information from project sponsors about projects eligible to be included in the MAP.

Eligible Tier 1 projects are in the first time period, or “bin”, of Plan Bay Area 2050—to be completed by 2035—and have a total cost of \$250 million or more. The table below shows the number of projects and capital cost that were anticipated to be in this category based on the Plan Bay Area 2050 project list, and the total eligible projects submitted by project sponsors. The

table does not include a few projects that were submitted but are not in Plan Bay Area 2050. Still, the funding need for major tier-1 projects is larger than the forecasted funding envelope.

	Anticipated Based on PBA2050 Project Listing	Eligible MAP Project Submittals
Number of Projects	33	65
Total Project Cost	\$33 billion	\$50 billion
Funding Gap	~\$12 billion	\$35 billion

Eligible Tier 2 projects are in the second time period, or “bin”, of Plan Bay Area 2050—to be completed in 2036 or later—and have a total cost of \$1 billion or more. Tier 2 projects are at a minimum several years away from entering construction and are not the focus of the MAP, but may be listed in the MAP for early project phases only. The table below shows the number of projects and capital cost that were anticipated to be in this category based on the Plan Bay Area 2050 project list, and the total eligible projects submitted by project sponsors.

	Anticipated Based on PBA2050 Project Listing	Eligible MAP Project Submittals
Number of Projects	12	18
Total Project Cost	\$59 billion	\$68 billion

Evaluation Process and Criteria

Staff have begun developing an evaluation of the projects to inform sequencing of projects for oversubscribed funding programs. The evaluation will consist of scoring across several criteria, including metrics consistent with the five focus areas of Plan Bay Area 2050, which aim to make the Bay Area more affordable, connected, diverse, healthy and vibrant. The proposed evaluation criteria include funding, schedule, project dependency/connectivity metrics as well as PBA 2050 metrics (Benefit-Cost, Equity Score, and Guiding Principles Assessment). Scoring is subject to change with project progression and changes.

Summary of May Commission Workshop on Project Delivery

On May 25th and 26th, the Commission held a workshop titled Delivering the Next Generation of Transit Major Projects: Setting the Bay Area up for Success, with an objective of understanding the importance and specifics of major transit projects to achieving PBA2050 goals as well as the significant time, effort, funding, and risk associated with delivering mega projects. Expert panelists discussed best practices, lessons learned, and risk management approaches and potential MTC regional value-add in project delivery. Finally, the Commission discussed how the Major-project Advancement Policy (MAP) will bring together a funding strategy, policy reinforcements, and risk management toward successful project delivery of the Next Generation of Transit for the Bay Area.

A key take-away from the Commission included direction that MTC should expand its Risk Management role for major transportation projects, specifically focused early in the project delivery pipeline and in a way that does not duplicate current project oversight efforts done by the Federal Transit Administration, project sponsors, and others. The MTC role could focus on some of the following:

- Sponsor cost estimates throughout the project development and construction phases are consistently underestimated. As part of the Plan Bay Area process and at certain points throughout the project development process, independent cost reviews would serve the region well in assigning and endorsing discretionary funding sources to projects.
- Establishing appropriate contingencies, at the project or portfolio level, demonstrated early in the funding plan development are important to avoid cost increases during construction.
- Establishing project schedules that reflect the complexities of project development and construction to avoid escalation.

Additionally, project delivery governance and management structures, as well as existing and future capabilities to deliver projects was discussed. Staff noted that results from the Regional

Rail Partnership study could further inform these discussions. A final report from this study is expected in Summer 2022.

In light of Commissioner comments at the workshop staff are considering the following questions related to the MAP:

1. How can the MAP incorporate the risk of upward cost pressure on projects given the stage the project is in— i.e., design, environmental, construction, etc.—and how might that risk impact project sequencing and/or the level of contingency funding projects are required to assume?
2. Should the Risk Management component of the MAP include the development of a stage-gate process that requires project sponsors to demonstrate specific project readiness requirements at key milestones prior to receiving MTC funding endorsement in the MAP for the next project phase?
3. Should the MAP be updated at regular intervals, or as needed, based on specific “triggers” or milestones? If updated at regular intervals, how often?

Further direction from Commissioners on the questions above is requested. As noted in the schedule above, staff intends to bring forward recommendations on the MAP Risk Management Program and Policy Reinforcements for Committee and Commission review in late 2022.

