



Metropolitan Transportation Commission

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

Meeting Agenda

Metropolitan Transportation Commission

Alfredo Pedroza, Chair Nick Josefowitz, Vice Chair

Wednesday, June 22, 2022

9:35 AM

HYBRID (In person option available)

The Metropolitan Transportation Commission is scheduled to meet on Wednesday, June 22, 2022 at 9:35 a.m., in the Bay Area Metro Center (Hybrid - In Person Option Available). In light of Governor Newsom's State of Emergency declaration regarding COVID-19 and in accordance with Assembly Bill 361's (Rivas) provisions allowing remote meetings, this meeting will be accessible via webcast, teleconference, and Zoom for all participants. A Zoom panelist link for meeting participants will be sent separately to committee, commission, or board members.

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

The meeting webcast will be available at <https://mtc.ca.gov/whats-happening/meetings/live-webcasts>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number.

Attendee Link: <https://bayareametro.zoom.us/j/86413346652>

iPhone One-tap: +13462487799,,86413346652# or +12532158782,,86413346652#

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

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

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

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

Webinar ID: 864 1334 6652

International numbers available: <https://bayareametro.zoom.us/j/kr9liEyDv>

Detailed instructions on participating via Zoom are available at:

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

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

Commission:

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

***Non-Voting Members**

1. Call to Order / Roll Call / Confirm Quorum

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

2. Pledge of Allegiance / Acknowledgement of the Flag

3. Compensation Announcement (Clerk)

4. Chair's Report (Pedroza)

5. Policy Advisory Council Report (Randi Kinman)

6. Executive Director's Report (McMillan)

[22-0859](#) Executive Director's Report

Action: Information

7. Commissioner Comments

8. Consent Calendar

8a. [22-0860](#) Minutes of the February 23, 2022 meeting

Action: Commission Approval

Attachments: [8a - 22-0860 - May 25 Draft Commission Minutes.pdf](#)

8b. [22-0858](#) MTC Resolution No. 4531 - Providing for Remote Meetings Pursuant to Assembly Bill 361

Action: Commission Approval

Attachments: [8b - 22-0858 - MTC Reso 4531 AB361.pdf](#)

Programming and Allocations Committee

8c. [22-0891](#) MTC Resolution Nos. 4169, Revised and 4263, Revised. Extends BATA Project Savings and AB 664 funds.

Action: Commission Approval

Attachments: [8c - 22-0891 - MTC Resos 4169 and 4263 BATA Project Savings and AB](#)

- 8d. [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
- Attachments:** [8d - 22-0896 - MTC Resos 3989 and 4202 MTCs Exchange Program and](#)
- 8e. [22-0856](#) MTC Resolution No. 4475, Revised. 2021 Transportation Improvement Program (TIP) Amendment 2021-22
- Action:** Commission Approval
- Attachments:** [8e - 22-0856 - MTC Reso 4475 TIP Amendment 2021-22.pdf](#)
- 8f. [22-0889](#) MTC Resolution No. 4520. Adoption of the \$37.5 million FY 2022-23 Regional State Transit Assistance (STA) Program.
- Action:** Commission Approval
- Attachments:** [8f - 22-0889 - MTC Reso 4520 Adoption of FY22-23 STA Program.pdf](#)
- 8g. [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
- Attachments:** [8g - 22-0852 - MTC Reso 4521 Adoption of FY22-23 RM2 Operating and](#)
- 8h. [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
- Attachments:** [8h - 22-0853 - MTC Reso 4527 TDA Allocation to County Controllers and](#)
- 8i. [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
- Attachments:** [8i - 22-0898 - MTC Reso 4473 Allocation to WETA.pdf](#)
- 8j. [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
- Attachments:** [8j - 22-0935 - MTC Reso 4412 RM3 LONP to STA for I80-680-SR12.pdf](#)

Committee Reports

9. Administration Committee (Glover)

- 9a. [22-0987](#) MTC Resolution Nos. 4341, Revised and 4342, Revised. Modification and Extension of Current Memorandum of Understanding (MOU).

A request for Commission approval of MTC Resolution Nos. 4341, Revised and 4342, Revised approving the modification and extension of the current MOU for MTC employee salaries and benefits effective July 1, 2022 through and including June 30, 2023.

Action: Commission Approval

Attachments: [9a - 22-0987 - MTC Resos 4341 and 4342 MOU Extension.pdf](#)

- 9b. [22-0543](#) MTC Resolution No. 4517 - FY 2022-23 Operating and Capital Budgets

Staff presented and requested Commission approval of MTC Resolution No. 4517 authorizing the FY 2022-23 Operating and Capital Budgets.

Action: Commission Approval

Attachments: [9b - 22-0543 - MTC Reso 4517 FY2022-23 Operating and Capital Budgets.](#)
[9b - 22-0543 - Presentation.pdf](#)

10. Programming and Allocations Committee (Rabbitt)

- 10a. [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

Attachments: [10a - 22-0677 - MTC Resos 4519 4202 4505 Programming to Support Tra](#)

- 10b.** [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
- Attachments:** [10b - 22-0854 - MTC Resos 4522 4523 4524 4525 4526 Allocation to Trar](#)
-
- 10c.** [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
- Attachments:** [10c - 22-0892 - MTC Resos 4273 4505 4520 Caltrain Right-of-Way Repayn](#)
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- 10d.** [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
- Attachments:** [10d - 22-0685 - MTC Reso 4505 OBAG3 Revisions and Programming to C](#)

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

- 11a.** [22-0827](#) Assembly Bill 2594 (Ting): Toll Penalties and Payment Options
- Lowers maximum toll penalties, requires payment plans for toll penalties, cash payment options, and sets forth minimum customer service hours of operation.
- Action:** Support If Amended / MTC Commission Approval
- Attachments:** [11a - 22-0827 - AB2594 Ting Toll Penalties and Payment Options.pdf](#)

- 11b.** [22-1007](#) Potential Regional Revenue Options for Housing and Transportation
- Next steps in pursuit of a regional housing bond, authorization for a future regional transportation measure and identification of other transportation funding opportunities.
- Action:** Approval / ABAG Executive Board
Approval / MTC Commission
Approval / Bay Area Housing Finance Authority
- Attachments:** [11b - 22-1007 - Potential Regional Revenue Options for Housing and Tran](#)
[11b - 22-1007 - Attachment D Presentation Revenue Measure Consideration](#)
- 11c.** [22-0832](#) Assembly Bill 2011 (Wicks): Affordable Housing and High Road Act of 2022
- Streamlines certain affordable housing development on underutilized commercial sites; Eligibility for streamlining subject to affordability, location, objective design and labor standards.
- Action:** Support If Amended / ABAG Executive Board Approval
Support If Amended / MTC Commission Approval
- Attachments:** [11c - 22-0832 - AB2011 Wicks Affordable Housing and High Road Act of 2](#)
[11c - 22-0832 - Presentation.pdf](#)

12. Public Comment / Other Business

13. Adjournment / Next Meetings:

The next meeting of the Metropolitan Transportation Commission is scheduled to be held on Wednesday, July 27, 2022. Any changes to the schedule will be duly noticed to the public.

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-0859 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 4/22/2022 **In control:** Metropolitan Transportation Commission

On agenda: 6/22/2022 **Final action:**

Title: Executive Director's Report

Sponsors:

Indexes:

Code sections:

Attachments:

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

Recommended Action:
Information



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-0860 **Version:** 1 **Name:**
Type: Minutes **Status:** Commission Approval
File created: 4/22/2022 **In control:** Metropolitan Transportation Commission
On agenda: 6/22/2022 **Final action:**
Title: Minutes of the February 23, 2022 meeting
Sponsors:
Indexes:
Code sections:
Attachments: [8a - 22-0860 - May 25 Draft Commission Minutes.pdf](#)

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

Recommended Action:
Commission Approval



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

Meeting Minutes

Metropolitan Transportation Commission

Alfredo Pedroza, Chair Nick Josefowitz, Vice Chair

Wednesday, May 25, 2022

9:35 AM

HYBRID (In person option available)

Call Meeting to Order

1. Roll Call / Confirm Quorum

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

Absent: 2 - Commissioner Canepa, and Commissioner Spering

Non-Voting Member Present: Commissioner Giacomini

Non-Voting Member Absent: Commissioner El-Tawansy

2. Joint MTC and BAHFA Consent Calendar:

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

Action: Commission Approval; and

BAHFA Approval

Upon the motion by Commissioner Glover and seconded by Commissioner Ahn, the Commission unanimously adopted MTC Resolution No. 4518. The motion carried by the following vote:

Aye: 13 - Chair Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Chavez, Commissioner Connolly, Commissioner Fleming, Commissioner Glover, Commissioner Liccardo, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf and Commissioner Worth

Absent: 5 - Vice Chair Josefowitz, Commissioner Canepa, Commissioner Dutra-Vernaci, Commissioner Miley and Commissioner Spering

Upon the motion by Commissioner Papan and seconded by Commissioner Schaaf, the Authority unanimously adopted BAHFA Resolution No. 013. The motion carried by the following vote:

Aye: 13 - Chair Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Chavez, Commissioner Connolly, Commissioner Fleming, Commissioner Glover, Commissioner Liccardo, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf and Commissioner Worth

Absent: 5 - Vice Chair Josefowitz, Commissioner Canepa, Commissioner Dutra-Vernaci, Commissioner Miley and Commissioner Spering

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

Action: BAHFA Approval

Presenter: Kate Harley

Commission Ahn was absent during the vote for agenda item 2b.

Upon the motion by Commissioner Worth and seconded by Commissioner Glover, the Commission unanimously adopted BAHFA Resolution No. 11. The motion carried by the following vote:

Aye: 12 - Chair Pedroza, Commissioner Abe-Koga, Commissioner Chavez, Commissioner Connolly, Commissioner Fleming, Commissioner Glover, Commissioner Liccardo, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf and Commissioner Worth

Absent: 6 - Vice Chair Josefowitz, Commissioner Ahn, Commissioner Canepa, Commissioner Dutra-Vernaci, Commissioner Miley and Commissioner Spering

3. Public Comment / Other Business

[22-1012](#) Public Comment

Written public comment was received from Voice for Public Transportation.

The following members of the public were called to speak: Ian Griffiths (Seamless Bay Area), Mark Mollineaux, Vinita Goyal, Michael Gliksohn, Adina Levin (Friends of Caltrain), and Amy Thompson (TransForm).

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

5. Chair's Report (Pedroza)

6. Policy Advisory Council Report (Randi Kinman)

Ilaf Esuf gave the report on behalf of Randi Kinman.

7. Executive Director's Report (McMillan)

Commissioner Josefowitz arrived during agenda item 7.

Adina Levin was called to speak.

Rich Hedges was called to speak.

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

Action: Information

8. Commissioner Comments

9. Consent Calendar:

Commissioner Miley arrived and Commissioner Ahn returned during agenda item 9.

Upon the motion by Commissioner Liccardo and seconded by Commissioner Worth, the Commission unanimously approved the Consent Calendar by the following vote:

Aye: 14 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Chavez, Commissioner Connolly, Commissioner Fleming, Commissioner Liccardo, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf and Commissioner Worth

Absent: 4 - Commissioner Canepa, Commissioner Dutra-Vernaci, Commissioner Glover and Commissioner Spering

9a. [22-0809](#) Minutes of the April 27, 2022 meeting

Action: Commission Approval

Programming and Allocations Committee

9b. [22-0678](#) MTC Resolution No. 4202, Revised. Revisions to the One Bay Area Grant program (OBAG 2), including reprogramming \$4.2 million within the Santa Clara County Program and \$2.0 million within the Alameda County Program.

Action: Commission Approval

Presenter: Thomas Arndt

- 9c. [22-0679](#) MTC Resolution No. 4465, Revised. Allocation of \$8.7 million in FY2021-22 Transportation Development Act (TDA) to the City of Fairfield to support transit operations.

Action: Commission Approval

Presenter: Kenji Anzai

- 9d. [22-0801](#) MTC Resolution No. 4475, Revised. 2021 Transportation Improvement Program (TIP) Amendment 2021-21.

Action: Commission Approval

Presenter: Adam Crenshaw

Committee Reports

10. Programming and Allocations Committee (Rabbitt)

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

Programming of \$454 million in FTA Formula Revenue balances for FYs 2021-22 through 2023-24, for transit operator state-of-good-repair consistent with the Transit Capital Priorities (TCP) Process and Criteria, including discussion of financing against future FTA revenues and other potential programming opportunities, and correction to BATA Project Savings program.

Action: Commission Approval

Presenter: Margaret Doyle

Aleta Dupree was called to speak.

Upon the motion by Commissioner Rabbitt and seconded by Commissioner Papan, the Commission unanimously adopted MTC Resolution Nos. 4510, Revised and 4169, Revised. The motion carried by the following vote:

Aye: 14 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Chavez, Commissioner Connolly, Commissioner Fleming, Commissioner Liccardo, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf and Commissioner Worth

Absent: 4 - Commissioner Canepa, Commissioner Dutra-Vernaci, Commissioner Glover and Commissioner Spering

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

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

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

Action: Oppose Unless Amended / MTC Commission Approval

Presenter: Georgia Gann Dohrmann

Aleta Dupree was called to speak.

Upon the motion by Commissioner Liccardo and seconded by Commissioner Rabbitt, the Commission . The Commission adopted an oppose unless amended position on Assembly Bill 2237 (Friedman). The motion carried by the following vote:

Aye: 11 - Chair Pedroza, Commissioner Abe-Koga, Commissioner Chavez, Commissioner Connolly, Commissioner Fleming, Commissioner Liccardo, Commissioner Miley, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf and Commissioner Worth

Nay: 2 - Vice Chair Josefowitz and Commissioner Papan

Absent: 4 - Commissioner Canepa, Commissioner Dutra-Vernaci, Commissioner Glover and Commissioner Spering

Abstain: 1 - Commissioner Ahn

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

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

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

Presenter: Georgia Gann Dohrmann

Commissioner Dutra-Vernaci arrived during agenda item 11b.

Upon the motion by Commissioner Liccardo and seconded by Commissioner Abe-Koga, the Commission adopted a support position on Assembly Constitutional Amendment 14 (Wicks). The motion carried by the following vote:

Aye: 14 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Chavez, Commissioner Connolly, Commissioner Fleming, Commissioner Liccardo, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf and Commissioner Worth

Absent: 3 - Commissioner Canepa, Commissioner Glover and Commissioner Spering

Abstain: 1 - Commissioner Dutra-Vernaci

12. Public Comment / Other Business

Aleta Dupree was called to speak.

13. Adjournment / Next Meetings:

The next meeting of the Metropolitan Transportation Commission is scheduled to be held on Wednesday, June 22, 2022 at 9:45 a.m. Any changes to the schedule will be duly noticed to the public.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-0858 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 4/22/2022 **In control:** Metropolitan Transportation Commission

On agenda: 6/22/2022 **Final action:**

Title: MTC Resolution No. 4531 - Providing for Remote Meetings Pursuant to Assembly Bill 361

Sponsors:

Indexes:

Code sections:

Attachments: [8b - 22-0858 - MTC_Reso_4531_AB361.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4531 - Providing for Remote Meetings Pursuant to Assembly Bill 361

Recommended Action:

Commission Approval

Metropolitan Transportation Commission

June 22, 2022

Agenda Item 8b - 22-0858

MTC Resolution No. 4531 Providing for Remote Meetings Pursuant to AB 361

Subject:

Approval of MTC Resolution No. 4531 Regarding Remote Meetings Pursuant to AB 361

Background:

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

Issues:

Findings in support of MTC Resolution No. 4531 are found in the attached. Given the continuing state of public health emergency and the improved public access afforded by holding public meetings of regional bodies in a virtual setting, the resolution under AB 361 is supportable.

Recommended Action:

The Commission is requested to adopt MTC Resolution No. 4531, authorizing its committees and related entities, to meet remotely pursuant to the provisions of AB 361.

Attachments:

- Attachment A: MTC Resolution No. 4531



Therese W. McMillan

Date: June 22, 2022
Referred By: Commission

ABSTRACT

Resolution No. 4531

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

Further discussion of this subject is contained in the Metropolitan Transportation Commission Summary Sheet dated June 22, 2022.

Date: June 22, 2022
Referred By: Commission

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4531

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

WHEREAS, the State of Emergency remains in effect; and

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

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



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: [8c - 22-0891 - MTC Resos 4169 and 4263 BATA Project Savings and AB664 Funds.pdf](#)
[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.

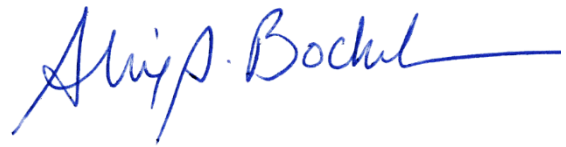
Recommendation:

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



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

A handwritten signature in blue ink, appearing to read "Amy Rein Worth", is written over a horizontal line.

Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on January 28, 2015.

Date: January 28, 2015
W.I.: 1511
Referred by: PAC
Revised: 09/23/15-C 01/27/16-C
12/21/16-C 03/22/17-C
12/20/17-C 06/27/18-C
01/23/19-C 05/22/19-C
09/25/19-C 07/22/20-C
04/28/21-C 07/28/21-C
03/23/22-C

Attachment A
Resolution No. 4169
Page 1 of 3

PROGRAM OF BATA PROJECT SAVINGS FUND PROJECTS

FY2014-15 Program of Projects

Operator	Project	Amount	Conditions
SFMTA	Fleet Expansion - LRV Purchase	34,118,343	This programming counts toward MTC share of replacment LRVs.
Total FY2014-15 Programming:		34,118,343	

FY2015-16 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Replace 29 40-ft Artic Urban buses		
	Purchase 10 40-ft urban buses - Zero-Emission Fuel Cell		
	Purchase 10 double-decker diesel buses		
	<i>Total AC Transit Programming</i>	<i>24,922,916</i>	
Total FY2015-16 Programming:		24,922,916	

FY2016-17 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Purchase 36 Coach Buses (MCIs)		
	<i>Total AC Transit Programming</i>	<i>5,248,522</i>	
SFMTA Projects			
	Replacement of 60' Trolley Coaches		
	<i>Total SFMTA Programming</i>	<i>12,967,639</i>	
Total FY2016-17 Programming:		18,216,161	

FY2017-18 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Purchase 40-ft Urban Buses		
	<i>Total AC Transit Programming</i>	<i>16,560,759</i>	
SFMTA Projects			
	Replacement of 40-ft Trolley Coaches		
	Replacement of 60-ft Motor Coaches		
	Replacement of 30-ft Motor Coaches		
	<i>Total SFMTA Programming</i>	<i>79,638,569</i>	
Total FY2017-18 Programming:		96,199,328	

Date: January 28, 2015
W.I.: 1511
Referred by: PAC
Revised: 09/23/15-C 01/27/16-C
12/21/16-C 03/22/17-C
12/20/17-C 06/27/18-C
01/23/19-C 05/22/19-C
09/25/19-C 07/22/20-C
04/28/21-C 07/28/21-C
03/23/22-C

Attachment A
Resolution No. 4169
Page 2 of 3

PROGRAM OF BATA PROJECT SAVINGS FUND PROJECTS

FY2018-19 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Replace 50 40-ft buses		
	<i>Total AC Transit Programming</i>	<i>2,321,181</i>	
SFMTA Projects			
	Fleet Expansion - LRV Purchase		Note: \$24,999,671 programmed in January 2019. Programming counts toward MTC share of replacement LRVs.
	40-ft Motor Coach Midlife Overhaul		
	Replace 35 Paratransit Cutaway Vans		
	<i>Total SFMTA Programming</i>	<i>27,452,111</i>	
Total FY2018-19 Programming:		29,773,292	

FY2019-20 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Preventive Maintenance		
	<i>Total AC Transit Programming</i>	<i>1,286,046</i>	
SFMTA Projects			
	Muni Rail Replacment		
	40-ft Motor Coach Midlife Overhaul		
	<i>Total SFMTA Programming</i>	<i>1,830,686</i>	
Total FY2019-20 Programming:		3,116,732	

FY2020-21 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Replace (50) 40ft Urban Buses - Diesel		
	<i>Total AC Transit Programming</i>	<i>4,912,063</i>	
SFMTA Projects			
	Light Rail Vehicle Replacement Procurements		
	<i>Total SFMTA Programming</i>	<i>5,992,652</i>	
Total FY2020-21 Programming:		10,904,715	

Date: January 28, 2015
W.I.: 1511
Referred by: PAC
Revised: 09/23/15-C 01/27/16-C
12/21/16-C 03/22/17-C
12/20/17-C 06/27/18-C
01/23/19-C 05/22/19-C
09/25/19-C 07/22/20-C
04/28/21-C 07/28/21-C
03/23/22-C 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
Total Allocations					Grand Total
			\$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: [8d - 22-0896 -](#)
[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

COMMISSION AGENDA ITEM 8d

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

Page 2

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

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

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

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

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

Page 4

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

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

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

Page 6

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

Page 7

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

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

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

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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.

ABSTRACT

MTC Resolution No. 4202, Revised

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

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

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

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

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

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

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

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

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MTC Resolution No. 4202, Revised

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

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

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

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

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MTC Resolution No. 4202, Revised

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

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

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

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

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

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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 NVTAs Vine Trail Calistoga to St. Helena project from St. Helena's \$1,206,000 Main Street Pedestrian Improvements project and American Canyon's \$1,000,000 Green Island Road Improvements; and rename the City of Alameda's City-Wide Pavement Rehabilitation project within the Alameda County Program to Grand Street Pavement Resurfacing and Safety Improvements.

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

ABSTRACT

MTC Resolution No. 4202, Revised

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reprogram \$3,351,000 of these funds to Los Gatos' Creek Trail to Highway 9 Trailhead Connection and \$807,000 to Cupertino's new Stevens Creek Boulevard Class IV Bike Lanes project; redirect funds within the Alameda County Program, including \$1,662,000 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.

COMMISSION AGENDA ITEM 8d

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
 09/27/17-C 10/25/17-C 12/20/17-C 01/24/18-C 02/28/18-C 03/28/18-C 04/25/18-C
 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C 12/19/18-C 02/27/19-C
 03/27/19-C 06/26/19-C 09/25/19-C 10/23/19-C 11/20/19-C 02/26/20-C 05/27/20-C
 07/22/20-C 11/20/20-C 01/27/21-C 02/24/21-C 04/28/21-C 05/26/21-C 06/23/21-C
 07/28/21-C 09/22/21-C 01/26/22-C 03/23/22-C 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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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
June 2022

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

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

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
 09/27/17-C 10/25/17-C 12/20/17-C 01/24/18-C 02/28/18-C 03/28/18-C 04/25/18-C
 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C 12/19/18-C 02/27/19-C
 03/27/19-C 06/26/19-C 09/25/19-C 10/23/19-C 11/20/19-C 02/26/20-C 05/27/20-C
 07/22/20-C 11/20/20-C 01/27/21-C 02/24/21-C 04/28/21-C 05/26/21-C 06/23/21-C
 07/28/21-C 09/22/21-C 01/26/22-C 03/23/22-C 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
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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COMMISSION AGENDA ITEM 8d

Date: February 23, 2011

W.I.: 1512

Referred by: PAC

Revised:	10/26/11-C	02/26/14-C	12/21/16-C
	07/26/17-C	02/28/18-C	03/28/18-C
	11/28/18-C	03/27/19-C	06/26/19-C
	09/25/19-C	11/20/19-C	03/25/20-C
	11/20/20-C	05/26/21-C	06/23/21-C
	07/28/21-C	03/23/22-C	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

ABSTRACT

MTC Resolution No. 3989

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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

Page 4

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.

COMMISSION AGENDA ITEM 8d

Date: February 23, 2011

W.I.: 1512

Referred by: PAC

Re: MTC Exchange Program

**METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3989**

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

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

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

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

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

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

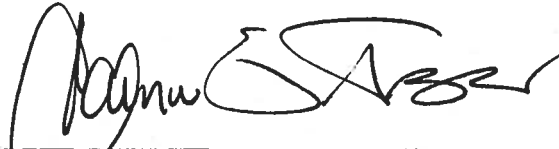
RESOLVED that Attachments A and B reflect the Exchange program balance and agreements approved by the Commission subject to this resolution; and be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

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

MTC Resolution No. 3989

Attachment A

Page 1 of 1

Adopted: 02/23/11-C

Revised: 02/26/14-C 12/21/16-C 07/26/17-C

09/26/18-C 11/28/18-C 06/26/19-C 05/26/21-C

06/23/21-C 07/28/21-C 03/23/22-C 06/22/22-C

**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: [8e - 22-0856 - MTC Reso 4475 TIP Amendment 2021-22.pdf](#)
[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

Page 2

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: [8f - 22-0889 - MTC Reso 4520 Adoption of FY22-23 STA Program.pdf](#)
[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: [8g - 22-0852 - MTC Reso 4521 Adoption of FY22-2f - 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: [8h - 22-0853 - MTC Reso 4527 TDA Allocation to County Controllers and MTC.pdf](#)
[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 #:	22-0898	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:	8i - 22-0898 - MTC Reso 4473 Allocation to WETA.pdf 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, positioned above a solid horizontal line.

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:	8j - 22-0935 - MTC Reso 4412 RM3 LONP to STA for I80-680-SR12.pdf 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:

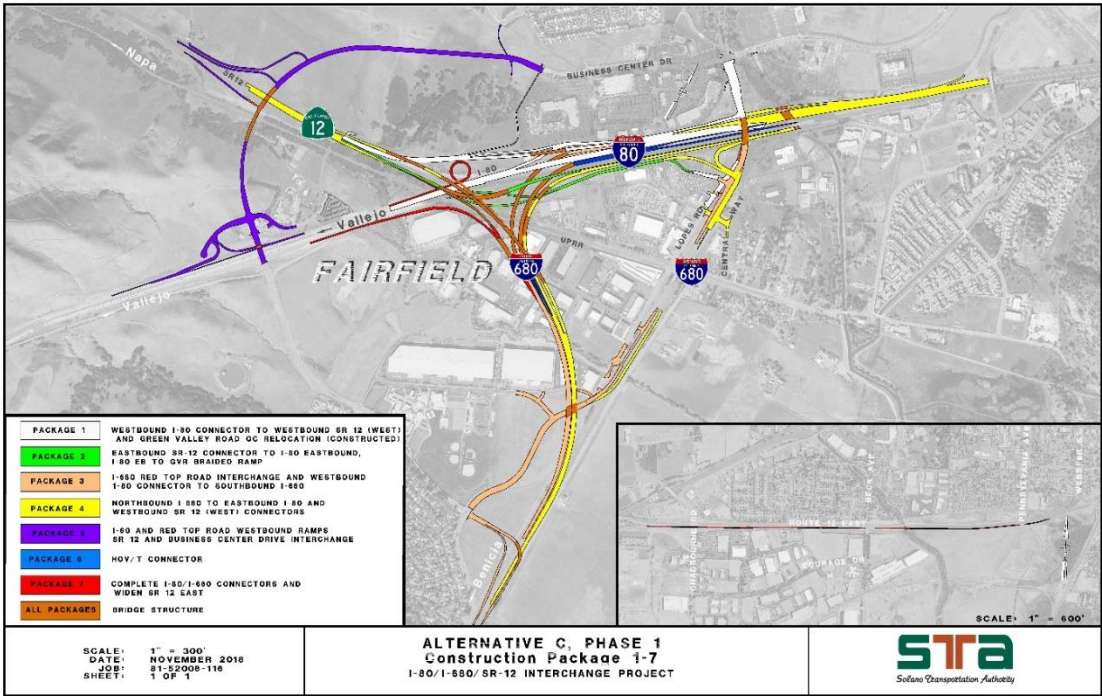
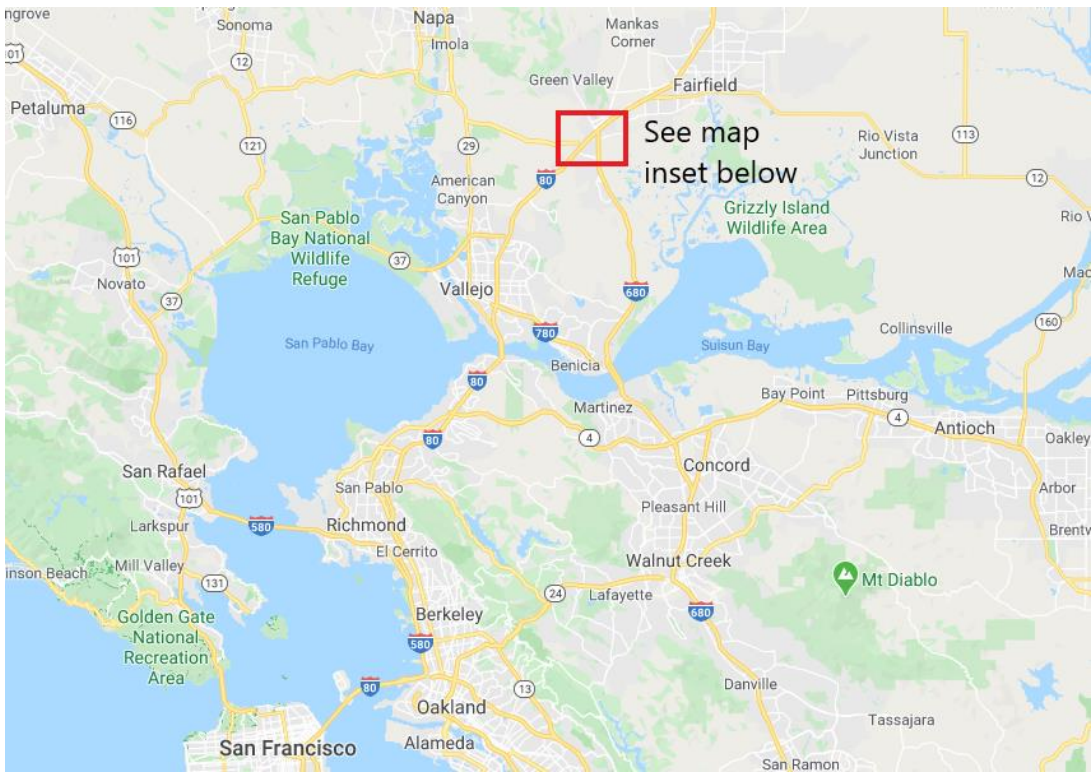
- Attachment A: Project Area Map
- MTC Resolution No. 4412, Revised



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

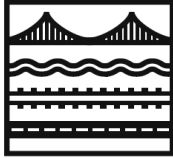
RESOLVED, that a certified copy of this resolution and applicable attachments shall be forwarded to the project sponsor.

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.

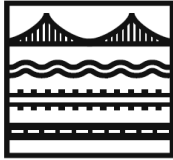


Regional Measure 3

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

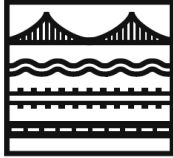
Letter of No Prejudice Project Summary

Project Funding Plan and Schedule

July 22, 2020
 Attachment D
 MTC Resolution No. 4412
 Revised: 01/26/22-C; 06/22/22-C
 Page 2 of 2

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		

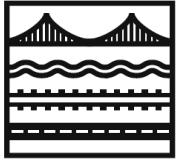


Regional Measure 3

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 #:	22-0987	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	5/16/2022	In control:		Administration Committee	
On agenda:	6/22/2022	Final action:			
Title:	MTC Resolution Nos. 4341, Revised and 4342, Revised. Modification and Extension of Current Memorandum of Understanding (MOU).				
	A request for Commission approval of MTC Resolution Nos. 4341, Revised and 4342, Revised approving the modification and extension of the current MOU for MTC employee salaries and benefits effective July 1, 2022 through and including June 30, 2023.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	9a - 22-0987 - MTC Resos 4341 and 4342 MOU Extension.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4341, Revised and 4342, Revised. Modification and Extension of Current Memorandum of Understanding (MOU).

A request for Commission approval of MTC Resolution Nos. 4341, Revised and 4342, Revised approving the modification and extension of the current MOU for MTC employee salaries and benefits effective July 1, 2022 through and including June 30, 2023.

Presenter:

Nalungo Conley

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Administration Committee**

June 8, 2022

Agenda Item 4b - 22-1025

Closed Session: Conference with Labor Negotiators pursuant to Cal. Govt. Code § 54957.6

Consideration of Modification and Extension of Current Memorandum of Understanding Agency Designated Representatives: Therese McMillan, Nalungo Conley, Brad Paul, Kathleen Kane, Derek Hansel Employee Organization: Committee for Staff Representation (CSR), Confidential Employees, and Specific Executive Employees

Background:

This memorandum requests approval of MTC Resolution Nos. 4341 and 4342, Memorandum of Understanding (MOU) for MTC employee salaries and benefits effective July 1, 2022 through and including June 30, 2023.

MTC Executive staff met with representatives of the Committee for Staff Representation (CSR), representatives of the confidential employees, and representatives of Specific Executive Employees to meet-and-confer per the Meyers-Milias-Brown Act (Government Code § 3500 et. Seq.) regarding employee salaries, programs, and benefits. The parties agreed to a one-year extension of the current Memorandum's of Understanding (MOUs), the terms of which are stated in MTC Resolution Nos. 4341, Revised and 4342, Revised, with updates to sections #1 (Salary Administration and Development), Section #10 (Holidays), and Section #26 (MOU length) only.

The agreements include:

- A one-year extension for the memorandum of understanding with all three bargaining units;
- 4.2% cost of living increase effective July 1, 2022 through June 30, 2023 for all agency salary grades;
- A \$3,000 bonus, taxable and non-pensionable, payable in two equal installments; July 2022 and January 2023
- The addition of one (1) Floating Holiday; to be used for a culturally significant event in recognition that "official" holidays are not fully inclusive of various cultures and traditions.

Recommendations:

Staff recommends that the Administration Committee refer MTC Resolution Nos. 4341, Revised and 4342, Revised to the Commission for approval.

Attachments:

- Attachment A: Reso No. 4341, Revised
- Attachment B: Reso No. 4342, Revised



Therese W. McMillan

Date: June 8, 2022
W.I.: 1153
Referred by: Administration
Revised: 6/22/2022

ABSTRACT

Resolution No. 4341, Revised

This resolution sets forth the employment benefits and salary schedule for CSR represented employees and confidential employees from July 1, 2018 through and including June 30, 2022.

Attachments A and B were revised on June 22, 2022 and set forth the employment benefits and salary schedule for CSR represented employees and confidential employees from July 1, 2022 through and including June 30, 2023 applicable to MTC's agency operating budget for FY 2022-23 when adopted.

Date: June 27, 2018
W.I.: 1153
Referred by: Administration

RE: _____
Employment Benefits and Salary Schedule from July 1, 2018 through June 30, 2022
for CSR and Confidential Employees

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4341

WHEREAS, MTC Resolution No. 4153, adopted June 25, 2014 established employment benefits and a salary schedule for non-management staff employees of the Metropolitan Transportation Commission (MTC or Commission) for the period beginning July 1, 2014 through and including June 30, 2018; and

WHEREAS, the Meyers-Milias-Brown Act (Government Code § 3500 et seq.) allows MTC and its employees to agree to self-representation which requires MTC and its employees to then meet and confer before MTC considers a new resolution to establish employment benefits and salary adjustments; and

WHEREAS, representatives of the Committee for Staff Representation (CSR) representing regular staff employees (other than confidential) have met and conferred with the appointed agency negotiator; and

WHEREAS, representatives of the confidential employees have met and conferred with the appointed agency negotiator; and

WHEREAS, the Executive Director has presented the results of the meet-and-confer process to the Administration Committee together with his recommendations for employment benefits and salary adjustments for CSR represented employees and confidential employees; and

WHEREAS, the Administration Committee has reviewed all employment benefits and salary adjustment proposals and has referred them to the Commission with a recommendation for approval; now, therefore, be it


RESOLVED that the employment benefits, programs, and salary administration for CSR represented regular staff employees and confidential employees effective July 1, 2018 through and including June 30, 2022 shall be as set forth in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED the agreed to salary charts for implementation of this agreement effective July 1, 2018 and September 1, 2018, for CSR represented regular staff employees and confidential employees shall be set forth in Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED that the Executive Director shall approve the applicable salary schedule updates as set forth in Attachment A as necessary to reflect the adjustments authorized therein; and be it further

RESOLVED that MTC's agency operating budget for FYs 2018-2019, 2019-2020, 2020-2021, and 2021-2022 when adopted, shall include sufficient funds to cover the costs for such employment benefits, salaries, and adjustments.

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 June 27, 2018.

Date: June 8, 2022
W.I.: 1153
Referred by: Administration
Revised: 6/22/2022

Attachment A
Resolution No. 4341
Page 1 of 15

METROPOLITAN TRANSPORTATION COMMISSION
San Francisco, California

SUMMARY OF BENEFITS, PROGRAMS, AND SALARY FOR INCUMBENTS OF
REGULAR CSR REPRESENTED AND CONFIDENTIAL EMPLOYEE POSITIONS
(EXCEPT AS OTHERWISE NOTED AND EXCLUDING EXECUTIVE
EMPLOYEES)

Fiscal Years 2022-2023

SALARY TABLES

Salary administration is regulated per compensation policy and the MTC Employee Handbook.

Staff Salary Charts

1. The current thirteen-step (2.0% difference between steps) salary grade chart effective July 1, 2022 through June 30, 2023 (refer to Attachment B).

COLA Salary Adjustments

Effective each July 1, during this MOU period, salary tables shall be adjusted as follows:
July 1, 2022 – 4.2% increase

Retention/Bonus Pay

Retention/Bonus pay of a total amount of \$3,000 payable in two (2) installments. CSR, CSR/CONF and Management employees who are employed by MTC as of 4/1/22 and remain employed as of 7/1/22 will be eligible to receive the 1st payment of \$1,500. For the 2nd payment of \$1,500, employees must be employed by MTC as of 10/1/22 and must remain employed as of 1/1/23. The second installment shall be paid for qualified employees on the next payroll following 1/1/23.

Merit Program

MTC's salary administration and performance management policy will be amended to reflect the

following merit increase steps effective September 1, 2018.

Meets Expectations: 2.0% or one-step increase

Exceeds Expectations: 4.0% or two-step increase

Exceptional: 6.0% or three step increase

Promotional Increase:* 4.0% or two step increase
from pre-promotion rate and
one classification grade level
jump

* If an employee is promoted, a new salary anniversary date may be established as of the date of the promotion, and shall be used thereafter until the employee reaches the maximum for his/her class.

PAID TIME OFF BENEFITS

Eligibility and use of all paid time off benefits is regulated per agency policy and the MTC Employee Handbook, and is dependent on the employee's category of employment.

Holidays

Eleven (11) days per calendar year for regular employees.

One (1) Floating Cultural Holiday per calendar year for regular employees; This Floating Holiday is not subject to supervisor approval however, you must give at least 5 days 'notice prior to celebrating the holiday. This benefit is a holiday and must be used as a full day. For those employees on a 9/80 schedule, please refer to EDMM 450 on how a Holiday impacts your time reporting.

No minimum service required for eligibility.

Funeral Leave

Up to three (3) days, on the basis of need, in the case of the death of a defined eligible family member. No minimum service required for eligibility. This time off benefit has no cash value and is not payable upon employment separation. Sick leave time off benefits may be used for additional bereavement leave.

Personal Business Days

Up to twenty-four (24) hours are granted at the beginning of each calendar year. Employees considered full-time working 30 hours or more a week accrue full personal business day benefits. Employees considered part-time working a minimum of 20 hours

a week, but less than 30 hours a week, will accrue prorated personal business day benefits.

The number of personal business day hours granted to new employees is prorated as follows:

January through April:	24 hours
May through August:	16 hours
September through November:	8 hours
December	0 hours

Vacation Benefits

Accrual of Benefits

- Standard accrual of eight (8) hours per month worked for up to ninety-six (96) hours per year.
- An additional bonus accrual of eight (8) hours per year each additional year worked starting in year one and each year thereafter up to thirteen years for a maximum total annual accrual of standard and bonus benefits of two-hundred (200) hours per year.
- Benefits accrue to a cap of five-hundred (500) hours. Once the cap of 500 hours is reached, all vacation accrual stops until such time that the vacation balance falls below the cap of 500 hours. If the vacation accrual is larger than the difference between the vacation balance and the 500 hour cap, individuals will receive only a fraction of their bi-weekly vacation accrual for that pay period bringing their vacation balance to 500 hours.
- Employees considered full-time working 30 hours or more a week accrue full vacation benefits. Employees working a minimum of 20 hours a week, but less than 30 hours a week, will accrue prorated benefits.
- All vacation leave benefits are accrued and available for use with each bi-weekly pay period after completion of the first six months of employment, or probationary period, per policy.

Annual Vacation Cash-Out Option:

Once a twelve month period, employees may cash-out accrued but unused vacation leave over 320 hours up to the cap of 500 hours. Payment will be made at the employee's current hourly rate and is considered taxable earnings. Payment is subject to any and all applicable deductions.

Payment Upon Separation:

Accrued but unused vacation time off benefits up to the maximum accrual of 500 hours are payable upon employment separation at the hourly rate earned by the employee at the time of employment separation. Payment will be in one lump sum and is subject to any and all applicable deductions.

Use of Benefit:

Employees may use accrued vacation time off benefits per policy after completion of the first six months of employment, or probationary period, per policy.

Regular Sick Leave Benefits

Accrual of Benefits:

- Eight (8) hours per month worked for up to ninety-six (96) hours per year.
- Accrue without a cap.
- Employees considered full-time working 30 hours or more a week accrue full regular sick leave benefits. Employees working a minimum of 20 hours a week, but less than 30 hours a week, will accrue prorated benefits.

Payment Upon Separation:

Accrued but unused regular sick leave benefits up to a maximum of 240 hours are payable upon employment separation at the hourly rate paid the employee at the time of employment separation. Payment will be in one lump sum and is subject to any all applicable deductions.

Use of Benefit:

Employees may use accrued regular sick leave benefits per policy as soon as they are earned.

MTC Paid Family Leave Benefit
(MTC PFL Benefits)

MTC will provide all eligible regular employees a new additional wage continuance benefit that ensures employees receive 100% of their regular salary for the first six (6) weeks of their eligible leave. This benefit is 240 hours total, must be used to keep the employee at their full regular salary level, and can be coordinated with short-term disability insurance payments.

MTC PFL benefits are used for the following four types of qualifying medical/family leaves:

1. Maternity leave for the biological delivery of a baby
2. Bonding leave for the arrival of a child
3. Personal leave for a qualifying medical reason
4. Caregiving leave for an eligible family member's qualifying medical leave

Human Resources will authorize the use of MTC PFL benefits when administering the qualifying leave of absence. This benefit will be applied automatically following confirmation of the qualifying leave type outlined above.

MTC PFL is available to all regular employees with no employment waiting period.

The administration and use of this wage continuance benefit and the coordination with other leave wage continuance benefits will be dictated by the MTC leave policy and applicable regulations.

MTC PFL benefits are a wage continuance benefit and should not be confused with a leave type designation (FMLA, PDL, CFRA, MTC Family Leave, or LWOP).

PROBATIONARY PERIOD

The probationary period is regulated per applicable policy and the MTC Employee Handbook.

The initial six-months of employment is considered a probationary introduction period during which time a new employee's work and conduct are observed and evaluated, orientation and training provided as necessary, and issues with performance addressed directly and promptly in an effort to ensure the employee's success.

ALTERNATIVE WORK OPTION POLICY

Employees may request to participate in alternative work schedule and location options per position and performance eligibility as outlined in the policy. Options include working remotely or requesting two-week pay period scheduling options other than 8 hours a day over 10 work days. MTC's intent is to make this policy available to all employees, and will state in the policy and/or the amendments any positions that due to assigned core tasks and responsibilities are not

eligible for either or both remote work or alternative pay period scheduling.

INSURANCE

Scope, limitations, and annual insurance premium costs are set forth in actual insurance company policies and provided each year during open enrollment.

Group Dental Insurance

MTC pays the total premium for employee's coverage. The cost to the employees for coverage for one dependent is \$6.30 per month, and \$19.13 per month for two or more dependents. MTC pays the remainder of the dependent premium. MTC will deduct employee dependent premium payments from earned wages pre-tax as allowable by law.

Group Dental Insurance Cash-in-Lieu

Employees have the option of receiving the equivalent dollar amount of the employee-only premium in cash upon signing a waiver of coverage and providing proof of being covered under a comparable dental plan. The cash-in-lieu payment is subject to federal and state tax withholding.

Group Medical Insurance

Employees agree to contribute towards medical premiums by paying five percent (5%) of the premium for each coverage line. The employer will cover ninety-five percent (95%) of the premium for each coverage line.

Employee five percent (5%) contributions will be capped as follows:

- \$75.00 per month for Employee Only
- \$125.00 per month for Employee plus One
- \$175.00 per month for Employee plus Family

MTC will deduct employee medical insurance premium payments from earned wages pre-tax as allowable by law.

Group Medical Cash-in-Lieu

Employees have the option of receiving cash-in-lieu instead of enrolling in the group medical insurance plan upon the signing of a waiver of coverage and providing proof of being covered under a comparable medical plan. The amount of the cash-in-lieu will be equal to the second-most costly employee-only premium total minus the employee contribution

amount for that premium. The cash-in-lieu payment is subject to federal and state tax withholding.

Vision Care Insurance

MTC pays the total premium for the employee only coverage. Employees may enroll dependents at their sole expense. MTC will deduct dependent premium payments from earned wages pre-tax as allowable by law.

Domestic Partner Coverage

MTC provides group medical insurance, group dental insurance, and group vision coverage for an eligible domestic partner and dependents subject to CalPERS regulations regarding domestic partner coverage. The maximum amount MTC contributes shall be the same as that specified under the "Group Dental Insurance" and "Group Medical Insurance" provisions referenced above.