Issues:

None identified.

Recommendations:

Information

Attachments:

Major Project Advancement Policy Presentation



Alix Bockelman



Major Project Advancement Policy (MAP) Funding Framework

Programming and Allocations Committee
Item 5a
June 8, 2022

MAP Components

Funding Strategy

Full funding plans for
MAP projects

Identify and prioritize
discretionary funding requests

Policy Reinforcements

Benefit/cost

Equity

Land use

Connected mobility

Risk Management

Evaluate and monitor risks from
early project development
through construction including
risks related to network
coordination

MAP Funding Envelope *(Updated June, 2022)*

- Based on PBA 2050 Financial Forecast
- Adjusted for recent BIL and State Budget surplus funding assumptions. Subject to change with State Budget adoption
- Includes \$10.6B in “Anticipated/Unspecified” funding as proxy for future new funding streams/programs

Project Type/Mode	FY 2022 - FY 2035 Funding Forecast
Total	\$30.5B <i>(~\$20B net of Anticipated funding)</i>
Transit	\$12B
Multi-Modal	\$13B
Roads/Bridges	\$5B
Bike/Ped	\$0.5B

Tier 1 MAP Project Submittals

- Eligible Tier 1 Projects are in the first time period or “bin” of PBA2050 and have a total cost of \$250M or more
- MAP funding need is significantly larger than forecasted funding envelope especially when accounting for “Anticipated” funding

	Anticipated Based on PBA2050 Project Listing	Eligible MAP Project Submittals
# of Projects	33	65
Total Project Cost	\$33B	\$50B
Funding Gap	~\$12B	\$36B

Tier 2 MAP Project Submittals

- Eligible Tier 2 projects are in the second time period or “bin” of PBA2050 and have a total cost of \$1B or more
- Tier 2 projects are not expected to enter the construction phase until after 2035 and are therefore not the focus of the MAP
- Tier 2 projects may be listed in the MAP for early project phases only

	Anticipated Based on PBA2050 Project Listing	Eligible MAP Project Submittals
# of Projects	12	18
Total Project Cost	\$59B	\$68B

Evaluation Approach

- Development of proposed evaluation criteria underway
 - Funding commitment levels and magnitude of funding gap – percentage of capital cost secured, remaining need, and screening of proposed operating funding plan
 - Schedule
 - Plan Bay Area 2050 benefit-cost ratios and equity scores – assessed in three distinct futures to identify investments that are resilient to uncertain future conditions
 - Alignment with Plan Bay Area 2050 Guiding Principles – affordable, connected, diverse, healthy and vibrant.
 - Project dependencies impacting network connectivity
 - Potential other criteria tailored to programmatic categories

Draft Evaluation Criteria

- Evaluation will inform sequencing of projects for over-subscribed funding programs in the MAP
- Criteria weighting and scoring methodology still under development
- Scoring is subject to change with project progression / changes

Funding Commitment	Funding Gap Magnitude	Schedule	PBA2050 Benefit-Cost Ratio	PBA2050 Equity Score	PBA2050 Guiding Principles Assessment	Project Dependencies/ Connectivity
More than 75% Committed	Less than \$250M	Construction start date within 5 years	Greater than 1 in at least 2 of 3 futures	Advances equity in at least 2 of 3 futures	0 Guiding Principles flags	0 Dependency/ Connectivity Conflicts
Between 50% and 75% Committed	Between \$250M and \$1B	Construction start date 5-10 years away	Between 0.5-1 in at least 2 of 3 futures	Even equity effects in at least 2 of 3 futures	1 Guiding Principles flag	1 -2 Dependency/ Connectivity Conflicts
Under 50% Committed	Over \$1B	Construction start date over 10 years away	Less than 0.5 in at least 2 of 3 futures	Challenges equity in at least 2 of 3 futures	2 or more Guiding Principles flags	Greater than 2 Dependencies

Draft Framework – Endorsement Table

- Proposed adoption in September 2022 to inform near-term federal and state grant opportunities
- Focus on PBA 2050 Tier 1
 - Named projects greater than \$1 Billion
 - Programmatic Categories to Support Investments and Initiatives less than \$1B
 - Grade Separations
 - Rapid Bus Initiatives
 - Zero Emission Bus Transition
 - Regional Express Lane Network
 - Transportation Modernization
- Identification of PBA 2050 Tier 2 – Project Development Activities
 - Projects or programs greater than \$1B
 - Potential updates based on project development schedules