Life and Related Insurances

MTC pays premium for employee life insurance policy; life insurance benefit is equal to two-times annual salary. MTC pays additional premium for employee for accidental death and dismemberment coverage equal to the group term life insurance coverage. MTC pays the premium for qualified dependents (as defined in the current policy) for \$2,000 life coverage per dependent.

Group Voluntary Life and Related Insurance

Employee may elect to purchase, at his/her expense, supplemental group voluntary life insurance.

Short-Term and Long-Term Disability Insurance

MTC pays monthly premium for short-term disability coverage for qualifying regular employee medical disabilities to cover the loss of wages. There is a seven (7) day waiting period, considered part of the benefit's full 12 weeks of coverage, with an additional eleven (11) weeks of paid benefits. Coverage is 66 2/3rds of salary up to a maximum of \$2,500* per week. Benefits paid are taxable.

MTC pays monthly premium for long-term disability coverage for qualifying employee medical disabilities to cover the loss of wages. There is a 90-day waiting period (designed to pick up at the end of the full 12 weeks of short-term disability eligibility). Coverage level is 67% of monthly salary up to a maximum of \$15,000* per month. Benefits paid are taxable.

* Maximum benefit levels may be adjusted up during the period of the MOU to keep current with increasing salary schedule ranges ensuring the benefit payments comply with percentages.

Travel Insurance

MTC pays the annual premium for all regular employees for a \$100,000 loss of life policy. Policy covers employees while traveling on MTC business.

RETIREMENT

Defined Benefit Pension – 1st Tier, “Classic Plan”

The retirement benefit formula is calculated, pursuant to contract with PERS, at 2.5% at 55.

MTC and the employee agree to equally share any annual employer contribution rate change with employees assuming 50% of the annual employer rate change up to an employee total contribution rate capped at 8.0%.

Effective June 30, 2018, the MTC total contribution rate is 18.968% and employees are contributing 6.50% (rounded) on earned wages.

Effective July 1, 2018, MTC’s total contribution rate will be 19.572%. Sharing 50% of the change in the total contribution rate will result in an increase in the employee contribution rate to 6.79%.

July 1, 2019, July 1, 2020, and July 1, 2021, the shared contribution rates will change based on the change in the employer contribution rate shown in the Annual PERS Actuarial Valuation Report issued approximately each October and per any additional contribution rate changes announced by PERS due to valuation methodology changes or audit findings.

Defined Benefit Pension – 2nd Tier, “PEPRA”

The retirement formula is calculated, pursuant to contract with PERS, at 2.0% at 62.

Per PERS regulation, employee must pay 50% of the plan’s “Normal Cost” as determined per the annual plan actuarial valuation process.

As of June 30, 2018, the “Normal Cost” the employee pays is 6.50%.

Effective July 1, 2018, the “Normal Cost” the employee pays remains 6.50%.

Effective July 1, 2019, July 1, 2020, and July 1, 2021 the employee rate will be the plan “Normal Costs” as determined by the Annual PERS Actuarial Valuation Report issued approximately each October and per any additional contribution rate changes announced by PERS due to valuation methodology changes or audit findings.

Other PERS-Defined Benefit
Pension Contracted Benefits
(Classic and PEPRAs Plans)

- Up to 3% Maximum Cost-of-Living Allowance
- Section 21573 – Third Level 1959 Survivor Benefits
- Section 21583 – Second Election 1959 Survivor Benefits
- Section 21548 – Pre-retirement Optional Settlement 2 Death Benefit
- Section 20903 – Two years’ Additional Service Credit

Retiree Medical Insurance

Retiree and eligible dependents are entitled to the same medical benefits provided to regular MTC active employees and at the same co-pay amounts (and per CalPERS’ PEMCHA Equal Method Plan). If eligible, a retired MTC employee must apply for Medicare. His/her PERS health coverage is then provided as a supplement.

Retiree Dental and Vision
Insurance

MTC provides retiree group insurance plans for dental and vision coverages to PERS eligible retired annuitants. The cost of the premiums are the sole responsibility of the retiree. Eligibility for these coverages follows PERS retiree medical eligibility rules and requirements.

COMMUTER PROGRAM

MTC provides a commuter program to assist employees as follows. This program is available to all regular employees and some temporary employees. Employees may elect to participate in only one option at a time.

Transit Subsidy Option

MTC provides a monthly subsidy in accordance with IRS Fringe Benefit regulations for employees for legitimate and applicable transit fare purchases.

Purchases must be made through authorized MTC provided third-party administrator(s) only and must be for up to the monthly amount needed and used by each employee each month to commute to and from work per IRS regulation.

The employee monthly subsidy is any actual needed amount up to \$255 per month.

MTC will provide this subsidy tax-free per IRS fringe benefit allowances.

Employer-Provided Parking Option

MTC provides daily parking at a designated private lot in Oakland. Employees may select to park at this lot and take public transit, carpool, or ride-share into San Francisco. The monthly amount to park is set at the July 1, 2014, BART Lake Merritt station monthly rate of \$84.00. This amount is deducted from the monthly transit subsidy leaving a MTC paid subsidy of up to \$171 per month for transit purchases. Such purchases are administered as stated above in the Transit Subsidy Option paragraph.

Carpool Option

Employees in a verified carpool with two or more persons who work at MTC or the Air District may park in the above mentioned private lot in Oakland for free. Verified carpool employees are then afforded the full monthly transit subsidy of up to \$255 for transit fare purchases.

Bicycle Commuter Option

For any employee regularly using a bicycle for a substantial portion of the travel between the employee's residence and place of employment for qualifying bicycle commuting months as described in the IRS Publication 15-B, MTC will pay \$20 per month. If the IRS allows this to be a tax-free payment, MTC will pay this tax-free. If not, this amount will be considered taxable income.

Cash-in-Lieu Option

Employees may elect to receive \$20 per month cash-in-lieu if not selecting another Commuter Program option. Cash-in-lieu payments are taxable income.

OTHER ELECTIVE DEDUCTIONS

Dependent Care Assistance Plan (DCAP)

MTC's Dependent Care Assistance Plan (DCAP) is a totally employee-funded program, except for the costs incurred by MTC to administer the program. Employees may elect pre-tax payroll deductions up to the limits set by the IRS for the reimbursement of eligible childcare and dependent care expenses, in accordance with IRS regulations. See actual plan for details and limitations.

Health Care Flexible Spending Account

MTC's Health Care Flexible Spending Account (Health FSA) is a totally employee-funded program, except for the costs incurred by MTC to administer the program. Employees may elect pre-tax payroll deductions up to a limit equivalent to the Federal Health Care Flexible Spending Account limit for reimbursement of eligible healthcare costs that are not covered under the employee's health insurance. See actual plan for details and limitations.

Deferred Compensation Plan

Employee may elect to participate in the 457 deferred compensation program(s) and make pre-tax contributions subject to IRS regulations and program limitations. MTC will administer the pre-tax deductions and submittal of employee contributions.

PROFESSIONAL DEVELOPMENT

Professional Development

Subject to approval by the Section Director and appropriations in the annual training and travel budget, employees may participate in MTC sponsored Professional Development, defined as any training, materials, testing, licensing, membership, conferences, classes, tuition, etc. that are determined to be appropriate to the employee's professional development.

Computer Purchase Program

MTC will assist in the purchase of a personal computer and peripheral equipment, up to a maximum of \$5,000 for regular full time employees (30 hours a week or more) who have completed their probation. The total cost of each purchase shall be repaid by the participating employee through biweekly payroll deductions, up to a maximum of a two (2) year period

or fifty-two (52) pay periods. See actual plan for details and limitations.

MANDATORY PROVISIONS

Workers' Compensation

Standard

Unemployment Insurance

Standard

Grievance Procedure

A grievance is any serious dispute that has not been rectified through management, procedural and/or policy appeal processes to address concerns and disputes involving the discipline or discharge of an employee or the interpretation or application of those rules, regulations, and resolutions which have been or may hereafter be adopted by the Commission to govern personnel practices and working conditions, including such rules, regulations, and resolutions as may be adopted by the Commission to effect a memorandum of understanding which results from the meeting and conferring process.

All employees having grievances arising from their employment with MTC are afforded the opportunity to address such grievances, subject to the MTC grievance policy and associated resolutions and subject to applicable Federal and State public employment rules. Eligible staff may seek the assistance of their exclusively recognized employee organization (EREO) representative to assist in the grievance process.

COOPERATION WITH EXCLUSIVELY RECOGNIZED EMPLOYEE ORGANIZATION (EREO)

MTC agrees to work with the EREO by engaging them as required by agency resolution regarding the recognition and role of the organization, as required by California Public Employment Relations Board regulations, and as required of the Meyers-Milias-Brown Act. This includes, but not limited to, the following:

- Meeting required notification regulations of represented employee status (hiring, separating, status changes, etc.)
- Providing agency Equal Employment Opportunity Commission EEO-4 Report data when requested

- Involving EREO representatives as required by regulation and agency policy in organizational and total compensation studies and projects
- Involving EREO representatives as required by regulation and agency policy in serious grievance procedures

METROPOLITAN TRANSPORTATION COMMISSION
San Francisco, California
MEMORANDUM OF UNDERSTANDING
(As provided Under California Government Code Section 3505.1)

The representatives of the Executive Director of the Metropolitan Transportation Commission (MTC) have met and conferred with the Committee for Staff Representation (CSR), representing eligible staff of the MTC, and the confidential employees, under provisions of the Meyers-Milias-Brown Act (California Government Code § 3500 et seq.). As a result of these meetings, an agreement has been reached for a one year period from July 1, 2022 through and including June 30, 2023, covering Fiscal Year 2022-2023.

The agreed-to salary administration, benefits, and identified employee programs for the agreement period are set forth in Attachment A. The updated salary charts are set forth in Attachment B.

The following actions are agreed to by all parties:

- Apply the agreed-to July 1, 2022, cost-of-living salary increase to the existing staff grade and step structure as referenced in Attachment B.
- Update or create the following policies including doing any required updates to other referenced policies. Updates will be done under the direction of the Director of Administration and Human Development and the appropriate subject matter team in consultation with representatives from the employee groups.
 - EDMM Nos. 240, Flextime Schedules, and 250, Teleworking Program, and EDMP No. 036, Pay Period Compressed Work Week Schedule, restated into a single Alternative Work Option Policy. This new policy will be designed using principles of the San Francisco City & County policy and procedures, and will include designation of current positions ineligible for either teleworking or alternate work schedules. It is agreed this policy will be completed in September of 2018.
 - EDMM No. 297, Leave Policy, to incorporate the new MTC Paid Family Leave Benefit (MTC PFL Benefit), a wage continuance benefit, and to clarify the order and use of all MTC leave benefits for certain kinds of leaves of absence. In addition, the Catastrophic Sick Leave Program will be incorporated into the overall leave policy. It is agreed that the reports on the Catastrophic Sick Leave Program, in addition to donation, use, and current balance totals, will include the number of requests, the number of requests approved, the hours requested per individual, the hours granted per individual, the period of usage per individual, and the number of occurrences per individual by leave type - baby bonding (biological maternity or bonding), personal medical, and eligible family member medical. The new MTC PFL Benefit will be available to regular benefitted employees as of July 1, 2018, and application of the benefit will be executed by HR in consultation with Exclusively Recognized Employee Organization (EREO)

and other employee representatives until the policy text has been completed and approved.

- EDMM No. 265, Grievance Procedure, to include information about agency corrective performance actions, progressive discipline steps, and to update and clarify the formal grievance processes and procedures.
 - EDMM Nos. 230, Employee Performance Evaluation, and 225, Salary Administration Guidelines, to update new merit increase step percentages.
 - Updates to EDMM No. 270, Staff Training, Development & Conference and Business Meeting Attendance, will include documentation that categorizes current budget allocations by section into the following general areas: technical training, leadership training, trade association conferences, and general conferences.
- MTC has agreed to research the underwriting of an additional dental coverage plan with all or some of the following: a higher annual maximum limit, orthodontic coverage, night guard coverage, additional diagnostic and preventative services. MTC will present the results of this research to provide these services through a second tier option as well as a la carte. If a second tier or a la carte plan is added to MTC's current dental coverage options employees agree that any premium costs above the current first tier coverage will be the sole responsibility of the subscribed employees. MTC will continue to honor the set premium cost-shares in Attachment A regardless of overall premium plan increases over the MOU period for the plan design as it currently exists. MTC does not agree to absorb any premium increases associated with a second tier plan offering.
 - Continue to honor all agency organizational study agreements including the agreement to involve members of the EREO and other employee participants, including reviewing the addition of performance based merit bonuses to the total compensation design. In particular, members of the EREO and other employees will continue to participate in the next phase of MTC's updating of its classification families, specification requirements, job description templates, and all policies associated with position promotions and career ladder reclassifications. It is further agreed to make adjustments to current organizational study Implementation Action Plan deadlines as follows:
 - September 2018 for development of a new Alternative Work Option policy
 - January 2019 for the implementation of a new Travel and Training policy
 - March 2019 for development of a new Classification Framework

This agreement shall be binding for its term, upon the successors of the Metropolitan Transportation Commission (MTC) and MTC's Committee for Staff Representation (CSR) and the Confidential.

Executed in San Francisco, California on this day 22nd of June, 2022.

Brad Paul
Deputy Executive Director, LGS
Agency Representative

Edward Phillips Date
Lead Negotiator, Committee for Staff
Representation (CSR)

Brandon Crain
Lead Negotiator, Confidential

Nalungo Conley
Director, Administration & Human
Development

Nalungo Conley *for* Robin H. James, Date
Human Resources Manager

Attachment B
MTC Resolution No. 4341
Page 1 of 1

By definition: Annual is Hrlly times 2080 Hrs; BiWeeklky is Annual divided by 26 pay periods; Monthly is annual divided by 12 months

Date: June 8, 2022
W.I.: 1153
Referred by: Administration
Revised: 6/22/2022

ABSTRACT

Resolution No. 4342, Revised

This resolution sets forth the employment benefits and salary schedule for specific executive employees from July 1, 2018 through and including June 30, 2022.

Attachments A and B were revised on June 22, 2022 and set forth the employment benefits and salary schedule for specific executive employees from July 1, 2022 through and including June 30, 2023 applicable to MTC's agency operating budget for FY 2022-23 when adopted.

Date: June 27, 2018
W.I.: 1153
Referred by: Administration

RE:

Employment Benefits and Salary Schedule from July 1, 2018 through June 30, 2022
for Specific Executive Employees

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4342

WHEREAS, MTC Resolution No. 4154, adopted June 25, 2014 established employment benefits and a salary schedule for specific executive employees of the Metropolitan Transportation Commission (MTC or Commission) for the period beginning July 1, 2014 through and including June 30, 2018; and

WHEREAS, the Meyers-Milias-Brown Act (Government Code § 3500 et seq.) allows MTC and its employees to agree to self-representation which requires MTC and its employees to then meet and confer before MTC considers a new resolution to establish employment benefits and salary adjustments; and

WHEREAS, representatives of the specific executive employees have met and conferred with the appointed agency negotiator; and

WHEREAS, the Executive Director has presented the results of the meet-and-confer process to the Administration Committee together with his recommendations for employment benefits and salary adjustments for specific executive employees; and

WHEREAS, the Administration Committee has reviewed all employment benefits and salary adjustment proposals and has referred them to the Commission with a recommendation for approval; now, therefore, be it

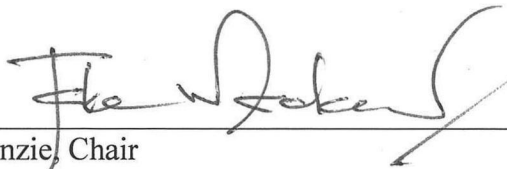
RESOLVED that the employment benefits, programs, and salary administration for specific executive employees effective July 1, 2018 through and including June 30, 2022 shall be as set forth in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED the agreed to salary charts for implementation of this agreement effective July 1, 2018 for specific executive employees shall be set forth in Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED that the Executive Director shall approve the applicable salary schedule updates as set forth in Attachment A as necessary to reflect the adjustments authorized therein; and be it further

RESOLVED that MTC's agency operating budget for FYs 2018-2019, 2019-2020, 2020-2021, and 2021-2022 when adopted, shall include sufficient funds to cover the costs for such employment benefits, salaries, and adjustments.

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 June 27, 2018.

Date: June 8, 2022
W.I.: 1153
Referred by: Administration
Revised: 6/22/2022

Attachment A
Resolution No. 4342
Page 1 of 16

METROPOLITAN TRANSPORTATION COMMISSION
San Francisco, California

SUMMARY OF BENEFITS, PROGRAMS, AND SALARY FOR INCUMBENTS OF
REGULAR SPECIFIC EXECUTIVE EMPLOYEE POSITIONS
(EXCEPT AS OTHERWISE NOTED AND EXCLUDING CSR REPRESENTED &
CONFIDENTIAL EMPLOYEES)

Fiscal Years 2022-2023

SALARY TABLES

Salary administration is regulated per compensation policy and the MTC Employee Handbook.

COLA Salary Adjustments

Effective each July 1, during this MOU period, salary tables shall be adjusted as follows:
July 1, 2022 – 4.2% increase

Retention/Bonus Pay

Retention/Bonus pay of a total amount of \$3,000 payable in two (2) installments. CSR, CSR/CONF and Specific Executive employees who are employed by MTC as of 4/1/22 and remain employed as of 7/1/22 will be eligible to receive the 1st payment of \$1,500. For the 2nd payment of \$1,500, you must be employed by MTC as of 10/1/22 and must remain employed as of 1/1/23.

Merit Program

MTC's salary administration and performance management policy will be amended to reflect the following merit increase steps effective September 1, 2018.

Meets Expectations: 2.0% or one-step increase
Exceeds Expectations: 4.0% or two-step increase
Exceptional: 6.0% or three step increase
Promotional Increase:* 4.0% or two step increase
from pre-promotion rate and

one classification grade level
jump

- * If an employee is promoted, a new salary anniversary date may be established as of the date of the promotion, and shall be used thereafter until the employee reaches the maximum for his/her class.

PAID TIME OFF BENEFITS

Eligibility and use of all paid time off benefits is regulated per agency policy and the MTC Employee Handbook, and is dependent on the employee's category of employment.

Holidays

Eleven (11) days per calendar year for regular employees.

One (1) Floating Cultural Holiday per calendar year for regular employees; This Floating Holiday is not subject to supervisor approval however, you must give at least 5 days 'notice prior to celebrating the holiday. This benefit is a holiday and must be used as a full day. For those employees on a 9/80 schedule, please refer to EDMM 450 on how a Holiday impacts your time reporting.

No minimum service required for eligibility.

Funeral Leave

Up to three (3) days, on the basis of need, in the case of the death of a defined eligible family member. No minimum service required for eligibility. This time off benefit has no cash value and is not payable upon employment separation. Sick leave time off benefits may be used for additional bereavement leave.

Personal Business Days

Up to twenty-four (24) hours are granted at the beginning of each calendar year. Employees considered full-time working 30 hours or more a week accrue full personal business day benefits. Employees considered part-time working a minimum of 20 hours a week, but less than 30 hours a week, will accrue prorated personal business day benefits.

The number of personal business day hours granted to new employees is prorated as follows:

January through April:	24 hours
May through August:	16 hours

September through November: 8 hours
December 0 hours

Vacation Benefits

Accrual of Benefits

- Standard accrual of eight (8) hours per month worked for up to ninety-six (96) hours per year.
- An additional bonus accrual of eight (8) hours per year each additional year worked starting in year one and each year thereafter up to thirteen years for a maximum total annual accrual of standard and bonus benefits of two-hundred (200) hours per year.
- Benefits accrue to a cap of five-hundred (500) hours. Once the cap of 500 hours is reached, all vacation accrual stops until such time that the vacation balance falls below the cap of 500 hours. If the vacation accrual is larger than the difference between the vacation balance and the 500 hour cap, individuals will receive only a fraction of their bi-weekly vacation accrual for that pay period bringing their vacation balance to 500 hours.
- Employees considered full-time working 30 hours or more a week accrue full vacation benefits. Employees working a minimum of 20 hours a week, but less than 30 hours a week, will accrue prorated benefits.
- All vacation leave benefits are accrued and available for use with each bi-weekly pay period after completion of the first six months of employment, or probationary period, per policy.

Annual Vacation Cash-Out Option:

Once a twelve month period, employees may cash-out accrued but unused vacation leave over 320 hours up to the cap of 500 hours. Payment will be made at the employee's current hourly rate and is considered taxable earnings. Payment is subject to any and all applicable deductions.

Payment Upon Separation:

Accrued but unused vacation time off benefits up to the maximum accrual of 500 hours are payable upon employment separation at the hourly rate earned by the employee at the time of employment separation.

Payment will be in one lump sum and is subject to any and all applicable deductions.

Use of Benefit:

Employees may use accrued vacation time off benefits per policy after completion of the first six months of employment, or probationary period, per policy.

Regular Sick Leave Benefits

Accrual of Benefits:

- Eight (8) hours per month worked for up to ninety-six (96) hours per year.
- Accrue without a cap.
- Employees considered full-time working 30 hours or more a week accrue full regular sick leave benefits. Employees working a minimum of 20 hours a week, but less than 30 hours a week, will accrue prorated benefits.

Payment Upon Separation:

Accrued but unused regular sick leave benefits up to a maximum of 240 hours are payable upon employment separation at the hourly rate paid the employee at the time of employment separation. Payment will be in one lump sum and is subject to any all applicable deductions.

Use of Benefit:

Employees may use accrued regular sick leave benefits per policy as soon as they are earned.

MTC Paid Family Leave Benefit
(MTC PFL Benefits)

MTC will provide all eligible regular employees a new additional wage continuance benefit that ensures employees receive 100% of their regular salary for the first six (6) weeks of their eligible leave. This benefit is 240 hours total, must be used to keep the employee at their full regular salary level, and can be coordinated with short-term disability insurance payments.

MTC PFL benefits are used for the following four types of qualifying medical/family leaves:

1. Maternity leave for the biological delivery of a baby
2. Bonding leave for the arrival of a child

3. Personal leave for a qualifying medical reason
4. Caregiving leave for an eligible family member's qualifying medical leave

Human Resources will authorize the use of MTC PFL benefits when administering the qualifying leave of absence. This benefit will be applied automatically following confirmation of the qualifying leave type outlined above.

MTC PFL is available to all regular employees with no employment waiting period.

The administration and use of this wage continuance benefit and the coordination with other leave wage continuance benefits will be dictated by the MTC leave policy and applicable regulations.

MTC PFL benefits are a wage continuance benefit and should not be confused with a leave type designation (FMLA, PDL, CFRA, MTC Family Leave, or LWOP).

PROBATIONARY PERIOD

The probationary period is regulated per applicable policy and the MTC Employee Handbook.

The first year of employment is considered a probationary introduction period during which time a new employee's work and conduct are observed and evaluated, orientation and training provided as necessary, and issues with performance addressed directly and promptly in an effort to ensure the employee's success.

ALTERNATIVE WORK OPTION POLICY

Employees may request to participate in alternative work schedule and location options per position and performance eligibility as outlined in the policy. Options include working remotely or requesting two-week pay period scheduling options other than 8 hours a day over 10 work days. MTC's intent is to make this policy available to all employees, and will state in the policy and/or the amendments any positions that due to assigned core tasks and responsibilities are not eligible for either or both remote work or alternative pay period scheduling.

INSURANCE

Scope, limitations, and annual insurance premium costs are set forth in actual insurance company policies and provided each year during open enrollment.

Group Dental Insurance

MTC pays the total premium for employee's coverage. The cost to the employees for coverage for one dependent is \$6.30 per month, and \$19.13 per month for two or more dependents. MTC pays the remainder of the dependent premium. MTC will deduct employee dependent premium payments from earned wages pre-tax as allowable by law.

Group Dental Insurance Cash-in-Lieu

Employees have the option of receiving the equivalent dollar amount of the employee-only premium in cash upon signing a waiver of coverage and providing proof of being covered under a comparable dental plan. The cash-in-lieu payment is subject to federal and state tax withholding.

Group Medical Insurance

Employees agree to contribute towards medical premiums by paying five percent (5%) of the premium for each coverage line. The employer will cover ninety-five percent (95%) of the premium for each coverage line.

Employee five percent (5%) contributions will be capped as follows:

- \$75.00 per month for Employee Only
- \$125.00 per month for Employee plus One
- \$175.00 per month for Employee plus Family

MTC will deduct employee medical insurance premium payments from earned wages pre-tax as allowable by law.

Group Medical Cash-in-Lieu

Employees have the option of receiving cash-in-lieu instead of enrolling in the group medical insurance plan upon the signing of a waiver of coverage and providing proof of being covered under a comparable medical plan. The amount of the cash-in-lieu will be equal to the second-most costly employee-only premium total minus the employee contribution amount for that premium. The cash-in-lieu payment is subject to federal and state tax withholding.

Vision Care Insurance

MTC pays the total premium for the employee only coverage. Employees may enroll dependents at their sole expense. MTC will deduct dependent premium payments from earned wages pre-tax as allowable by law.

Domestic Partner Coverage

MTC provides group medical insurance, group dental insurance, and group vision coverage for an eligible domestic partner and dependents subject to CalPERS regulations regarding domestic partner coverage. The maximum amount MTC contributes shall be the same as that specified under the “Group Dental Insurance” and “Group Medical Insurance” provisions referenced above.

Life and Related Insurances

MTC pays premium for employee life insurance policy; life insurance benefit is equal to two-times annual salary. MTC pays additional premium for employee for accidental death and dismemberment coverage equal to the group term life insurance coverage. MTC pays the premium for qualified dependents (as defined in the current policy) for \$2,000 life coverage per dependent.

Group Voluntary Life and Related Insurance

Employee may elect to purchase, at his/her expense, supplemental group voluntary life insurance.

Short-Term and Long-Term Disability Insurance

MTC pays monthly premium for short-term disability coverage for qualifying regular employee medical disabilities to cover the loss of wages. There is a seven (7) day waiting period, considered part of the benefit’s full 12 weeks of coverage, with an additional eleven (11) weeks of paid benefits. Coverage is 66 2/3rds of salary up to a maximum of \$2,500* per week. Benefits paid are taxable.

MTC pays monthly premium for long-term disability coverage for qualifying employee medical disabilities to cover the loss of wages. There is a 90-day waiting period (designed to pick up at the end of the full 12 weeks of short-term disability eligibility). Coverage level is 67% of monthly salary up to a maximum of \$15,000* per month. Benefits paid are taxable.

* Maximum benefit levels may be adjusted up during the period of the MOU to keep current with increasing salary schedule ranges ensuring the benefit payments comply with percentages.

Travel Insurance

MTC pays the annual premium for all regular employees for a \$100,000 loss of life policy. Policy covers employees while traveling on MTC business.

RETIREMENT

Defined Benefit Pension – 1st Tier, “Classic Plan”

The retirement benefit formula is calculated, pursuant to contract with PERS, at 2.5% at 55.

MTC and the employee agree to equally share any annual employer contribution rate change with employees assuming 50% of the annual employer rate change up to an employee total contribution rate capped at 8.0%.

Effective June 30, 2018, the MTC total contribution rate is 18.968% and employees are contributing 6.50% (rounded) on earned wages.

Effective July 1, 2018, MTC’s total contribution rate will be 19.572%. Sharing 50% of the change in the total contribution rate will result in an increase in the employee contribution rate to 6.79%.

July 1, 2019, July 1, 2020, and July 1, 2021, the shared contribution rates will change based on the change in the employer contribution rate shown in the Annual PERS Actuarial Valuation Report issued approximately each October and per any additional contribution rate changes announced by PERS due to valuation methodology changes or audit findings.

Defined Benefit Pension – 2nd Tier, “PEPRA”

The retirement formula is calculated, pursuant to contract with PERS, at 2.0% at 62.

Per PERS regulation, employee must pay 50% of the plan’s “Normal Cost” as determined per the annual plan actuarial valuation process.

As of June 30, 2018, the “Normal Cost” the employee pays is 6.50%.

Effective July 1, 2018, the “Normal Cost” the employee pays remains 6.50%.

Effective July 1, 2019, July 1, 2020, and July 1, 2021 the employee rate will be the plan “Normal Costs” as determined by the Annual PERS Actuarial Valuation Report issued approximately each October and per any additional contribution rate changes announced by PERS due to valuation methodology changes or audit findings.

Other PERS-Defined Benefit
Pension Contracted Benefits
(Classic and PEPPA Plans)

- Up to 3% Maximum Cost-of-Living Allowance
- Section 21573 – Third Level 1959 Survivor Benefits
- Section 21583 – Second Election 1959 Survivor Benefits
- Section 21548 – Pre-retirement Optional Settlement 2 Death Benefit
- Section 20903 – Two years’ Additional Service Credit

Retiree Medical Insurance

Retiree and eligible dependents are entitled to the same medical benefits provided to regular MTC active employees and at the same co-pay amounts (and per CalPERS’ PEMCHA Equal Method Plan). If eligible, a retired MTC employee must apply for Medicare. His/her PERS health coverage is then provided as a supplement.

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MTC provides retiree group insurance plans for dental and vision coverages to PERS eligible retired annuitants. The cost of the premiums are the sole responsibility of the retiree. Eligibility for these coverages follows PERS retiree medical eligibility rules and requirements.

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Transit Subsidy Option

MTC provides a monthly subsidy in accordance with IRS Fringe Benefit regulations for employees for legitimate and applicable transit fare purchases. Purchases must be made through authorized MTC provided third-party administrator(s) only and must be for up to the monthly amount needed and used by each employee each month to commute to and from work per IRS regulation.

The employee monthly subsidy is any actual needed amount up to \$255 per month.

MTC will provide this subsidy tax-free per IRS fringe benefit allowances.

Employer-Provided Parking Option

MTC provides daily parking at a designated private lot in Oakland. Employees may select to park at this lot and take public transit, carpool, or ride-share into San Francisco. The monthly amount to park is set at the July 1, 2014, BART Lake Merritt station monthly rate of \$84.00. This amount is deducted from the monthly transit subsidy leaving a MTC paid subsidy of up to \$171 per month for transit purchases. Such purchases are administered as stated above in the Transit Subsidy Option paragraph.

Carpool Option

Employees in a verified carpool with two or more persons who work at MTC or the Air District may park in the above mentioned private lot in Oakland for free. Verified carpool employees are then afforded the full monthly transit subsidy of up to \$255 for transit fare purchases.

Bicycle Commuter Option

For any employee regularly using a bicycle for a substantial portion of the travel between the employee's residence and place of employment for qualifying bicycle commuting months as described in the IRS Publication 15-B, MTC will pay \$20 per month. If the IRS allows this to be a tax-free payment, MTC will pay this tax-free. If not, this amount will be considered taxable income.

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Employees may elect to receive \$20 per month cash-in-lieu if not selecting another Commuter Program option. Cash-in-lieu payments are taxable income.

OTHER ELECTIVE DEDUCTIONS

Dependent Care Assistance Plan (DCAP)

MTC's Dependent Care Assistance Plan (DCAP) is a totally employee-funded program, except for the costs incurred by MTC to administer the program. Employees may elect pre-tax payroll deductions up to the limits set by the IRS for the reimbursement of eligible childcare and dependent care expenses, in accordance with IRS regulations. See actual plan for details and limitations.

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MTC's Health Care Flexible Spending Account (Health FSA) is a totally employee-funded program, except for the costs incurred by MTC to administer the program. Employees may elect pre-tax payroll deductions up to a limit equivalent to the Federal Health Care Flexible Spending Account limit for reimbursement of eligible healthcare costs that are not covered under the employee's health insurance. See actual plan for details and limitations.

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Subject to approval by the Section Director and appropriations in the annual training and travel budget, employees may participate in MTC sponsored Professional Development, defined as any training, materials, testing, licensing, membership, conferences, classes, tuition, etc. that are determined to be appropriate to the employee's professional development.

Computer Purchase Program

MTC will assist in the purchase of a personal computer and peripheral equipment, up to a maximum of \$5,000 for regular full time employees (30 hours a week or more) who have completed their probation. The total cost of each purchase shall be repaid by the

participating employee through biweekly payroll deductions, up to a maximum of a two (2) year period or fifty-two (52) pay periods. See actual plan for details and limitations.

MANDATORY PROVISIONS

Workers' Compensation

Standard

Unemployment Insurance

Standard

Grievance Procedure

A grievance is any serious dispute that has not been rectified through management, procedural and/or policy appeal processes to address concerns and disputes involving the discipline or discharge of an employee or the interpretation or application of those rules, regulations, and resolutions which have been or may hereafter be adopted by the Commission to govern personnel practices and working conditions, including such rules, regulations, and resolutions as may be adopted by the Commission to effect a memorandum of understanding which results from the meeting and conferring process.

All employees having grievances arising from their employment with MTC are afforded the opportunity to address such grievances, subject to the MTC grievance policy and associated resolutions and subject to applicable Federal and State public employment rules.

METROPOLITAN TRANSPORTATION COMMISSION
San Francisco, California
MEMORANDUM OF UNDERSTANDING
(As provided Under California Government Code Section 3505.1)

The representatives of the Executive Director of the Metropolitan Transportation Commission (MTC) have met and conferred with the representatives of specific executive employees, under provisions of the Meyers-Milius-Brown Act (California Government Code § 3500 et seq.). As a result of these meetings, an agreement has been reached for a one year period from July 1, 2022 through and including June 30, 2023, covering Fiscal Year 2022-2023.

The agreed-to salary administration, benefits, and identified employee programs for the agreement period are set forth in Attachment A. The updated salary charts are set forth in Attachment B.

The following actions are agreed to by all parties:

- Apply the agreed-to July 1, 2022, cost-of-living salary increase to the existing staff grade and step structure as referenced in Attachment B.
- Update or create the following policies including doing any required updates to other referenced policies. Updates will be done under the direction of the Director of Administration and Human Development and the appropriate subject matter team in consultation with representatives from the employee groups.
 - EDMM Nos. 240, Flextime Schedules, and 250, Teleworking Program, and EDMP No. 036, Pay Period Compressed Work Week Schedule, restated into a single Alternative Work Option Policy. This new policy will be designed using principles of the San Francisco City & County policy and procedures, and will include designation of current positions ineligible for either teleworking or alternate work schedules. It is agreed this policy will be completed in September of 2018.
 - EDMM No. 297, Leave Policy, to incorporate the new MTC Paid Family Leave Benefit (MTC PFL Benefit), a wage continuance benefit, and to clarify the order and use of all MTC leave benefits for certain kinds of leaves of absence. In addition, the Catastrophic Sick Leave Program will be incorporated into the overall leave policy. It is agreed that the reports on the Catastrophic Sick Leave Program, in addition to donation, use, and current balance totals, will include the number of requests, the number of requests approved, the hours requested per individual, the hours granted per individual, the period of usage per individual, and the number of occurrences per individual by leave type - baby bonding (biological maternity or bonding), personal medical, and eligible family member medical. The new MTC PFL Benefit will be available to regular benefitted employees as of July 1, 2018, and application of the benefit will be executed by HR in consultation with Exclusively Recognized Employee Organization (EREO) and other employee representatives until the policy text has been completed and approved.

- EDMM No. 265, Grievance Procedure, to include information about agency corrective performance actions, progressive discipline steps, and to update and clarify the formal grievance processes and procedures.
- EDMM Nos. 230, Employee Performance Evaluation, and 225, Salary Administration Guidelines, to update new merit increase step percentages.
- Updates to EDMM No. 270, Staff Training, Development & Conference and Business Meeting Attendance, will include documentation that categorizes current budget allocations by section into the following general areas: technical training, leadership training, trade association conferences, and general conferences.
- MTC has agreed to research the underwriting of an additional dental coverage plan with all or some of the following: a higher annual maximum limit, orthodontic coverage, night guard coverage, additional diagnostic and preventative services. MTC will present the results of this research to provide these services through a second tier option as well as a la carte. If a second tier or a la carte plan is added to MTC's current dental coverage options employees agree that any premium costs above the current first tier coverage will be the sole responsibility of the subscribed employees. MTC will continue to honor the set premium cost-shares in Attachment A regardless of overall premium plan increases over the MOU period for the plan design as it currently exists. MTC does not agree to absorb any premium increases associated with a second tier plan offering.
- Continue to honor all agency organizational study agreements including the agreement to involve members of the EREO and other employee participants, including reviewing the addition of performance based merit bonuses to the total compensation design. In particular, members of the EREO and other employees will continue to participate in the next phase of MTC's updating of its classification families, specification requirements, job description templates, and all policies associated with position promotions and career ladder reclassifications. It is further agreed to make adjustments to current organizational study Implementation Action Plan deadlines as follows:
 - September 2018 for development of a new Alternative Work Option policy
 - January 2019 for the implementation of a new Travel and Training policy
 - March 2019 for development of a new Classification Framework

This agreement shall be binding for its term, upon the successors of the Metropolitan Transportation Commission (MTC) and MTC's Specific Executive Employees.

Executed in San Francisco, California on this day 22nd of June, 2022.

Brad Paul	Date
Deputy Executive Director, LGS	
Agency Representative	

Michael Brinton Date _____
Lead Negotiator, Specific Executive
Employees

Nalungo Conley	Date	Nalungo Conley <i>for</i> Robin H. James	Date
Director, Administration & Human Development		Human Resources Manager	

Date: June 8, 2022
W.I.: 1153
Referred by: Administration
Revised: 6/22/2022
Attachment B
Page 1 of 1

Pay Schedule for MTC Specific Executive Employees
Fiscal Year 2022-23 Effective July 1, 2022 through June 30, 2023

CLASS/POSITION	GRADE	MIN	MAX	Hourly Base Rate
ASSOCIATE COUNSEL I/II	L/2	75.8837	101.1046	HOURLY BASE RATE
Associate Counsel I Associate Counsel II				
EXECUTIVE ADMINISTRATIVE	X/B & F/2	75.8837	101.1046	HOURLY BASE RATE
Assistant Director BARC Director				
DEPUTY GENERAL COUNSEL	L/3	99.5656	123.7974	HOURLY BASE RATE
Deputy General Counsel Senior Attorney				
EXECUTIVE MANAGEMENT	X/A & F/3	99.5656	123.7974	HOURLY BASE RATE
Section Director Deputy Financial Officer Deputy Director Administrative Director				
SENIOR DEPUTY GENERAL COUNSEL	L/4	110.4407	129.1537	HOURLY BASE RATE
Senior Deputy General Counsel				
DEPUTY EXECUTIVE DIRECTOR	X/3	\$123.9879	\$148.1822	HOURLY BASE RATE
Deputy Executive Director				
Chief Financial Officer	X/4	\$123.9879	\$148.1822	HOURLY BASE RATE
Chief Financial Officer				
<i>Regular full-time positions work a 30 hour a week minimum and up to 40 hours a week. 30 hrs a week equals 1,560 hrs worked a year. 32 hrs a week equals 1,664 hrs worked a year. 36 hrs a week equals 1,872 hrs worked a year. 40 hrs a week equals 2,080 hrs worked a year.</i>				
<i>Regular part-time positions work a 20 hour a week minimum and up to 29 hours a week. 20 hrs a week equals 1,040 hrs worked a year. 24 hrs a week equals 1,248 hrs worked a year. 26 hrs a week equals 1,352 hrs worked a year. 29 hrs a week equals 1,508 hrs worked a year.</i>				



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-0543 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 3/10/2022 **In control:** Administration Committee
On agenda: 6/8/2022 **Final action:** 6/8/2022
Title: MTC Resolution No. 4517 - FY 2022-23 Operating and Capital Budgets

Staff presented and requested Commission approval of MTC Resolution No. 4517 authorizing the FY 2022-23 Operating and Capital Budgets.

Sponsors:

Indexes:

Code sections:

Attachments: [9b - 22-0543 - MTC Reso 4517 FY2022-23 Operating and Capital Budgets.pdf](#)
[9b - 22-0543 - Presentation.pdf](#)
[3a - 22-0543 - FY 2022-23 MTC Operating and Capital Budgets.pdf](#)
[3a - 22-0543 - FY 2022-23 MTC Operating and Capital Budgets Presentation.pdf](#)

Date	Ver.	Action By	Action	Result
6/8/2022	1	Administration Committee		

Subject:

MTC Resolution No. 4517 - FY 2022-23 Operating and Capital Budgets

Staff presented and requested Commission approval of MTC Resolution No. 4517 authorizing the FY 2022-23 Operating and Capital Budgets.

Presenter:

Derek Hansel

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Administration Committee****June 8, 2022****Agenda Item 3a - 22-0543****MTC Resolution No. 4517****FY 2022-23 MTC Operating and Capital Budgets**

Subject:

A request that the Committee refer to the Commission for approval, MTC Resolution No. 4517, the MTC Fiscal Year 2022-23 Operating and Capital Budgets. The budget is balanced as submitted with a slight surplus projected at fiscal year-end.

Background:

While the general economic picture nationally and regionally has stabilized over the past eighteen months from the challenges posed by the COVID-19 pandemic and ensuing “flash” recession, there are new challenges that MTC and associated agencies must face over FY 2022-23 and beyond.

Inflation has been running very high for the past sixteen months. Inflationary pressures have included supply chain challenges, extremely low unemployment (driven in part by low labor force participation), and the war in Ukraine. For the first several months of this inflationary trend, the Federal Reserve believed these inflationary pressures to be “transitory” (that is, short-term in nature). As it has become clear that these increases are not, in fact, transitory, the Federal Reserve has begun a campaign of unwinding its monetary stimulus by increasing short-term interest rates and messaging a reduction of its balance sheet. In pursuing this campaign, the Federal Reserve is attempting to navigate to an economic “soft landing,” in which inflation is reduced, unemployment levels remain acceptable (if somewhat higher than current), and the national economy avoids recession.

Unfortunately, steering the economy to a soft landing is an uncertain enterprise, and it is possible that the Federal Reserve may overshoot, increasing interest rates to a point that the economy goes into recession, or that today’s inflationary pressures are such that increases in interest rates are insufficient to address them. Either of these could materially increase financial risk to MTC and its associated agencies.

Key Budget Development Issues

While today’s economic “top-line” numbers look good, the issues discussed above could present challenges for MTC in FY 2022-23 or FY 2023-24. Furthermore, Bay Area Toll Authority (BATA) toll revenues, which help support MTC overhead through administrative transfers, have not recovered to pre-pandemic levels, while staffing and other costs associated with MTC operations increase.

Staff recognizes the important work that the Commission is promoting across a number of different areas, and acknowledge that our support functions, including information technology, human resources, and finance have been operating under a significant “capacity deficit”. Finally, due to the prudent financial decisions made by the Commission in previous years, the burden of pension and Other Post-Employment Benefits (OPEB) obligations has decreased, providing some level of financial flexibility.

As such, the FY 2022-23 Operating and Capital Budgets, as proposed, attempt to strike a balance between (1) resourcing staffing needs to address Commission initiatives and to partially address the capacity deficit, and (2) the need to be fiscally prudent in FY 2022-23 and to not create a fixed cost “overhang” which would challenge operations in FY 2023-24 and beyond.

FY 2022-23 Budget Parameters

The improved economy combined with prior reduction of long-term expenses should be sufficient to avoid implementing expenditure controls such as were used in the FY 2020-21. Staff will closely monitor economic developments during the FY so that any adverse developments can be addressed as quickly as possible. Our basic budget preparation assumptions for next FY include:

- 4.2% salary increase and one-time non-pensionable bonuses (incorporating negotiated MOU provisions proposed for Commission adoption)
- Public Employees Retirement System (PERS) Unfunded Accrued Liability (UAL) amortization payment \$2.0 million
- OPEB Actuarial Determined Contribution (ADC) \$3.6 million
- Maintain minimum operating reserve: 6 months
- Use of OPEB asset/withdrawal from the 115 trust to fund current health care expenses (consistent with FY 2021-22)
- No special hiring freezes or expenditure controls
- Continued reduction of long-term post-retirement costs

Combining the improving economy and our continuing efforts to reduce long-term obligations, is anticipated to produce a surplus of just under \$1 million for FY 2022-23, compared to the budgeted deficit of \$0.55 million for FY 2021-22 (after Amendment No. 3).

New Positions

Economic conditions limited our ability to include new positions in the development of the FY 2020-21 budget. With the improving economy, and expanded operational needs, the FY 2021-22 budget loosened those restrictions to add certain positions considered essential to our expanding role. In FY 2022-23, we are primarily proposing to add positions which will provide capacity for expanded operational requirements (many of which are funded by outside sources), positions necessary for appropriate operations of BATA, and positions which provide support for all MTC and related agency operations (some of which will be funded by the MTC general fund, some of which will be reimbursed through overhead distribution, and some of which are permanent positions that are being utilized to replace temporary positions and/or contracted services). For those positions being funded by outside (and yet unobligated) funding sources, hiring will be based upon the obligation of those funding sources.

There are total of 356 positions included in the proposed MTC budget for FY 2022-23, an increase of 29 positions. The new positions are spread throughout the MTC operations; however, MTC is responsible for authorizing staffing for MTC and all operating entities. The proposed staffing for FY 2022-23 is as follows:

	<u>2022</u>	<u>2023</u> (adds)	<u>Total</u>
MTC*	248	19	267
BATA	74	9.75	83.75
SAFE	5	0.25	5.25
Total	327	29	356

* Includes 2 positions that will provide staffing resources for the Association of Bay Area Governments (ABAG) Bay Area Regional Energy Network (BayREN) and the ABAG Publicly Owned Energy Resources (POWER).

MTC will add the positions to fill needs as follows:

- Address continued needs associated with FasTrak, including outreach, quality control, and development of the next generation FasTrak Customer Service Center (CSC) procurement.

- To support priority implementation actions emerging from the Blue Ribbon Task Force (fare coordination/integration; regional wayfinding and its supporting technology; bus priority on road network/design and implementation) as well as Plan Bay Area 2050.
- To address foundational support functions that had been outpaced by MTC’s growing portfolio, including information security, finance, and human resources (this includes adding full-time staff positions that have been filled on an essentially full-time basis by long-term temporary hires).