Draft Framework – Sample Endorsement Table

(in Billions \$)				REGIONAL DISCRETIONARY TARGETS		
PROJECT or Category	Project Cost	Committed Funding	Uncommitted Funding	Federal	State	Other
Tier 1 - Megaprojects				Under Development		
Caltrain Electrification	2.4	2.0	0.4			
BART Core Capacity	3.8	3.3	0.6			
BART to Silicon Valley - Phase 2	7.3	4.3	3.1			
Caltrain Downtown Extension	5.0	0.8	4.2			
Valley Link - Bay Area Segment	1.9	0.7	1.2			
Tier 1 – Programmatic Categories						
Grade Separation Program	5.0	0.5	4.5			
Rapid Bus Program	2.5	0.2	2.3			
Zero Emission Bus Transition Program	5.0	0.0	5.0			
Regional Express Lanes Network	3.3	0.3	3.0			
Other Transportation Modernization	6.5	1.0	5.5			
Other Programs - TBD	TBD	TBD	TBD			
TOTAL TIER 1	50	14	36	19	7	11
TIER 2 - PROJECT PHASES - UNDER DEVELOPMENT	TBD	TBD	TBD			

- Regional discretionary target columns will be expanded to include specific funding categories and may contain estimated amounts or ranges.

Funding Targets – Under Development

- Establish Ambitious but Realistic Targets
 - TIRCP/State Funding second stage
 - Federal BIL Funding
 - Regional and/or Local Transportation Revenue initiatives
- Establish Priority and Sequencing Strategies for Oversubscribed Funding Sources
- Continue Advocacy and Revise as Appropriate

Risk Management – New Thinking

- MTC past practice has included project oversight and policies aimed at prudent investment of regional funds and meeting regional goals
 - e.g. Resolution 3434 and Regional Measure 2 policies and procedures
- Focused efforts have taken a more involved role, usually prompted by a funding or other delivery challenge
 - e.g. SMART IOS Review; Transit Center and DTX Cost Reviews; and Transit Center Cracked Beam Peer Review
- As part of the MAP, staff is proposing to develop a regional risk management approach to evaluate and monitor risks throughout project lifecycles, from early project development and network coordination through construction
- Staff is exploring whether the approach should follow past practice or consider a deeper role and looks forward to Commissioner input

Risk Management – Example Concept

Definitions:

- **Stage Gates** are key points or milestones in the development of a project
- A **stage gate process** identifies key actions that need to be taken at important milestones
- A regional risk management overlay could include implementation of a “**stage gate process**” that identifies key actions that need to be taken at major milestones in order to minimize and mitigate risk
- The stage gates could determine readiness to proceed with funding. Stage gate examples related to risk include:
 - Has the project undergone a **peer review** of cost and design alternatives?
 - Does the project have a reasonable and sustainable **operating plan**?
 - Is there a **stable project governance structure** with required agreements in place?

Policy Reinforcements – Under Development

- Intent of the Policy component of the MAP is to monitor project progress and consistency with policy commitments in Plan Bay Area 2050 and other regional policies such as:
 - Land use / TOC
 - Blue Ribbon Action Plan implementation
 - Participation in equity programs
 - Other
- Project endorsement/funding could be conditioned on alignment with regional policies

Workshop Summary – Key Takeaway

- May 25-26 Commission workshop on Major Projects included discussion of proposed MAP approaches
- **Key Takeaway:** MTC should expand risk management role for major transportation projects
 - Focused early in the delivery pipeline
 - Do not duplicate current oversight by FTA, project sponsors, and others
 - Facilitate independent cost reviews
 - Establish appropriate contingencies at the project or portfolio level
 - Establish schedules that reflect project complexities

Workshop Summary – Additional Questions

1. How can the MAP incorporate the risk of upward cost pressure on projects given the stage the project is in— i.e., design, environmental, construction, etc.—and how might that risk impact project sequencing and/or the level of contingency funding projects are required to assume?
2. Should the Risk Management component of the MAP include the development of a stage-gate process that requires project sponsors to demonstrate specific project readiness requirements at key milestones prior to receiving MTC funding endorsement in the MAP for the next project phase?
3. Should the MAP be updated at regular intervals, or as needed, based on specific “triggers” or milestones? If updated at regular intervals, how often?