Specifically for the positions aligned with MTC activities, funding streams deemed sufficient to underwrite FY 2022-23 needs are also adequate and reliable to support staffing levels in subsequent years (some on a limited term basis), and rely in part on Commission Resolution No. 4505, which adopted the One Bay Area Grant (OBAG) 3 framework and programmed funds for staffing needs. Ensuring direct funding for these positions is an essential consideration to avoid carrying an unsustainable fixed cost “overhang” as mentioned above.

FY 2022-23 Revenue and Expense

Total revenue estimated for FY 2022-23 is \$257.4 million, up \$68.9 million from the amended FY 2021-22 budget. There is a decline in local funding and other project related transfers, more than offset by increases in Federal grants (predominantly OBAG 3). Operating revenue is approximately \$119.3 million, with increases having been adopted previously in FY 2021-22 and additional revenue required to support operating capacity.

Total expenses proposed for FY 2022-23 is \$256.8 million, up \$67.9 million from the amended FY 2021-22 budget. The largest part of this increase is for contractual services (which includes funding for the staffing increases identified above for MTC). Other highlights include:

	Total	% Change	\$ Change
• Salaries & Benefits	\$45.0M	Down 8%	\$(3.8M)
• Computer Services	\$4.6 M	15%	\$ 0.6M
• PERS Prepayment	\$0.0 M	Down 100%	\$(6.7 M)
• General Operations	\$4.0M	47%	\$1.3M
• Capital Outlay	\$0.9M	31%	\$0.3M

Total salaries and benefit cost increase is due to additional positions and incorporation of the Cost of Living Adjustment (COLA), offset partially by restructuring administrative costs between MTC and BATA, to better reflect distribution of work effort.

Post Retirement Costs

Since FY 2018-19, MTC has almost eliminated net pension liabilities (we anticipate the FY 2020-21 numbers to show an asset once actual figures from CalPERS are available). The net OPEB liability of \$13 million in 2016 was fully retired in FY 2019-20 and has been an asset since that point.

Contract Services Funding

The total proposed contract services budget for FY 2022-23, including all contract services funded by new grants committed for FY 2022-23 (which will be expended over a number of years), is \$200.9 million. The Commission's adoption of the FY 2022-23 budget will provide the authority to draw down committed grant funding for projects consistent with Commission approval and direction. Highlights of notable increases include:

	Total	Change	Change
• Information Technology (1161)	\$2.2M	29%	\$0.5M
• Regional Traveler Info. (1224)	\$7.9M	28%	\$1.7M
• Transp. Asset Mgt. (1233)	\$7.5M	42%	\$2.2M
• Incident Management (1235)	\$6.1M	80%	\$2.7M
• Freeway Performance (1237)	\$18.9M	149%	\$11.3M
• Clean Cal. Lighting (1230) – new	\$6.5M		
• Means Based Fare Prog. (1311)	\$9.2M	14%	\$1.1M
• Reg. Growth Framework (1611)	\$41.6M	55%	\$16.6M
• Climate Initiative (1413)	\$50.6M	364%	\$39.7M

Project funding will vary from year to year, which causes some unpredictable contract budget swings.

MTC Grants and Other Sources of Project Funding

MTC currently has a total of over 75 active grants and other sources of funding totaling \$340.2 million. MTC proposes to add 8 new grants and nearly \$207.3 million of funding. The new project grants include:

- One Bay Area Grant (OBAG) 3 \$34.5M
- Surface Trans. Block Grant (STBG) \$37.5M
- Congestion Management \$19.5M
- Vanpool Program \$1.4M
- SB 170 Caltrans \$3.0M
- Clean California Portal Lighting \$6.5M
- Communication Fiber Lateral \$2.9M
- Regional Early Action Plan (REAP) 2.0 \$102M

Clipper Operating

The proposed Clipper operating budget for FY 2022-23 is \$49.7 million, up from the amended FY 2021-22 budget of \$33.2 million. This increase is due entirely to increased operating expenses with Clipper II as it moves into revenue service. Clipper I expenses are anticipated to drop by approximately \$1.1 million. Increases in operating costs will be funded primarily from transit operators, increased State Transit Assistance (STA) funding, and increased state-of-good repair funding. The operating budget is balanced as proposed.

Clipper Capital

The Clipper capital budget is divided between the closeout of Clipper I and the development of Clipper II.

Clipper I will increase the life-to date budget by approximately \$2.5 million to a total project cost of \$239.6 million through FY 2022-23. The funds will come from card sales and Low Carbon Transit Operations (LCTOP) and will support staff costs and card expenses.

The proposed life-to-date Clipper II budget for FY 2022-23 will be \$248.7 million, an increase of \$21.3 million. New funding includes (in millions):

	<u>Budget</u>
• STA	\$ 3.5
• Card Sales	3.0
• LCTOP	0.5
• State of Good Repair (SGR)	<u>14.3</u>
Total FY 2022-23	\$ 21.3

Most of the additional FY 2022-23 budget, \$18.4 million, will be applied to consulting costs, with \$2.9 million being applied to project staff costs.

Bay Area Forward

The 8 projects that make up the Bay Area Forward will have a proposed budget of \$138.9 million, up \$56.3 million from FY 2021-22. Project changes are as follows (in millions):

	<u>LTD Budget Thru</u>	
	<u>FY 2021-22</u>	<u>FY 2022-23</u>
Bay Bridge Forward 2016	\$22.9	\$29.5
Bay Bridge Forward 2020	22.9	56.0
Richmond Forward	1.1	1.2
Freeway Perf Initiative I-680	14.0	14.0
Freeway Performance Initiative I-880	3.1	7.0
Freeway Performance Initiative US-101	3.1	5.5
Dumbarton Forward	8.1	12.1
Napa Forward	8.3	14.5
Total	\$83.5	\$139.8

The Bay Bridge Forward 2020 project gets the largest increase including grant funding of \$17.2 million from Surface Transportation Block Grant (STBG) and \$14.2 million from Congestion Mitigation Air Quality (CMAQ).

Exchange Fund

The total Exchange Fund balance is unchanged for FY 2022-23. There are two projects each for the Freeway Performance Program and Technology-based Operations and Mobility that are proposed to be funded from Exchange Fund balances, as approved by the Commission in Resolution No. 3989:

- Commuter Parking Initiative \$621,500
- RSR Forward Bike/TDM \$400,000
- Napa Valley Forward \$240,000
- Bike Share Capital Grant (SCTA) \$826,000

MTC Reserves

The maintenance of appropriate financial reserves is an important tool for prudently managed governmental agencies. MTC's operating reserves serve several purposes, including:

- Supporting cash flow to manage grant expenses in advance of reimbursement
- A potential source of contingency funding for unanticipated needs
- A source of financial cushion to withstand economic uncertainties

As is the case with all MTC operating funds, we have an annual goal of maintaining an operating reserve equal to six months of operating revenue. With proposed FY 2022-23 operating revenue of \$119.3 million, the reserve goal is \$59.6 million.

The audited reserve balance at June 30, 2021 was \$57.6 million with budgeted reserve estimates of \$57 million and \$57.6 million for FY 2021-22 and FY 2022-23, respectively. The breakdown is as follows (in millions):

	<u>FY 2020-21</u>	<u>FY 2021-22</u>	<u>FY 2022-23</u>
	<u>(Actual)</u>		
June 30 balance (adjusted)	\$57.6	\$57.0	\$57.6
Reservations	(19.7)	(19.1)	(20.8)
Net before retirement	37.8	37.9	36.8
Retirement costs	(15.7)	(18.4)	(18.4)
Net available/(deficit)	\$22.1	\$21.5	\$18.4

The total projected reserve for FY 2022-23 is at \$57.6 million, just slightly lower than the stated six month goal. Another important goal relative to financial and operational liquidity is for MTC to be able to maintain a positive net unrestricted balance after all designated restrictions. There are two levels of reservations or restrictions on reserve balances. The first designation is to “Reserve” for obligations owed at FY end and, second to designate funds that will be necessary to meet long-term liabilities. The year-end reservations include:

- Year-end contract balances
- Benefit changes
- Compensated absences
- Capital assets
- Liability contingency

What remains after the year-end reservations and after long-term liabilities is considered “Net Available” assets. If the ending number is negative, the agency owes more than is available. If the ending number is positive, those “net assets” are available for future programming.

MTC’s reserves are, in general, fully funded; more importantly, MTC has a very healthy net unrestricted balance (which itself is probably understated due to positive CalPERS performance that is not reflected in the table above). As such, staff is comfortable with the slight shortfall in overall adjusted fund balance relative to the six-month goal.

Recommendation:

Staff recommends that the Committee approve the referral of MTC Resolution No. 4517 authorizing the FY 2022-23 MTC Operating and Capital Budgets to the Commission for approval.

Attachments:

- MTC Resolution No. 4517, MTC FY 2022-23 Operating and Capital Budgets.
- Presentation



Therese W. McMillan

COMMISSION AGENDA ITEM 9a

Date: June 22, 2022

W.I.: 1152

Referred by: Administration

ABSTRACT

Resolution No. 4517

This resolution approves the Agency's Operating and Capital Budgets for FY 2022-23.

Further discussion of the agency budget is contained in the Administration Committee Summary Sheets dated June 8, 2022. A budget is attached as Attachments A through F.

COMMISSION AGENDA ITEM 9a

Date: June 22, 2022

W.I.: 1152

Referred by: Administration

Re: Metropolitan Transportation Commission's Operating and Capital Budgets for FY 2022-23

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4517

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

WHEREAS, MTC is also the designated Metropolitan Planning Organization (MPO) for the Bay Area and is charged with carrying out the metropolitan transportation planning and programming process required to maintain the region's eligibility for federal funds for transportation planning, capital improvements, and operations; and

WHEREAS, on April 27, 2022 the Commission approved MTC's Overall Work Program (OWP) for Fiscal Year 2022-23 with the adoption of MTC Resolution No. 4516; and

WHEREAS, the OWP identifies MTC's Overall Work Program for FY 2022-23; and

WHEREAS, the final draft MTC Agency Budget for FY 2022-23 as reviewed and recommended by the Administration Committee will be consistent with the OWP as adopted pursuant to MTC Resolution No. 4516; now, therefore, be it

RESOLVED, that MTC's Agency Budget for FY 2022-23, attached hereto as Attachment A, and incorporated herein as though set forth at length, is approved; and, be it further

RESOLVED, that the Executive Director or designee may approve adjustments among line items in the MTC operating budget for FY 2022-23, provided that there shall be no increase in the overall MTC operating budget without prior approval of the Commission; and, be it further

RESOLVED, that MTC delegates to its Administration or Operations Committees the authority to approve all contracts and expenditures in MTC's Agency Budget for FY 2022-23, providing that there shall be no increase in the overall budget without prior approval of the Commission; and, be it further

RESOLVED, that MTC's Executive Director, or the responsible MTC staff person designated by the Executive Director, shall submit written requests to the Administration or Operations Committees for approval of consultants, professional services, and expenditures authorized in the MTC Agency Budget for FY 2022-23; and, be it further

RESOLVED, that MTC's Executive Director and the Chief Financial Officer are authorized to carry over and re-budget all grants, contracts and funds properly budgeted in the prior year for which expenditures were budgeted and encumbered and which will take place in FY 2022-23; and, be it further

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

RESOLVED, that the Commission authorizes the designation of certain reserves for FY 2022-23 as follows: Benefits, Liability, Compensated Absences, Encumbrances, Building, Other Post-Employment Benefits (OPEB), and Capital and Fixed Asset Replacement. The Chief Financial Officer is authorized to set aside \$1,000,000 for computer capital and replacement. The Chief Financial Officer is authorized to utilize the funds in the Benefits Reserve to meet any obligations resulting from the requirements of or changes in the employee labor agreements or for the purpose of prepaying or retiring unfunded pension or OPEB Liability. No additional expenditures shall be authorized from any designated reserves authorized by MTC's Agency Budget for FY 2022-23 without prior authorization of the Administration Committee; and, be it further

RESOLVED, that the total of full time regular and project term limited employees is established at 356 and will not be increased without approved increase to the appropriate FY 2022-23 budget and that the Executive Director or Designee is authorized to manage all contract, hourly or agency employees within the authorized FY 2022-23 budgets; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

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

COMMISSION AGENDA ITEM 9a

Date: June 23, 2022
W.I.: 1152
Referred by: Administration

Attachments A,B,C,D,E,F
Resolution No. 4517

METROPOLITAN TRANSPORTATION COMMISSION

AGENCY'S OPERATING AND CAPITAL BUDGETS

FY 2022-23

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**METROPOLITAN TRANSPORTATION COMMISSION
FY 2022-23 OPERATING AND CAPITAL BUDGETS**

Attachment A

OPERATING REVENUE-EXPENSE SUMMARY

	FY 2021-22 Amendment No. 3	FY 2022-23 Draft	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Federal Grants	\$ 93,560,841	\$ 176,077,451	88%	\$ 82,516,610
State Grants	30,912,743	29,900,924	-3%	(1,011,819)
Local Funding	15,751,515	4,955,781	-69%	(10,795,734)
Transportation Development Act (TDA) - General Fund	14,100,000	15,800,000	12%	1,700,000
Transfer from Other Entities/Funds	8,542,908	6,653,740	-22%	(1,889,168)
Administrative Overhead Reimbursement	23,216,450	21,541,671	-7%	(1,674,779)
Other	2,363,445	2,453,029	4%	89,584
Total Operating Revenue	\$ 188,447,903	\$ 257,382,596	37%	\$ 68,934,693
Total Operating Expense	\$ 188,997,489	\$ 256,847,563	36%	\$ 67,850,074
Operating Surplus/(Deficit)	\$ (549,586)	\$ 535,033	-197%	\$ 1,084,618
Total Operating Surplus/(Deficit)	\$ (549,586)	\$ 535,033	-197%	\$ 1,084,618

PART 2: CAPITAL AND RESERVE ACTIVITY

Total Transfers In from Board Designated Reserves	\$ 2,598,263	\$ -	-100%	\$ (2,598,263)
Total Expenses Funded by Board Designated Reserve Transfers	\$ 2,598,263	\$ -	-100%	\$ (2,598,263)
Capital Surplus/(Deficit)	\$ -	\$ -	-100%	\$ -
TOTAL FISCAL YEAR SURPLUS/(DEFICIT)	\$ (549,586)	\$ 535,033	-197%	\$ 1,084,618
Transfer To Designated Reserve	\$ -	\$ -		
Net MTC Reserves - in(out)	\$ (549,586)	\$ 535,033		
Current Year Ending Balance	\$ -	\$ -		

METROPOLITAN TRANSPORTATION COMMISSION
FY 2022-23 OPERATING AND CAPITAL BUDGETS

Attachment A

Operating Revenue

Federal Grants

Congestion Mitigation and Air Quality (CMAQ)	\$ 5,498,913	14,282,826	160%	\$ 8,783,913
Congestion Mitigation and Air Quality (CMAQ) - New	12,373,000	19,498,000	58%	\$ 7,125,000
Federal Highway Administration Planning (FHWA PL) (FY 2022-23)	-	9,713,542	-100%	9,713,541
Federal Highway Administration Planning (FHWA PL) (FY 2021-22) (Carryover)	9,283,882	2,010,295	-78%	(7,273,587)
Federal Highway Administration Planning (FHWA PL) (FY 2020-21) (Carryover)	331,834	-	-100%	(331,834)
Federal Highway Administration State Planning and Research (FHWA SP&R) (FY 2021-22) (Carryover)	500,000	500,000	0%	0
Federal Transit Administration (FTA) 5303 (FY 2022-23)	-	3,628,612	-100%	3,628,612
Federal Transit Administration (FTA) 5303 (FY 2021-22) (Carryover)	3,557,462	1,469,043	-59%	(2,088,419)
Federal Transit Administration (FTA) 5303 (FY 2020-21) (Carryover)	1,649,918	-	-100%	(1,649,918)
Federal Transit Administration (FTA) 5304 (FY 2021-22) (Carryover)	500,000	500,000	0%	-
Federal Transit Administration (FTA) 5304 (FY 2020-21) (Carryover)	400,000	305,848	-24%	(94,152)
Federal Transit Administration (FTA) 5304 (FY 2019-20) (Carryover)	466,559	364,587	-22%	(101,972)
Federal Highway Administration (FHWA) Work Zone Data Exchange (WZDx)	-	183,731	-100%	183,731
Surface Transportation Block Grant (STBG)	48,585,759	38,703,211	-20%	(9,882,548)
Surface Transportation Block Grant (STBG)	10,413,514	12,785,710	23%	2,372,196
Federal Emergency Management Agency (FEMA)	-	19,732	-100%	19,732
Environmental Protection Agency (EPA)	-	58,933	-100%	58,933
Surface Transportation Block Grant (STBG) - New	-	37,521,237	-100%	37,521,237
Surface Transportation Block Grant (STBG) (OBAG 3) - New	-	34,500,000	-100%	34,500,000
Job Access and Reverse Commute Program (JARC)	-	32,144	-100%	32,144
	\$ 93,560,841	\$ 176,077,451	88%	\$ 82,516,610

State Grants

California Housing Community Development (HCD)	\$ 915,000	3,200,984	250%	\$ 2,285,984
Low Carbon Transit Operations Program (LCTOP)	4,000,000	6,220,716	56%	2,220,716
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2022-23)	-	2,106,140	-100%	2,106,140
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2021-22) (Carryover)	2,124,836	1,575,952	-26%	(548,884)
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2020-21) (Carryover)	457,210	251,560	-45%	\$ (205,650)
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2019-20) (Carryover)	242,162	-	-100%	(242,162)
State Highway Account (SHA) Sustainable Communities (FY 2020-21) (Carryover)	539,534	441,997	-18%	(97,537)
PTA Adaptation Planning (FY 2019-20) (Carryover)	26,641	-	-100%	(26,641)
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 170 (SB1)	3,000,000	-	-100%	(3,000,000)
State Transportation Improvement Program - Programming and Planning (STIP-PPM)	187,200	406,766	117%	219,566
Systemic Safety Analysis Report Program Local (SSARPL)	500,000	414,894	-17%	(85,106)
California State Transp. Agency SB856 (CalSTA)	3,349,775	-	-100%	(3,349,775)
Affordable Mobility Pilot Program (CARB)	1,027,393	-	-100%	(1,027,393)
Caltrans Clean Air Initiative - New	7,000,000	-	-100%	(7,000,000)
Caltrans Clean Air Initiative - New	396,911	-	-100%	(396,911)
California Department of Conservation	250,000	250,000	0%	-
Coastal Conservancy	-	1,906,543	-100%	1,906,543
State Transit Assistance (STA)	6,896,081	5,985,372	-13%	(910,709)
State of California, Wildlife Conservation Board (Proposition 68)	-	640,000	-100%	640,000
Clean California Enhancement Proposal (New)	-	6,500,000	-100%	6,500,000
	\$ 30,912,743	\$ 29,900,924	-3%	\$ (1,011,819)

**METROPOLITAN TRANSPORTATION COMMISSION
FY 2022-23 OPERATING AND CAPITAL BUDGETS**

Attachment A

Local Funding

Bay Area Rapid Transit (BART)	\$ 88,000	\$ 68,767	-22%	\$ (19,233)
Transportation Fund for Clean Air (TFCA)	1,544,590	\$ 28,410	-98%	(1,516,180)
Bay Area Air Quality Management District (BAAQMD)	623,984	432,657	-31%	(191,327)
Exchange Fund	9,625,941	2,087,500	-78%	(7,538,441)
Pavement Management Program (PMP Sales)	1,725,000	1,500,000	-13%	(225,000)
Pavement Management Technical Assistance Program (PTAP)	1,600,000	543,900	-66%	(1,056,100)
Cities/Local Funds	544,000	294,547	-46%	(249,453)
Subtotal	\$ 15,751,515	\$ 4,955,781	-69%	\$ (10,795,734)

Transfers In

2% Transit Transfer	\$ 1,125,000	764,034	-32%	\$ (360,966)
5% Transit Transfer	281,706	467,841	66%	186,135
Association of Bay Area Governments (ABAG)	138,850	185,424	34%	46,574
Bay Area Infrastructure Financing Authority (BAIFA)	25,000	224,593	798%	199,593
Bay Area Toll Authority (BATA) Regional Measure 2	3,823,000	3,428,347	-10%	(394,653)
Bay Area Toll Authority (BATA) Reimbursement	2,799,352	1,468,500	-48%	(1,330,852)
Service Authority for Freeways and Expressways (SAFE) Reimbursement	350,000	115,000	-67%	(235,000)
Subtotal	\$ 8,542,908	\$ 6,653,740	-22%	\$ (1,889,168)

Reimbursements for Administrative Overhead

Association of Bay Area Governments (ABAG)	\$ 1,763,226	\$ 1,607,866	-9%	\$ (155,360)
BATA 1% Administrative Draw	6,655,000	\$6,938,000	4%	283,000
Additional BATA 1% Administrative Draw	6,655,000	\$6,938,000	4%	283,000
Bay Area Infrastructure Financing Authority (BAIFA)	1,487,823	1,394,714	-6%	(93,109)
Bay Area Housing Finance Authority (BAHFA)	-	733,252	-100%	733,252
Bay Area Headquarters Authority (BAHA)	575,354	742,549	29%	167,195
MTC Grant Funded Overhead	3,845,385	1,055,010	-73%	(2,790,375)
Clipper	1,631,025	1,641,510	1%	10,485
Service Authority for Freeways and Expressways (SAFE) Reimbursement	603,637	490,770	-19%	(112,867)
Subtotal	\$ 23,216,450	\$ 21,541,671	-7%	\$ (1,674,779)

Other Revenues

High Occupancy Vehicle (HOV) Lane Fines	500,000	500,000	0%	(0)
Non-Profit Housing Association	100,000	-	-100%	(100,000)
OPEB Credit	1,431,945	1,633,029	14%	201,084
Interest	331,500	320,000	-3%	(11,500)
Subtotal	\$ 2,363,445	\$ 2,453,029	-585%	\$ 89,584

**METROPOLITAN TRANSPORTATION COMMISSION
FY 2022-23 OPERATING AND CAPITAL BUDGETS**

Attachment A

Operating Expense and Capital Outlay

I. Salaries, Benefits, and Overhead	\$ 48,758,021	\$ 44,951,415	-8%	\$ (3,806,606)
Program Staff Salaries	16,922,288	18,494,768	9%	1,572,480
Program Staff Benefits	8,062,248	9,243,942	15%	1,181,694
Program Temporary Staff Salaries (Non-Benefited Positions)	833,604	-	-100%	(833,604)
Administrative Overhead Salaries	10,691,321	10,619,629	-1%	(71,692)
Administrative Overhead Benefits	5,086,930	5,309,814	4%	222,884
Administrative Overhead Temporary Staff (Non-Benefited Positions)	506,630	-	-100%	(506,630)
New Position Requests (including Benefits)	-	1,283,261	0%	1,283,261
Public Employees' Retirement System (PERS) Prefunding	6,655,000	-	-100%	(6,655,000)
II. Travel and Training	\$ 845,000	\$ 1,188,750	41%	\$ 343,750
III. Printing, Repro. & Graphics	\$ 95,400	\$ 116,000	22%	\$ 20,600
IV. Computer Services	\$ 3,974,308	\$ 4,563,725	15%	\$ 589,417
V. Commissioner Expense	\$ 150,000	\$ 150,000	0%	\$ -
VI. Advisory Committees	\$ 15,000	\$ 15,000	0%	\$ -
VII. General Operations	\$ 2,735,881	\$ 4,033,117	47%	\$ 1,297,236
Subtotal of Op Exp Before Contractual Service and Capital Outlay	\$ 56,573,610	\$ 55,018,007	-3%	\$ (1,555,603)
IX. Contractual Services	\$ 132,423,879	\$ 200,919,556	52%	\$ 68,495,677
X. Capital Outlay	\$ -	\$ 910,000	0%	\$ 910,000
Total Operating Expense and Capital Outlay	\$ 188,997,489	\$ 256,847,563	36%	\$ 67,850,074

RESERVE TRANSFER

	FY 2021-22 Amendment No. 3	FY 2022-23 Draft	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Transfer from Reserve to Operation	\$ 549,586	\$ -	-100%	\$ (549,586)
Annual Transfer from Reserve to Capital	624,050	-	46%	285,950
ABAG FY 2021 and 2022 Refund	924,627	-	-100%	(924,627)
Legal Reserve	500,000	-	-100%	(500,000)
Annual Transfer from Reserve	\$ 2,598,263	\$ -	-100%	\$ (2,598,263)

FY 2022-23
MTC GRANT AND LOCAL FUNDING SCHEDULE

Attachment B

	Fund Source No.	Project Description	Grant Award	Life-to-Date (LTD) Expenditures thru 4/16/2022	FY 2022-23 Projected Grant Balance	FY 2022-23 New Grants	FY 2022-23 Staff Budget	FY 2022-23 Consultant Budget	Remaining Balance	Expiration Dates
Federal Highway Administration (FHWA) Grants										
74A0814	1109	FHWA PL (FY 2022-23)	\$ 9,713,542	\$ -	\$ 9,713,542	\$ -	\$ 9,713,542	\$ -	\$ -	06/30/2026
74A0814	1109	FHWA PL (FY 2021-22) (Carryover)	9,615,716	7,605,421	2,010,296	-	1,718,734	291,562	-	06/30/2025
WXDXL20 6084-272	1114	FHWA - Federal Work Zone Data Exch (FWDZ)	200,000	16,269	183,731	-	-	183,731	-	09/30/2026
74A0814	1306	Next-Generation Bay Area Freeways Study	500,000	-	500,000	-	380,000	120,000	-	06/30/2024
6084-186	1812	Regional Planning & Priority Development Area (PDA) Implementation	8,740,305	8,132,138	608,167	-	-	608,167	-	06/30/2022
6084-198	1818	Pavement Management Technical Assistance Program (PTAP)	6,000,000	5,882,767	117,233	-	-	117,233	-	06/30/2023
6084-202	1824	Climate Initiatives	1,300,000	1,164,610	135,390	-	-	135,390	-	06/30/2023
6084-209	1825	Operate Car Pool Program	8,000,000	5,225,675	2,774,325	-	-	2,374,040	400,285	06/30/2024
6084-206	1826	Congestion Management Agency (CMA) Planning	58,818,000	46,454,556	12,363,444	-	-	650,000	11,713,444	01/01/2025
6084-207	1827	MTC Planning	9,590,000	8,996,810	593,190	-	185,425	143,871	263,894	06/30/2024
6084-211	1828	Commuter Benefits Implementation	1,785,000	1,258,748	526,252	-	-	336,977	189,275	06/30/2026
6084-210	1829	Incident Management	20,478,000	16,233,767	4,244,233	-	-	4,053,865	190,368	06/30/2024
6084-215	1830	Spare the Air Youth Program	2,463,000	1,599,341	863,659	-	-	863,659	-	06/30/2023
6084-216	1831	Arterial/Transit Performance/Rideshare	5,000,000	1,779,630	3,220,370	-	-	3,220,370	-	06/30/2023
6084-208	1832	Vanpool Program	2,000,000	690,505	1,309,495	-	-	1,309,495	-	06/30/2023
6084-213	1833	511 Next Generation	11,226,000	11,191,647	34,353	-	-	34,353	-	06/30/2023
6084-212	1834	Transportation Management System (TMS) Program	2,910,000	1,446,337	1,463,663	-	337,564	1,126,099	-	06/30/2023
6084-222	1835	Incident Management	4,160,000	1,805,223	2,354,777	-	919,238	1,424,924	10,620	06/30/2023
6084-225	1836	Transportation Management Center (TMC) Asset	1,150,000	423,642	726,358	-	65,106	661,252	-	06/30/2023
6084-220	1837	I-880 Interstate Corridor Management (ICM) Central Segment	1,142,000	102,121	1,039,879	-	52,410	987,469	-	06/30/2023
6084-232	1839	PDA Planning & Implementation	17,500,000	5,717,072	11,782,928	-	-	4,954,938	6,827,990	12/31/2026
6084-219	1840	Bay Bridge Forward (BBF) West Grand Traffic Signal Priority (TSP)	1,000,000	193,198	806,802	-	-	806,800	-	06/30/2023
6084-226	1841	AOM & Dumbarton Forward Bike & Pedestrian Implementation	23,937,000	9,938,319	13,998,681	-	3,292,032	2,283,378	8,423,272	06/30/2024
6084-227	1842	Enhance Arterial: CAT1	10,915,000	4,571,758	6,343,242	-	-	2,630,252	3,712,990	06/30/2024
6084-230	1843	Commuter Parking O&M	2,500,000	107,630	2,392,370	-	-	2,392,370	-	06/30/2023
6084-233	1845	Freeway Performance - I-680 Corridor	14,000,000	4,425,739	9,574,261	-	-	9,567,801	6,460	06/30/2024
6084-235	1846	I-880 Communications Infrastructure	2,500,000	370,866	2,129,134	-	104,820	2,019,007	5,310	06/30/2023
6084-241	1847	Shared Use Mobility	2,500,000	578,799	1,921,201	-	587,211	1,333,990	-	06/30/2024
6084-243	1849	Targeted Transportation Alternatives	325,000	172,208	152,792	-	-	142,352	10,440	06/30/2024
6084-255	1850	511 - Traveler Information Program	5,700,000	4,304,110	1,395,890	-	765,450	280,000	350,440	06/30/2024
6084-244	1852	Connected Automobile Vehicle	2,500,000	277,319	2,222,681	-	-	475,841	1,746,840	06/30/2024
6084-259	1853	Bay Bridge Forward 2020/Freeway Perf: I-580	625,000	218,054	406,946	-	-	316,506	90,440	06/30/2025
6084-260	1854	511 Traveler Information Program	11,300,000	1,432,276	9,867,724	-	940,961	7,196,683	1,730,080	06/30/2025
6084-263	1855	Bay Bridge Forward 2020/Freeway Perf: I-80 Corr.	3,000,000	841,685	2,158,315	-	-	1,140,905	1,017,410	06/30/2025
6084-264	1856	Freeway Performance Prelim Eng/Imp. SR-37	1,000,000	286,441	713,559	-	-	563,559	150,000	06/30/2025
6084-262	1857	Pavement Management Technical Assistance Program (PTAP)	3,000,000	1,088,216	1,911,784	-	-	1,695,824	215,960	06/30/2025
6084-269	1859	I-880 Communications Upgrade	100,000	18,345	81,655	-	52,410	29,245	-	03/31/2024
6084-273	1860	I-880 Express Lane in Alameda County	900,000	13,041	886,959	-	192,509	600,000	94,450	06/30/2026
6084-275	1861	Bikeshare Program - Capital	700,000	-	700,000	-	-	-	700,000	06/30/2027
6084-277	1862	Regional Mapping Data Service Development - Capital	1,800,000	-	1,800,000	-	-	1,800,000	-	06/30/2027
6084-278	1863	Mapping and Wayfinding Program - Capital	991,538	-	991,538	-	-	-	991,538	06/30/2027
Total Federal Highway Administration (FHWA) Grants			\$ 271,585,101	\$ 154,564,283	\$ 117,020,818	\$ -	\$ 19,307,408	\$ 58,871,906	\$ 38,841,506	
Federal Transit Administration (FTA) Grants										
74A0814	1602	FTA 5303 (FY 2022-23)	\$ 3,628,612	\$ -	\$ 3,628,612	\$ -	\$ 2,439,455	1,189,157	\$ -	06/30/2026
74A0814	1602	FTA 5303 (FY 2021-22) (Carryover)	5,207,380	3,738,337	1,469,043	-	314,459	1,154,584	-	06/30/2025
74A0814	1604	FTA 5304 (FY 2021-22) (Carryover)	500,000	-	500,000	-	-	500,000	-	06/30/2024
74A0814	1603	FTA 5304 (FY 2020-21) (Carryover)	400,000	94,152	305,848	-	-	305,848	-	06/30/2023
74A0814	1638	FTA 5304 (FY 2019-20) (Carryover)	466,559	101,972	364,587	-	-	364,587	-	12/31/2022
CA-37-X177	1630	Job Access and Reverse Commute Program (JARC)	2,430,952	1,838,633	592,319	-	-	32,144	560,170	XX/XX/XXXX
Total Federal Transit Administration (FTA) Grants			\$ 12,633,503	\$ 5,773,094	\$ 6,860,409	\$ -	\$ 2,753,914	\$ 3,546,320	\$ 560,170	
Federal Emergency Management Agency (FEMA) & Environmental Protection Agency (EPA)										
EMF-2020-CA-00017-S01	1113	Federal Emergency Management Agency (FEMA)	\$ 350,000	\$ 330,268	\$ 19,732	\$ -	\$ 19,732	\$ -	\$ -	09/30/2022
EPA-BF-99T61501	1342	Environmental Protection Agency (EPA)	600,000	541,067	58,933	-	-	58,933	-	12/31/2022
Total FEMA and EPA Grants			\$ 950,000	\$ 871,335	\$ 78,665	\$ -	\$ 19,732	\$ 58,933	\$ -	
Total Federal Grants			\$ 285,168,604	\$ 161,208,713	\$ 123,959,892	\$ -	\$ 22,081,054	\$ 62,477,160	\$ 39,401,676	
State Grants										
PPM21 6084-265	2182	State Transportation Improvement Program (PPM)	\$ 723,000	\$ 316,234	\$ 406,766	\$ -	\$ 206,766	\$ 200,000	\$ -	06/30/2023
PPM22 6084-270	2813	State Transportation Improvement Program (PPM)	750,000	-	750,000	-	-	-	750,000	06/30/2024
6084-245	2214	Systemic Safety Analysis Report Program Local (SSARPL)	500,000	85,106	414,894	-	-	414,894	-	06/30/2024
74A0814	TBD	Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2022-23)	2,106,140	-	2,106,140	-	2,106,140	-	-	02/28/2024
74A0814	2221	Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2021-22) (Carryover)	2,124,836	548,884	1,575,952	-	85,214	1,490,738	-	02/29/2024
74A0814	2219	Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2020-21) (Carryover)	2,170,153	1,918,593	251,560	-	-	251,560	-	02/28/2023
74A0814	2220	State Highway Account (SHA) Sustainable Communities (FY 2020-21) (Carryover)	539,534	97,537	441,997	-	-	441,997	-	02/28/2023
19-REAP-13915	2310	California Housing Community Development (HCD) (REAP 2.0)	6,058,853	2,857,869	3,200,984	-	3,200,984	-	-	12/31/2023
G16-LDPL-04	2404	Affordable Mobility Pilot Program (CARB)	3,015,000	1,020,692	1,994,308	-	-	-	1,994,308	03/31/2025
LCTOP	2606	Low Carbon Transit Operations Program (LCTOP)	6,220,716	-	6,220,716	-	-	6,220,716	-	06/30/2023
SB856	2405	California State Transp. Agency SB856 (CalSTA)	5,000,000	2,000,510	2,999,490	-	-	-	2,999,490	06/30/2025
WC-2106CR	2408	State of California, Wildlife Conservation Board (Proposition 68)	640,000	-	640,000	-	94,319	545,681	-	06/30/2024
3021-902	2412	California Strategic Growth Council	250,000	-	250,000	-	-	250,000	-	03/30/2024
14--003	2800	Coastal Conservancy	748,923	485,536	263,387	-	13,766	249,620	-	12/31/2041
10-092	2801	Coastal Conservancy	657,455	646,465	10,989	-	-	10,989	-	06/30/2041
19-086	2809	Coastal Conservancy	445,000	-	445,000	-	24,779	420,221	-	02/28/2024
19-088	2810	Water Trail Block Grant #2	150,000	66,625	83,375	-	-	42,557	40,818	01/31/2024
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CONTRACTUAL AND PROFESSIONAL SERVICES

Attachment C

Work Element	Description/Purpose	Actuals as of 02/28/2022	FY 2021-22 Amendment No. 3	FY 2022-23 Proposed	Change \$ Increase/(Decrease)
1111	Support Commission Standing Committees				
	Planning Programs		\$ 200,000	\$ 200,000	\$ -
	Equity Review, Assessments, and Training		200,000	200,000	\$ -
	TOTAL	\$ 181,000	\$ 400,000	\$ 400,000	\$ -
1112	Implement Public Information Program and Tribal Government Coordination				
	Photography services for MTC/BATA		\$ 75,000	\$ 100,000	\$ 25,000
	Design, Promotion and Production Services		120,000	120,000	-
	On-call Meeting Support		40,000	40,000	-
	Digital Promotion & Analysis		75,000	75,000	-
	On call Video Services		35,000	35,000	-
	Social Media Consultants		110,000	110,000	-
	Awards Program / Anniversary Event		55,000	55,000	-
	Bike to Work Program		50,000	50,000	-
	Public Records Management System		30,000	-	(30,000)
	Transit Connectivity		20,000	20,000	-
	Website Maintenance for Bay Bridge Info		35,000	-	(35,000)
	Translations/ Legal Notices (agencywide)		170,000	100,000	(70,000)
	Return to Transit Employer Surveys		-	170,000	170,000
	Return to Transit Marketing		200,000	200,000	-
	Return to Transit Poll		-	100,000	100,000
	Youth Programs and BTWD Promo		25,000	26,000	1,000
	Translations/Legal Notices		45,000	-	(45,000)
	TOTAL	\$ 146,191	\$ 1,085,000	\$ 1,201,000	\$ 116,000
1120	Regional Conservation Investment Strategy				
	Regional Conservation Investment Strategy - Technical Support		\$ 196,700	\$ 645,681	\$ 448,981
	North Bay Baylands RCIS		396,911	-	(396,911)
	TOTAL	\$ -	\$ 593,611	\$ 645,681	\$ 52,070
1121	Regional Transportation Plan/Sustainable Communities				
	CALCOG MPO Coordination		\$ 45,000	\$ -	\$ (45,000)
	Equity Priority Communities Re-Imagining		-	199,987	199,987
	Environmental Impact Report (Legal)		50,000	-	(50,000)
	Plan Bay Area 2050 Final Phase CBO Engagement / Implementation Plan		75,000	75,000	-
	Plan Bay Area 2050 Final Phase Digital Promotion/Social Media		75,000	75,000	-
	Plan Bay Area 2050 Update Engagement (Implementation Plan, sea level rise work, etc.)		200,000	100,000	(100,000)
	Plan Bay Area 2050: Website Upgrades & Maintenance		50,000	50,000	-
	Carryover		154,928	-	(154,928)
	Unencumbered Carryover		-	1,292,311	1,292,311
	Sustainable Agricultural Lands Program		275,000	-	(275,000)
	Communities of Concern Framework Reimaging		200,000	-	(200,000)
	Youth programs and BTWD promo		-	100,000	100,000
	Civic Spark Fellow		-	35,000	35,000
	CALCOG Support		-	30,800	30,800
	Regional Growth Forecast Update		-	100,000	100,000
	TOTAL	\$ 290,184	\$ 1,124,928	\$ 2,058,098	\$ 933,170
1122	Analyze Regional Data Using GIS and Planning Models				
	Travel Model 2 Conversion (TM2.2, TM2.3)		\$ 250,000	\$ 250,000	\$ -
	Land Use Model Research		175,000	175,000	-
	Travel Model Core Development (ActivitySim)		35,000	35,000	-
	Technical Support for Web Based Projects		100,000	100,000	-
	Continuous Travel Behavior Survey		450,000	300,000	(150,000)
	Prior Year Carryover		326,367	87,962	(238,405)
	Regional Transit on Board Travel Survey		913,219	1,600,000	686,781
	Bay Area Spatial Info. System		200,000	-	(200,000)
	AB617 Related Projects		300,000	-	(300,000)
	TOTAL	\$ 155,326	\$ 2,749,586	\$ 2,547,962	\$ (201,624)
1125	Active Transportation Planning				
	Active Transportation Plan		\$ 50,000	\$ 500,000	\$ 450,000
	Bike Count		150,000	-	(150,000)
	Carryover		-	41,562	41,562
	TOTAL	\$ 113,510	\$ 200,000	\$ 541,562	\$ 341,562
1127	Regional Trails				
	Bay Trail Cartographic Services, Merchandise, Outreach and Advertising		\$ 35,000	\$ 20,000	\$ (15,000)
	Merchandise, Outreach & Advertising		-	20,000	20,000
	Regional Priority Conservation Area (PCA) Program		6,039,000	-	(6,039,000)
	Bay Trail Gap Closure Implementation Plan		250,000	250,000	-
	SFO Gap Study				-
	Water Trail Block Grant #1		-	10,989	10,989
	Water Trail Block Grant #2		-	139,000	139,000
	Bay Trail Block Grant #5		-	249,620	249,620
	Bay Trail Block Grant #6		-	1,320,157	1,320,157
	Bay Trail Equity Strategy Phase: Phase II			126,128	126,128
	Quick Build			64,034	64,034
	Bay Trail Change Management			25,000	25,000
	Encumbered Carryover		-	93,169	93,169
	TOTAL	\$ 136,527	\$ 6,324,000	\$ 2,318,096	\$ (4,005,904)

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	TOTAL	\$ 665,961	\$ 3,184,590	\$ 4,048,922	\$ 864,332
1223	Support Transportation Managements System				
	I-880 ICM Central Segment Design - Carryover		\$ 150,000	\$ 429,499	\$ 279,499
	Connected Bay Area Strategic Plan		-	-	-
	1-880 Communications Upgrade		3,938,731	2,000,000	(1,938,731)
	TMC Programs and Related Infrastructure		712,787	661,252	(51,535)
	I880 Communications Infrastructure - Carryover		-	19,007	19,007
	Encumbered Carryover		-	29,245	29,245
	Unencumbered Carryover		-	1,134,069	1,134,069
	TOTAL	\$ 1,994	\$ 4,801,518	\$ 4,273,072	\$ (528,446)
1224	Regional Traveler Information				
	511 Alerting		\$ 75,000	\$ 75,000	\$ -
	511 Web Hosting		80,000	80,000	-
	511 Innovation Lab		300,000	200,000	(100,000)
	Predictive Analytics Demonstration for Traffic Events		50,000	-	(50,000)
	511 Web Services		1,400,000	1,550,000	150,000
	511 Contract Management Services		250,000	30,000	(220,000)
	511 System Integrator		2,200,000	2,683,731	483,731
	System Integrator		-	-	-
	Technical Advisor Services		400,000	400,000	-
	511 TIC Operations		1,200,000	1,420,000	220,000
	Transit Data QA/QC Services		250,000	250,000	-
	511 System Integrator - Carryover		-	34,353	34,353
	511 Express Lane Operations - Est .Carryover		-	1,226,683	1,226,683
	TOTAL	\$ 1,870,016	\$ 6,205,000	\$ 7,949,767	\$ 1,744,767
1233	Transportation Asset Management (TAM)				
	Software Development and Maintenance		\$ 1,500,000	\$ -	\$ (1,500,000)
	Software Training Support		150,000	-	(150,000)
	PTAP Projects		3,200,000	1,500,000	(1,700,000)
	Street Saver Development			1,500,000	1,500,000
	Regional Transit Asset Management Initiatives		-	-	-
	Quality Assurance Program		75,000	60,000	(15,000)
	Software Training Support		308,504	-	(308,504)
	Regional Safety Data System and State of Safety in the Region Report		-	958,794	958,794
	PTAP Projects - Est Carryover		-	243,276	243,276
	Local Road Safety Plan Assistance			2,000,000	2,000,000
	Regional Safety Campaign			500,000	500,000
	PTAP Projects - Unencumbered Est Carryover		-	69,781	69,781
	Street Saver Training		-	650,000	650,000
	TOTAL	\$ 2,224,403	\$ 5,233,504	\$ 7,481,851	\$ 2,248,347
1234	Arterial and Transit Management				
	Arterial Operations Pass		\$ 400,000	\$ -	\$ (400,000)
	Arterial Operations IDEA CAT 2		30,000	-	(30,000)
	IDEA Evaluations CAT 1 & 2		92,000	-	(92,000)
	Arterial Operations Pass		1,900,000	2,000,000	100,000
	Arterial Operations IDEA CAT 2		170,000	-	(170,000)
	Arterial Operations IDEA CAT 1&2		708,000	-	(708,000)
	Clean CA Initiative		7,000,000		(7,000,000)
	2016 On-Call Transportation Eng. and Plan Services - Carryover		-	601,055	601,055
	2016 On-Call Transportation - Unencumbered Carryover		-	619,315	619,315
	2016 On-Call Transp. Engng. & Plan. - Carryover		-	273,377	273,377
	AC Transit, Dumbarton Express IDEA Project - Carryover		-	1,461,501	1,461,501
	Supplemental IDEA Category 2 - Carryover		-	282,356	282,356
	IDEA Category 1 - Carryover		-	613,018	613,018
	Required Match for STBG 1842			340,777	340,777
	FY 2021-22 Carryover		-	1,657,350	1,657,350
	TOTAL	\$ 365,539	\$ 10,300,000	\$ 7,848,749	\$ (2,451,251)
1235	Incident Management				
	I-880 ICM North Segment Integration - Carryover		\$ -	3,753,865	3,753,865
	I-880 Integrated Corridor Management (ICM) Central Segment Construction Phase		-	1,498,000	1,498,000
	I-880 Central Segment PE/Env/Design		2,591,913	550,000	(2,041,913)
	I-880 ICM Project Construction and System Integration		850,000	300,000	(550,000)
	TOTAL	\$ 750,250	\$ 3,441,913	\$ 6,101,865	\$ 2,659,952
1237	Freeway Performance				
	Occupancy Detection/Verification		\$ 400,000	\$ -	\$ (400,000)
	Commuter Parking Initiative		1,146,500	646,500	(500,000)
	RSR Forward Bike/TDM		722,000	400,000	(322,000)
	RSR Ride		149,000		(149,000)
	Design Alternatives Assessments/Corridor Studies		1,500,000	1,500,000	-
	Freeway Performance Prelim Eng/Imp. SR-37		3,700,000	550,000	(3,150,000)
	I-80 CMCP/I-80 DAA		-	885,000	885,000
	Bay Bridge Forward - Carryover		-	450,010	450,010
	Consultants - Carryover		-	997,400	997,400
	On-Call Construction Management - Carryover		-	-	-
	On-Call Transportation Eng. and Planning Services - Carryover		-	38,174	38,174
	2019 Project Management - Carryover		-	228,083	228,083
	Transp. Engng. & Planning Services - Carryover		-	150,606	150,606
	Parking Operations &Mgmt - Carryover		-	2,374,180	2,374,180
	Northbound I-680 Express Lane Project - Carryover		-	9,567,801	9,567,801
	Commuter Parking Outreach - Carryover		-	758,990	758,990
	ALA-I580 Westbound - Carryover		-	316,506	316,506
	2019 Project/Program Management Services - Carryover		-	13,559	13,559
	TOTAL	\$ 20,213,479	\$ 7,617,500	\$ 18,876,809	\$ 11,259,309
1238	Technology-Based Operations & Mobility				
	Napa Valley Forward TDM		\$ -	\$ 240,000	\$ 240,000
	Connected Automated Vehicles Projects		2,000,000	450,000	(1,550,000)
	Shared Use Mobility		1,300,000	575,000	(725,000)