Timeline and Engagement Strategy

- **Today:** Programming and Allocations Committee update (to seek input from public and Commissioner direction)
- Ongoing engagement with transit operators and County Transportation Authorities
- Engagement with federal, state and local funding partners and sponsors. Additional engagement and outreach to be developed.
- **MAP funding framework** expected to be presented for information in **July** and approval in **September**
- Recommendations on **Policy and Risk components** to be presented in **late Fall 2022** and proposed for inclusion in MAP



Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 22-0857 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 4/22/2022 **In control:** Programming and Allocations Committee
On agenda: 6/8/2022 **Final action:**
Title: California Transportation Commission (CTC) and State Funding Programs Update

Staff will provide an update on the CTC's meeting of May 18-19, 2022 and state funding programs under the CTC's purview.

Sponsors:

Indexes:

Code sections:

Attachments: [5b - 22-0857 - CTC Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

California Transportation Commission (CTC) and State Funding Programs Update

Staff will provide an update on the CTC's meeting of May 18-19, 2022 and state funding programs under the CTC's purview.

Presenter:

Kenneth Kao

Recommended Action:

Information

**Metropolitan Transportation Commission
Programming and Allocations Committee**

June 8, 2022

Agenda Item 5b - 22-0857

California Transportation Commission (CTC) and State Funding Programs Update

Subject:

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

Background:

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

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

May CTC Meeting (May 18-19, Fresno)

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

Infrastructure Investment and Jobs Act Implementation Update

CTC received an update on the Infrastructure Investment and Jobs Act Implementation Working Groups. MTC staff has been an active participant in all the California State Transportation Agency (CalSTA) Sub Working Groups. Staff is paying particular attention to how implementing the IIJA projects can meaningfully advance MTC's *Plan Bay Area 2050* goals.

Specifically, staff continues to support augmented funding to programs supporting regional goals such as state of good repair, especially towards Bay Area toll bridges – recognizing the toll decrease due to the COVID-19 pandemic. Initial discussions with the State suggest support for programming federal bridge formula funds to Bay Area state-owned toll bridge rehabilitation; staff will continue to work with the State to ensure any conditions on these funds will not impede its use on toll bridge rehabilitation work.

Advance 2022 Trade Corridor Enhancement Program Adoption

CTC approved advance programming from the SB1 2022 Trade Corridor Enhancement Program (TCEP) for projects leveraging the funds as match for upcoming federal grant applications. The Solano Transportation Authority (STA) received \$64.8 million for the Westbound I-80 Cordelia Commercial Vehicle Enforcement Facility. The programming builds on funds awarded in the 2020 TCEP and will improve public safety, reduce congestion, and include electric charging stations. If STA is unsuccessful in securing federal grant funding, the advance TCEP funds will return to CTC for reprogramming to other projects.

Allocations, Extensions, and Amendments.

The CTC approved the following:

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

- Supplemental funding allocation for one Transit and Intercity Rail Capital Program (TIRCP) project sponsored by Capitol Corridor.
- Funding allocations for three Active Transportation Program (ATP) projects, all in Santa Clara County.
- Funding allocations for three Local Partnership Formulaic Program (LPP-F) projects in Contra Costa and San Francisco Counties, and for a project sponsored by the Bay Area Rapid Transit (BART) District.
- Funding allocations for two STIP projects in San Mateo and Santa Clara Counties.

Extensions.

- Project allocation extension for one Solutions for Congested Corridors Program (SCCP) project sponsored by BART.
- Project allocation extensions for four STIP projects in Contra Costa, San Francisco, Santa Clara, and Solano Counties.
- Project allocation extensions for three ATP projects in Alameda, San Francisco, and Santa Clara Counties.
- Project completion extension for one LPP-F project sponsored by the Sonoma Marin Area Rail Transit (SMART) District.
- Project award extension for one jointly-funded ATP and STIP project in Napa County.

Amendments.

- Amendments to four LPP-F projects sponsored by AC Transit and Santa Rosa City Bus.

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

CTC Updates.

In April, the Governor appointed Adonia Lugo (Los Angeles County) to the California Transportation Commission. Commissioner Lugo takes the seat vacated by former Commissioner Fran Inman.

Next Steps:

The next CTC meeting is scheduled for June 29-30, 2022, to be held in Sacramento and online.

Issues:

None identified.

Recommendations:

Information. No action required.



Alix Bockelman