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Capital Share Capital Program	-	-	-
Bikeshare Capital Grant Program	-	826,000	826,000
Bikeshare Implementation	-	700,000	700,000
TOTAL	\$ 594,199	\$ 3,300,000	\$ 2,791,000
1239	Regional Mobility Technology Program		
Salesforce: Regional Transit connection(RTC)/Regional Eligibility Database (RED)	\$ 830,000	\$ -	\$ (830,000)
Regional ITS Architecture	50,000	50,000	-
Salesforce: Regional Account	500,000	500,000	-
Regional Map	2,095,538	1,791,538	(304,000)
Transit Connectivity Gap Analysis with Regional GTFS	170,000	388,347	218,347
Salesforce: Operations Support	375,000	-	(375,000)
Regional Map	-	-	-
Regional Mapping Data Services Platform	1,800,000	1,900,000	100,000
TOTAL	\$ 110,787	\$ 5,820,538	\$ 4,629,885
1240	Clean California Portal Lighting Project	-	6,500,000
Total	\$ -	\$ -	\$ 6,500,000
1310	Access and Mobility Planning		
Coordinated Plan Update	\$ 10,000	\$ -	\$ (10,000)
Blue Ribbon Action Plan - Paratransit Analysis	-	250,000	250,000
CBTP (WE 1310) REAP 2.0 funds	-	-	-
Community Choice Learning Hub: Contracting w/ CBOs	-	30,000	30,000
Equity Action Plan: FPP Cohort - Equity Platform Implementation in Fund Sources	-	70,000	70,000
Participatory Budgeting Advisory Technical Assistance	-	100,000	100,000
FY 2021-22 Carryover		32,144	32,144
TOTAL	\$ 30,174	\$ 10,000	\$ 482,144
1311	Means Based Fare Program		
Means Based Fare Administration	\$ 4,000,000	\$ -	\$ (4,000,000)
Means Based Fare Evaluation	100,000	-	(100,000)
Other Admin	-	500,000	500,000
Technology Support	-	500,000	500,000
Program Admin	-	1,500,000	1,500,000
Means Based Fare Subsidy - Operator	4,000,000	6,720,716	2,720,716
TOTAL	\$ 369,484	\$ 8,100,000	\$ 9,220,716
1312	Support Title VI and Environmental Justice		
Title VI Triennial Report and LAP review assistance	\$ -	\$ 75,000	\$ 75,000
TOTAL	\$ -	\$ -	\$ 75,000
1314	Means Based Toll Discount		
FasTrak START Pilot Study on EL	\$ 900,000	300,000	\$ (600,000)
I-880 Corridor Performance Evaluation for Toll Discount Pilot	-	300,000	300,000
TOTAL	\$ -	\$ 900,000	\$ 600,000
1413	Climate Initiative		
EV Coordinating Council	\$ 25,000	\$ -	\$ (25,000)
Off-Model Climate Program Analysis/Plan Bay Area	15,000	-	(15,000)
Climate Initiatives OBAG 2	10,875,000	-	(10,875,000)
Bike to Wherever/Work Day Program	-	1,500,000	1,500,000
Electric Vehicles and Chargers		20,000,000	20,000,000
Mobility Hubs	-	15,000,000	15,000,000
Parking Program	-	10,001,908	10,001,908
Carryover	44,269	1,141,401	1,097,132
TTA	-	3,000,000	3,000,000
TOTAL	\$ 415,232	\$ 10,959,269	\$ 50,643,309
1416	State Route 37 Resilient Corridor Program for Marin and Sonoma		
State Routes 37 Res. Corridor Program for Marin & Sonoma	93,000	-	(93,000)
TOTAL	\$ 45,989	\$ 93,000	\$ -
1514	Regional Assistance Programs		
Performance Audits - RFP	\$ 307,000	\$ 285,000	\$ (22,000)
Transit Projects Support	100,000	-	(100,000)
Database/TDA Claim	75,000	290,000	215,000
TOTAL	\$ 295,269	\$ 482,000	\$ 575,000
1515	State Programming, Monitoring and STIP Dev.		
State Programming, Monitoring and STIP Development	\$ 187,200	\$ -	\$ (187,200)
ATP Technical Assistance Program	-	300,000	300,000
TOTAL	\$ 31,108	\$ 187,200	\$ 300,000
1517	Transit Sustainability/Planning		
Connected Network Plan Community Engagement	\$ -	\$ 250,000	\$ 250,000
Connected Network Plan Technical Assistance	-	750,000	750,000
Regional Zero Emission Fleet Strategy	-	434,584	434,584
Blue Ribbon Analysis	2,644,000	3,990,000	1,346,000
SRTP Planning	604,978	720,000	115,022
Regional Transit Vision	22,940	-	(22,940)
Estimated FY21 carryover	126,380	-	(126,380)
Blue Ribbon Transit Recovery and Implementation	12,349,775	-	(12,349,775)
TOTAL	\$ 78,544	\$ 15,748,073	\$ 6,144,584
1520	BART Metro 2030 and Beyond		
Bart Metro 2030 and Beyond	\$ 554,559	\$ 433,354	\$ (121,205)
TOTAL	\$ -	\$ 554,559	\$ 433,354
1521	Bay Area Regional Rail Partnerships		

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	Rail Partnership		\$	400,000	\$	305,848	\$	(94,152)		
	TOTAL		\$	-	\$	400,000	\$	305,848	\$	(94,152)
1611	Regional Growth Framework									
	Rail Volution			\$	15,000	\$	15,000	\$	-	
	PCA Revamp				-		25,000		25,000	
	Technical Assistance Web Development				30,000		-		(30,000)	
	Jumpstart - Alameda County				2,000,000		-		(2,000,000)	
	MTC Planning				258,150		-		(258,150)	
	BACTA Planning				13,209,000		-		(13,209,000)	
	PDA Planning Program Grants				9,420,000		-		(9,420,000)	
	Lindenville Specific Plan				-		-		-	
	Carryover Match for Various Projects				-		739,396		739,396	
	Estimated Carryover from (FY 2020-21)				67,283		-		(67,283)	
	Unencumbered Carryover				-		89,362		89,362	
	Priority Conservation Area (PCA) Revamp				-		250,000		250,000	
	Transit Oriented Communities (TOC) Policy Implementation				-		282,390		282,390	
	Growth Framework Implementation				-		25,000,000		25,000,000	
	Milpitas Gateway/ PDA Planning - Carryover				-		500,000		500,000	
	Transit Corridors & 22nd Street Station Relocation - Carryover				-		434,200		434,200	
	SW Expressway & Race Street Urban Village Plan - Carryover				-		545,987		545,987	
	General Plan Update - Carryover				-		1,600,000		1,600,000	
	MFA-PDA-Decoto Industrial Park Study - Carryover				-		250,000		250,000	
	Planning, Programming Transportation Land Use - Carryover				-		143,871		143,871	
	Priority Development Area (PDA) Grant Program - Carryover				-		7,750,000		7,750,000	
	PDA Regional Studies - Carryover				-		87,000		87,000	
	Climate Adaptation Assistance Bay Conservation and Development Commission (BCDC)				-		1,718,092		1,718,092	
	Del Norte Station Precise Plan - Carryover				-		206,845		206,845	
	El Camino Precise Plan Environmental Impact Report (EIR)/Form Based Code - Carryover				-		277,160		277,160	
	Downtown Specific Plan EIR - Carryover				-		34,800		34,800	
	San Francisco Market Street Hub EIR - Carryover				-		134,649		134,649	
	Vehicle Miles Traveled (VMT) Policy Adoption Technical Assistance - Carryover				-		450,000		450,000	
	Lindenville Specific Plan - Carryover				-		500,000		500,000	
	Master Funding Agreement (MFA)-PDA-Decoto Industrial Park Study - Carryover				-		90,102		90,102	
	VMT Policy Adoption - Carryover				-		450,000		450,000	
	TOTAL		\$	5,906,646	\$	24,999,433	\$	41,573,854	\$	16,574,421
1612	Climate Adaption Consulting (BARC)									
	Initiative #1 Climate Adaptation			\$	-	\$	100,000	\$	100,000	
	Initiative #2 Climate Adaptation				-		100,000		100,000	
	Initiative #3 GHG Reduction				-		100,000		100,000	
	Initiative #4 GHG Reduction				-		100,000		100,000	
	Consultants				150,000		-		(150,000)	
	Website Maintenance				20,000		-		(20,000)	
	Metro talks speaker, Travel, Newsletter Related to BARC				6,500		-		(6,500)	
	TOTAL		\$	98,911	\$	176,500	\$	400,000	\$	223,500
1614	VMT - Reduction Planning for Priority Development Areas									
	Vehicle Miles Traveled			\$	-	\$	441,997	\$	441,997	
	TOTAL		\$	97,537	\$	-	\$	441,997	\$	441,997
1615	Connecting Housing and Transportation									
	Expanded Regional Housing Portfolio Business Plan			\$	100,000	\$	-	\$	(100,000)	
	Expanded Regional Housing Portfolio Business Plan				400,000		-		(400,000)	
	Bank Fees Clipper Accounts - Carryover				-		58,933		58,933	
	TOTAL		\$	138,333	\$	500,000	\$	58,933	\$	(441,067)
1616	Regional Advance Mitigation Program									
	Regional Advance Mitigation Program			\$	50,000	\$	-	\$	(50,000)	
	Carryover				44,265		-		(44,265)	
	TOTAL		\$	-	\$	94,265	\$	-	\$	(94,265)
1618	Affordable Mobility Pilot Program (CARB)									
	Affordable Mobility Pilot Program			\$	1,027,393	\$	-	\$	(1,027,393)	
	TOTAL		\$	206,243	\$	1,027,393	\$	-	\$	(1,027,393)
1622	Next Generation Freeways/Pricing Study									
	NextGen Freeways Operational Analysis			\$	-	\$	150,000	\$	150,000	
	Public Engagement				-		250,000		250,000	
	Public Engagement- Outreach				-		120,000		120,000	
	Next Generation Freeways/Pricing Study				120,000		-		(120,000)	
	TOTAL		\$	-	\$	120,000	\$	520,000	\$	400,000
1621	Network Management - Planning for Implementation									
	Network Management - Planning for Implementation			\$	750,000	\$	750,000	\$	-	
	TOTAL		\$	-	\$	750,000	\$	750,000	\$	-
	Total Consultant Contracts		\$	36,864,485	\$	132,423,880	\$	200,919,556	\$	68,495,676
106	Legal Services									
	Legal Services			\$	500,000			\$	(500,000)	
	TOTAL		\$	39,045	\$	500,000	\$	-	\$	(500,000)

FY 2022-23
CLIPPER OPERATING AND CAPITAL BUDGETS

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Clipper 1 Operating:

Revenue:

	Actuals as of 02/28/2022	FY 2021-22 Amendment No. 1	FY 2022-23 Draft	Change \$ Increase/(Decrease)
Regional Measure 2 (RM2)	\$ 1,348,360	\$ 4,323,800	\$ 3,209,807	\$ (1,113,993)
State of Good Repair (SGR)	-	-	68,188	68,188
State Transit Assistance (STA)	5,693,227	6,300,000	10,000,000	3,700,000
Coronavirus Aid, Relief and Economic Security Act (CARES)	885,399	4,675,000	-	(4,675,000)
Inactive Accounts	-	-	-	-
Miscellaneous	138,116	-	-	-
Float Account Interest	-	800,000	-	(800,000)
Transit Operators	5,677,035	10,740,000	12,495,000	1,755,000
Total Revenue	\$ 13,742,138	\$ 26,838,800	\$ 25,772,995	\$ (1,065,805)

Expense:

Staff cost	\$ 433,146	\$ 662,793	\$ 597,470	\$ (65,323)
General Operations	185,520	166,800	488,162	321,362
Clipper Operations	13,114,020	26,009,207	24,687,362	(1,321,845)
Total Expense	\$ 13,732,686	\$ 26,838,800	\$ 25,772,995	\$ (1,065,805)

Clipper 2 Operating:

Revenue:

	Actuals as of 02/28/2022	FY 2021-22 Amendment No. 1	FY 2022-23 Draft	Change \$ Increase/(Decrease)
Regional Measure 2 (RM2)	\$ 228,244	\$ 1,358,838	\$ 1,790,193	\$ 431,355
State of Good Repair (SGR)	460,994	2,288,197	9,893,309	7,605,112
State Transit Assistance (STA)	176,200	175,000	-	(175,000)
Clipper Cards	-	-	4,255,000	4,255,000
Miscellaneous	11,822	-	-	-
Float Account Interest	-	-	-	-
Transit Operators	460,030	2,505,000	8,030,000	5,525,000
Total Revenue	\$ 1,337,290	\$ 6,327,035	\$ 23,968,502	\$ 17,641,467

Expense:

Staff cost	\$ 393,586	\$ 639,397	\$ 987,702	\$ 348,305
General Operations	-	-	10,400	\$ 10,400
Clipper 2 Operations	943,704	5,687,638	22,970,400	17,282,762
Total Expense	\$ 1,337,290	\$ 6,327,035	\$ 23,968,502	\$ 17,641,467

FY 2022-23
CLIPPER OPERATING AND CAPITAL BUDGETS

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Clipper 1 Capital:

Revenue:

	Actuals Life-to-Date (LTD) 02/28/2022	FY 2021-22 Amendment No. 1	FY 2022-23 Draft	FY 2022-23 LTD
Congestion Mitigation and Air Quality (CMAQ)	\$ 67,064,250	\$ 65,048,448	-	\$ 65,048,448
Clipper Cards	18,655,524	24,951,267	\$ 2,000,000	26,951,267
Low Carbon Transit Operations (LCTOP)	7,467,202	7,777,971	446,402	8,224,373
American Recovery and Reinvestment Act (ARRA)	11,167,891	11,167,891	-	11,167,891
Federal Transit Administration (FTA)	25,451,424	14,072,565	26,205	14,098,770
Surface Transportation Block Grant (STBG)	35,314,796	31,790,753	-	31,790,753
State Transit Assistance (STA)	26,515,452	21,946,540	-	21,946,540
Proposition 1B		1,115,383	-	1,115,383
Exchange Fund	7,573,878	-	-	-
General Fund	890,216	-	-	-
State of Good Repair (SGR)	31,474	-	-	-
San Francisco Municipal Transportation Agency (SFMTA)	4,387,814	8,005,421	-	8,005,421
Golden Gate Bridge, Highway & Transportation District (GGBHTD)	2,799,165	2,975,000	-	2,975,000
Bay Are Rapid Transit (BART)	527,378	725,000	-	725,000
Exchange Fund	-	7,573,878	-	7,573,878
Bay Area Toll Authority (BATA)	1,788,134	26,520,751	-	26,520,751
Transit Operators	3,030,524	11,779,437	-	11,779,437
Water Emergency Transportation Authority (WETA)	657,307	603,707	-	603,707
Sales Tax		890,216	-	890,216
Clipper Escheatment		218,251	-	218,251
Miscellaneous	3,253,618	-	-	-
Interest	440,327	-	-	-
Total Revenue	\$ 213,322,430	\$ 237,162,479	\$ 2,472,607	\$ 239,635,086

Expense:

Staff Costs	\$ 15,938,087	\$ 15,714,780	\$ 472,607	\$ 16,187,387
Travel		-	-	-
Equipment	30,662,651	48,726,873	-	48,726,873
Consultants	158,675,604	172,720,826	2,000,000	174,720,826
Total Expense	\$ 205,276,343	\$ 237,162,479	\$ 2,472,607	\$ 239,635,086

Clipper 2 Capital:

Revenue:

	Actuals Life-to-Date (LTD) 02/28/2022	FY 2021-22 Amendment No. 1	FY 2022-23 Draft	FY 2022-23 LTD
Surface Transportation Block Grant (STBG)	\$ 9,477,616	\$ 9,477,616	\$ -	\$ 9,477,616
Federal Transit Administration (FTA)	38,001,449	146,438,364	-	146,438,364
Toll Bridge		-	-	-
Prop 1B/LCTOP		-	-	-
Congestion Mitigation and Air Quality (CMAQ)	730,642	1,621,068	-	1,621,068
BATA	-	22,859,802	-	22,859,802
State of Good Repair (SGR)	16,173,973	40,182,899	14,313,791	54,496,690
State Transit Assistance (STA)	24,548,080	2,661,267	3,525,000	6,186,267
Interest from Bank	\$ -	\$ -		\$ -
Clipper Cards	-	4,000,000	3,000,000	7,000,000
Low Carbon Transit Operations (LCTOP)	349,150	-	452,961	452,961
Inactive Cards	-	135,000	-	135,000
Total Revenue	\$ 89,280,909	\$ 227,376,016	\$ 21,291,752	\$ 248,667,768

Expense:

Staff Costs	\$ 15,161,079	\$ 14,737,186	\$ 2,866,752	\$ 17,603,938
Equipment	-	7,591,903	-	7,591,903
Consultants	74,767,543	195,738,609	18,425,000	214,163,609
Transfer Out	106,824	-		-
Contingency	-	9,308,318	-	9,308,318
Total Expense	\$ 90,035,447	\$ 227,376,016	\$ 21,291,752	\$ 248,667,768

FY 2022-23

BAY BRIDGE FORWARD OPERATING AND CAPITAL BUDGETS

Attachment E

Bay Bridge Forward - Project Delivery**Actuals as of 2/28/2022****FY 2021-22
Amendment No. 2****FY 2022-23
Draft****FY 2022-23
LTD****Bay Bridge Forward 2016 (2656)****Revenue:**

Surface Transportation Block Grant (STBG)	\$	140,292	\$	1,050,181	\$	249,638	\$	1,299,819
Service Authority for Freeways and Expressways (SAFE)		5,431,144		6,231,144		-		6,231,144
Exchange		2,820,244		3,900,000		-		3,900,000
Bay Area Toll Authority (BATA) Rehabilitation		-		600,000		-		600,000
Regional Measure 2 (RM2) Capital		7,054,385		11,144,000		6,310,000		17,454,000
Total Revenue	\$	15,446,064	\$	22,925,325	\$	6,559,638	\$	29,484,963

Expense:

Staff Costs	\$	29,755	\$	50,181	\$	-	\$	50,181
Consultants		15,416,474		22,875,144		6,559,638		29,434,782
Total Expense	\$	15,446,229	\$	22,925,325	\$	6,559,638	\$	29,484,963

Bay Bridge Forward 2020 (2657)**Revenue:**

Surface Transportation Block Grant (STBG)/(New)	\$	136,099	\$	3,749,675	\$	7,000,000	\$	10,749,675
Regional Measure 2 (RM2) Capital		-		4,825,455		-		4,825,455
Congestion Mitigation and Air Quality (CMAQ)		-		-		12,709,362		12,709,362
Bay Area Toll Authority (BATA) Local Partnership		204,086		-		5,000,000		5,000,000
Bay Area Toll Authority (BATA) Rehabilitation		-		-		2,000,000		2,000,000
Alameda County Transportation Commission (ACTC)		287,210		14,350,000		6,407,833		20,757,833
Total Revenue	\$	627,395	\$	22,925,130	\$	33,117,195	\$	56,042,325

Expense:

Staff Costs	\$	76,634	\$	124,675	\$	-	\$	124,675
Consultants		574,420		22,800,455		33,117,195		55,917,650
Total Expense	\$	651,055	\$	22,925,130	\$	33,117,195	\$	56,042,325

Bay Area Forward - Richmond San Rafael Forward (2658)**Revenue:**

Surface Transportation Block Grant (STBG)	\$	18,030	\$	55,812	\$	-	\$	55,812
Exchange		-		1,046,000		100,000		1,146,000
Total Revenue	\$	18,030	\$	1,101,812	\$	100,000	\$	1,201,812

Expense:

Staff Costs	\$	18,564	\$	55,812	\$	-	\$	55,812
Consultants		-		122,000		100,000		222,000
Total Expense	\$	18,564	\$	177,812	\$	100,000	\$	277,812

Bay Area Forward - Freeway Performance Initiative I-680 (2659)**Revenue:**

Surface Transportation Block Grant (STBG)	\$	1,450,542	\$	14,000,000	\$	-	\$	14,000,000
Total Revenue	\$	1,450,542	\$	14,000,000			\$	14,000,000

Expense:

Staff Costs	\$	-	\$	-	\$	-	\$	-
Consultants		1,450,542		14,000,000		-		14,000,000
Total Expense	\$	1,450,542	\$	14,000,000			\$	14,000,000

Bay Area Forward - Freeway Performance Initiative I-880 (2660)**Revenue:**

Surface Transportation Block Grant (STBG)	\$	325,388	\$	2,815,644	\$	909,471	\$	3,725,115
Congestion Mitigation and Air Quality (CMAQ)		-		250,000		3,046,800		3,296,800
Total Revenue	\$	325,388	\$	3,065,644	\$	3,956,271	\$	7,021,915

Expense:

Staff Costs	\$	34,417	\$	61,440	\$	-	\$	61,440
Consultants		294,888		3,004,204		3,956,271		6,960,475
Total Expense	\$	329,305	\$	3,065,644	\$	3,956,271	\$	7,021,915

FY 2022-23

BAY BRIDGE FORWARD OPERATING AND CAPITAL BUDGETS

Attachment E

Bay Area Forward - Freeway Performance Initiative US - 101 (2661)	Actuals Life-to-Date (LTD) 02/28/2022	FY 2021-22 Amendment No. 2	FY 2022-23 Draft	FY 2022-23 LTD
Revenue:				
Congestion Mitigation and Air Quality (CMAQ)	\$ 188,139	\$ 3,000,000	\$ -	\$ 3,000,000
Surface Transportation Block Grant (STBG)	14,103	61,440	2,406,000	2,467,440
Total Revenue	\$ 202,242	\$ 3,061,440	\$ 2,406,000	\$ 5,467,440
Expense:				
Staff Costs	\$ 36,246	\$ 61,440	\$ -	\$ 61,440
Consultants	170,312	3,000,000	2,406,000	5,406,000
Total Expense	\$ 206,558	\$ 3,061,440	\$ 2,406,000	\$ 5,467,440
Bay Area Forward - Dumbarton Forward (2662)				
Revenue:				
Surface Transportation Block Grant (STBG)/(New)	\$ 140,211	\$ 3,350,361	\$ 4,000,000	\$ 7,350,361
Regional Measure 2 (RM2) Capital	-	4,800,000	-	4,800,000
Total Revenue	\$ 140,211	\$ 8,150,361	\$ 4,000,000	\$ 12,150,361
Expense:				
Staff Costs	\$ 55,475	\$ 100,361	\$ -	\$ 100,361
Consultants	85,351	8,050,000	4,000,000	12,050,000
Total Expense	\$ 140,826	\$ 8,150,361	\$ 4,000,000	\$ 12,150,361
Bay Area Forward - Napa Forward (2663)				
Revenue:				
Surface Transportation Block Grant (STBG)/(New)	234,367	\$ 8,261,800	\$ 6,200,400	\$ 14,462,200
Total Revenue	\$ 234,367	\$ 8,261,800	\$ 6,200,400	\$ 14,462,200
Expense:				
Staff Costs	\$ 60,453	\$ 161,800	\$ -	\$ 161,800
Consultants	175,972	8,100,000	6,200,400	14,300,400
Total Expense	\$ 236,425	\$ 8,261,800	\$ 6,200,400	\$ 14,462,200
Total Revenue Bay Bridge Forward	\$ 18,444,239	\$ 83,491,512	\$ 56,339,504	\$ 139,831,016
Total Expense Bay Bridge Forward	\$ 18,479,504	\$ 82,567,512	\$ 56,339,504	\$ 138,907,016

Note: Staff costs are included under work element 1237

FY 2022-23
EXCHANGE FUND

Attachment F

	Actuals as of 02/28/2022	FY 2020-21 Adopted	FY 2021-22 Adopted	FY 2022-23 Draft	Change \$ Increase/(Decrease)
Revenue - Transportation Authority of Marin (TAM)	\$ -	\$ -	\$ 75,651,097	\$ 75,651,097	\$ 75,651,097
Revenue - Solano Transportation Authority (STA)	-	-	65,000,000	65,000,000	65,000,000
Interest income	5,471		-	-	-
Total revenue	\$ 5,471	\$ -	\$ 140,651,097	\$ 140,651,097	\$ 140,651,097
Professional Fees	\$ -	\$ 25,744,038	\$ -	\$ 2,087,500	\$ 27,831,538
Equipment Capital Expense	-	-	-	-	-
Transfer out (i.e. MTC Allocations)	510,919	-	-	-	-
Total expense	\$ 510,919	\$ 25,744,038	\$ -	\$ 2,087,500	\$ 27,831,538
Revenue over Expense	\$ (505,449)	\$ (25,744,038)	\$ 140,651,097		\$ 168,482,635
Beginning Balance	\$ 25,744,038	\$ 25,744,038	\$ -	\$ 140,651,097	
Ending Balance	\$ 25,238,589	\$ -	\$ 140,651,097	\$ 140,651,097	

Notes:

The One Bay Area Grant (OBAG) programs adopted by the Commission establish commitments and policies for investing Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds for regional and county programs. To provide greater flexibility to deliver select priority projects, MTC may enter into an agreement with a project sponsor to exchange federal STP/CMAQ funds with non-federal local funds available to the sponsor. An exchange does not increase the total amount of funds available to the region, but does enable MTC to commit exchanged funds to key investments within the OBAG policy framework that would otherwise be incompatible with or ineligible for federal STBG/CMAQ funding. 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.

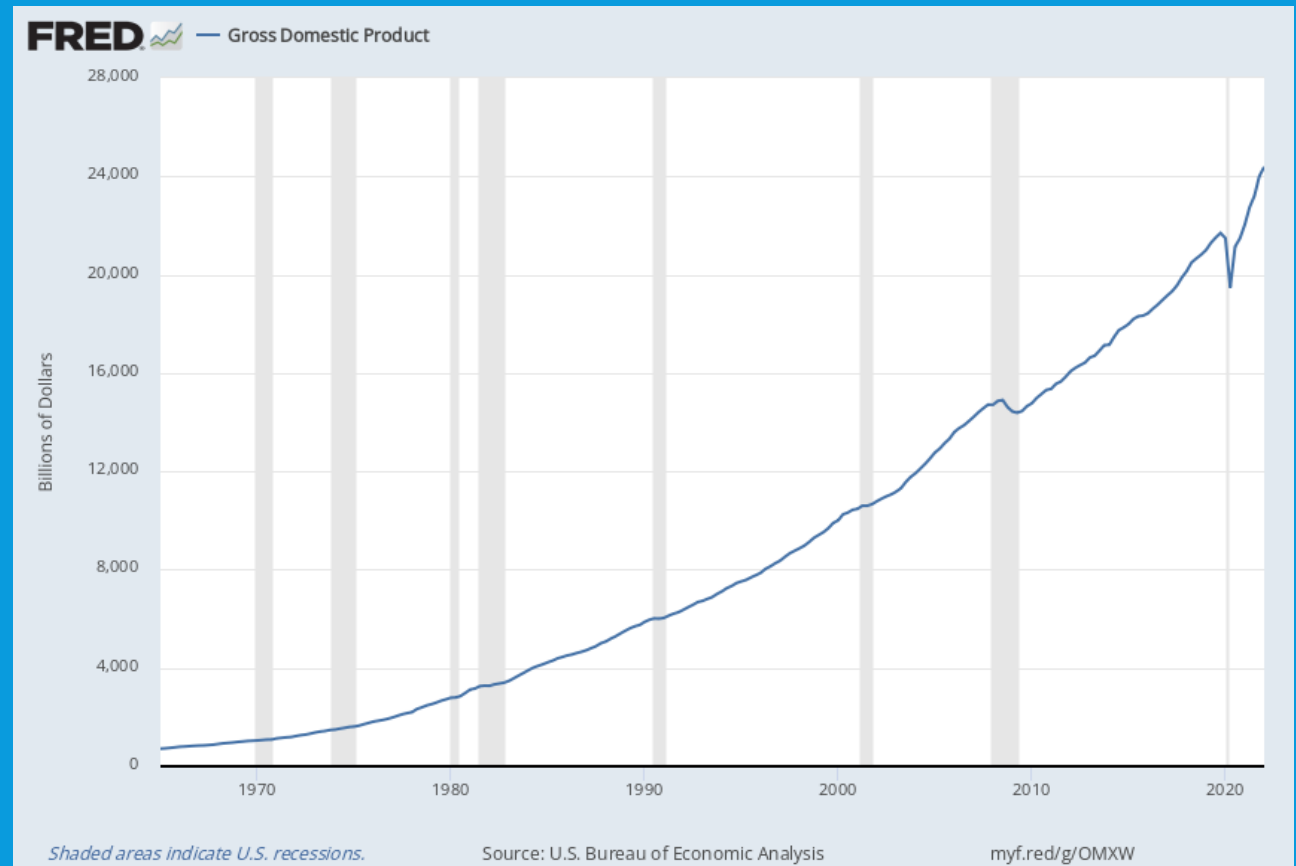
**MTC BUDGET FY 2022-23
OPERATING & CAPITAL BUDGET
MTC RESOLUTION NO. 4517**

June 8, 2022

ECONOMIC BACKDROP

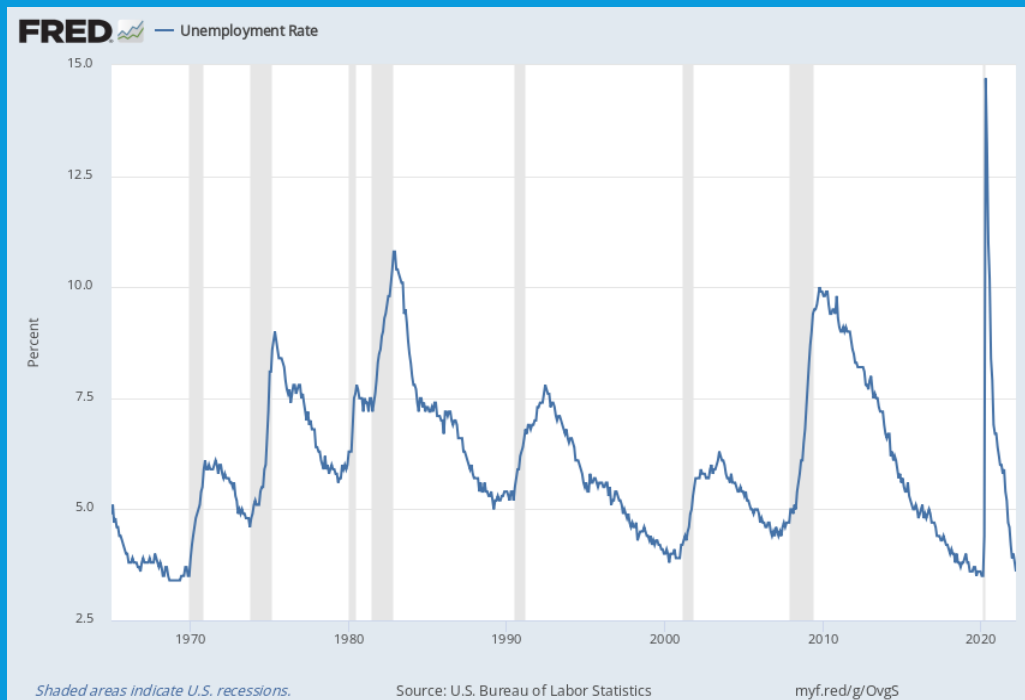
THE NATIONAL ECONOMY IS STRONG

- Since the pandemic related economic “crash” in Spring 2020, the national economy has performed well
- Tremendous amounts of fiscal stimulus from the Federal government (CARES, CRRSAA, ARPA)
- Stimulative monetary policy from the Federal Reserve (near zero interest rates, substantial balance sheet)
- GDP has set new records

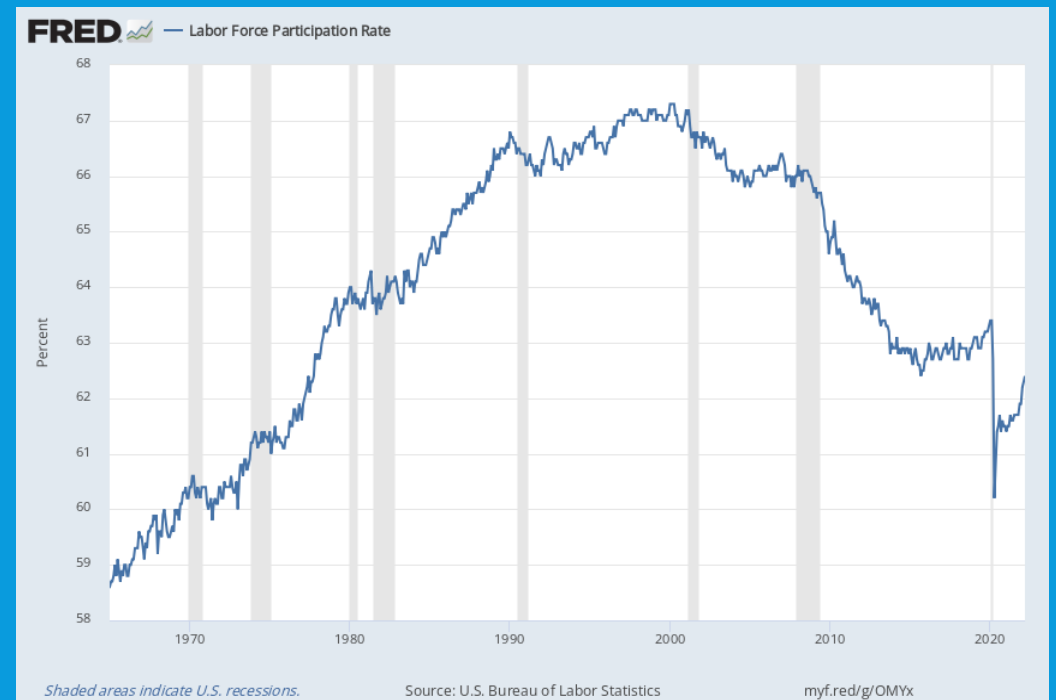


UNEMPLOYMENT PICTURE

- Unemployment has fallen to pre-pandemic levels

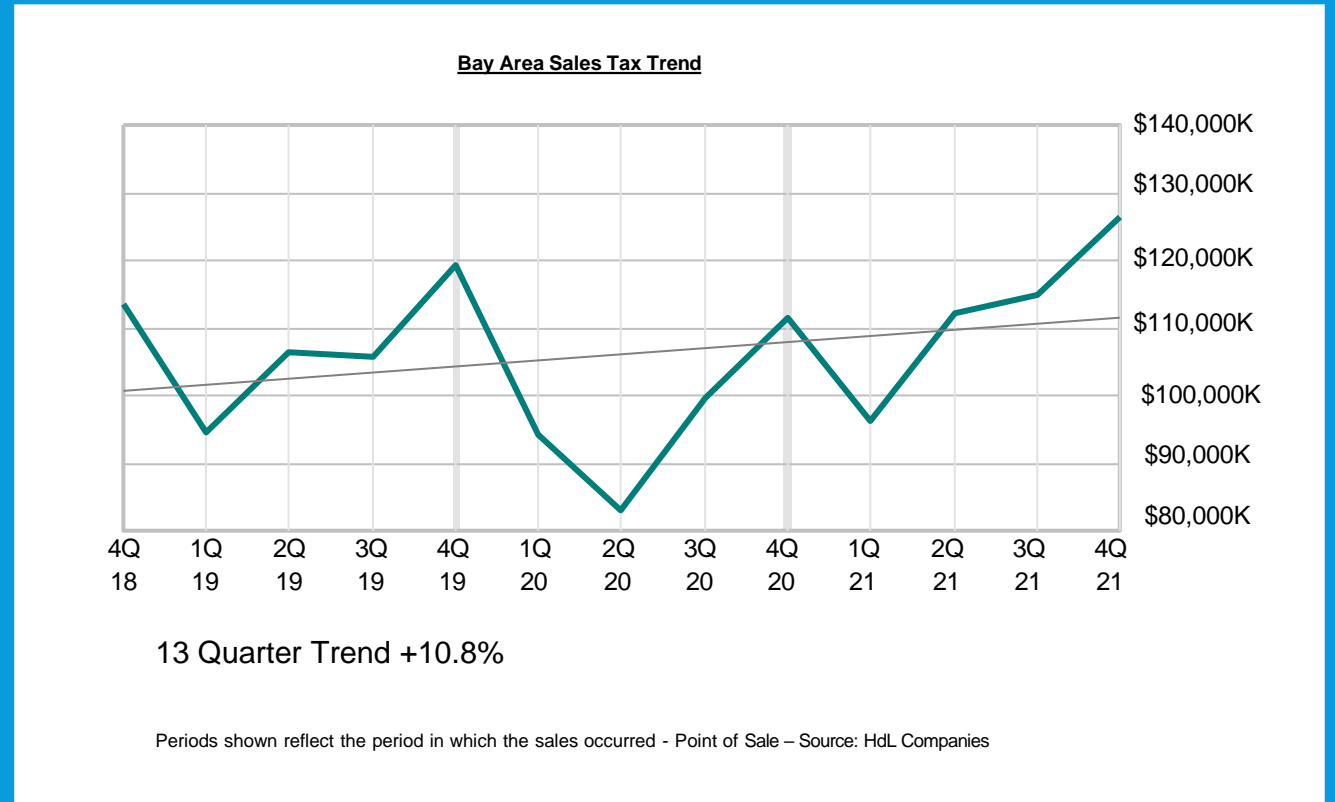


- Labor participation is its lowest since the late 1970s



THE REGIONAL ECONOMY HAS LARGELY RECOVERED

- Drop in sales tax revenue was mild compared to prior recessions, but unevenly distributed
- Pandemic induced recession had disproportionate effects on women and disadvantaged communities



FISCAL YEAR 2022-23 BUDGETS

FY 2023 BUDGET ASSUMPTIONS

- **General Budget Assumptions**
 - 356 full time staff (including term-limited positions)
 - 4.2% COLA salary increase
 - PERS UL payment \$2.0 million
 - OPEB ADC \$3.6 million
- **Revenue**
 - TDA up 16%
 - New grant funding covers incremental staff costs, including attributable overhead
- **Budget results in summary:**
 - All funds will maintain substantial operating reserves
 - No operational draw from reserves
 - No special hiring or expenditure conditions
 - Need to maintain financial discipline in order to appropriately react to changing economic conditions

FY 2023 STAFFING

- 356 full time staff (including term-limited positions)
- 29 new budgeted positions
 - Six replace positions previously filled on long-term “temporary” basis
 - One “add” creates two six-month term limited positions
 - One is term-limited, funded by BAAQMD
- Added FTEs address critical needs
 - Shore up core agency-wide support (HR, Finance, IT, Public Affairs)
 - Supports expanded Commission priority activities (e.g., Blue Ribbon, climate)
 - Reinforces operating enterprise commitments (BATA, FASTrak, Express Lanes)

Positions	FY 2022	FY 2023 Additions	Total
MTC	248	19	267
BATA	74	9.75	83.75
SAFE	5	0.25	5.25
Total	327	29	356

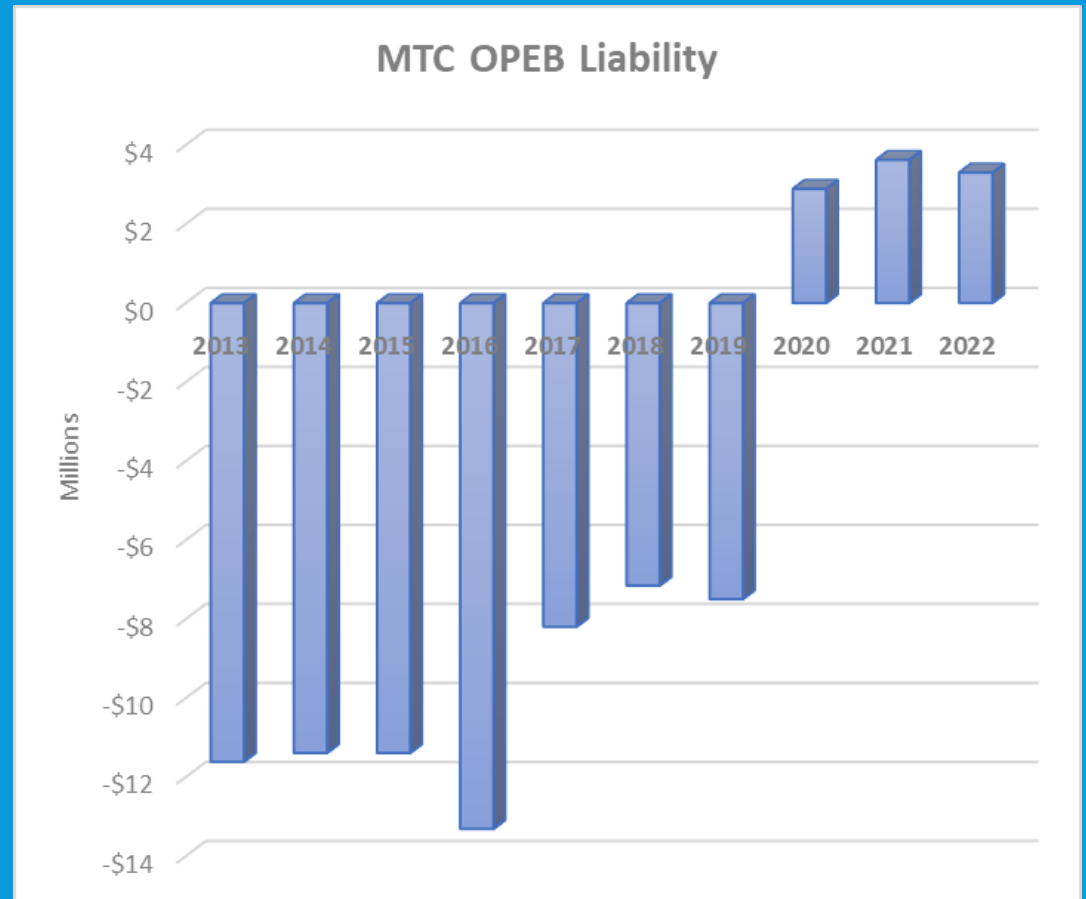
MTC RESERVE HISTORY

- MTC moved to positive net unrestricted balance starting in FY2020.
- Net pension liability has been reduced.
- The goal is to maintain total fund balance equal to six months operating revenue, and to increase net unrestricted reserves

	<u>Actual</u>					<u>Amend. #3</u>	<u>Budget</u>
	<u>FY 16-17</u>	<u>FY 17-18</u>	<u>FY18-19</u>	<u>FY19-20</u>	<u>FY 20-21</u>	<u>FY 21-22</u>	<u>FY 22-23</u>
Fund balance, July 1	\$ 40,369,795	\$ 41,664,790	\$ 46,412,978	\$ 46,028,526	\$ 50,931,350	\$ 57,589,080	\$ 57,039,494
Surplus (deficit)	1,294,995	4,748,188	(384,452)	4,902,824	6,657,730	(549,586)	535,033
Transfer in from other Funds	0	0	0		0	0	0
Fund balance, June 30	41,664,790	46,412,978	46,028,526	50,931,350	57,589,080	57,039,494	57,574,527
Adjusted balance June 30	41,664,790	46,412,978	46,028,526	50,931,350	57,589,080	57,039,494	57,574,527
Reserve for encumbrance	3,013,964	3,291,429	3,944,445	8,910,984	4,756,400	6,000,000	6,000,000
Benefits/Retirement Reserve	1,515,948	1,362,773	3,158,877	9,547,203	8,434,545	6,000,000	6,000,000
Building - Move Reserve	0	0	0	0	0	0	0
MTC/ABAG Integration	0	0	0	0	0	0	0
Compensated Absences	5,151,294	3,921,386	4,253,618	4,965,167	6,427,839	6,000,000	6,000,000
STA Reserve	49,194	27,196	0	0	0	0	0
Capital Asset	0	0	0	0		624,050	910,000
Liability Contingency Reserve	294,763	123,850	285,120	281,027	124,279	500,000	1,900,000
Fixed Asset Replacement	0	0	0	0	0	0	0
Subtotal reserve, restricted	10,025,163	8,726,634	11,642,061	23,704,381	19,743,063	19,124,050	20,810,000
Net before retirement	31,639,627	37,686,344	34,386,465	27,226,969	37,846,017	37,915,444	36,764,527
Net Pension Liability	36,671,290	29,279,328	39,358,740	22,033,953	20,274,607	18,414,200	18,414,200
OPEB	0	4,763,606	5,059,342	0	(4,561,628)	0	0
Net unrestricted	(5,031,663)	3,643,410	(10,031,617)	5,193,016	22,133,038	19,501,244	18,350,327
Total Adjusted Reserve	\$ 41,664,790	\$ 46,412,978	\$ 46,028,526	\$ 50,931,350	\$ 57,589,080	\$ 57,039,494	\$ 57,574,527

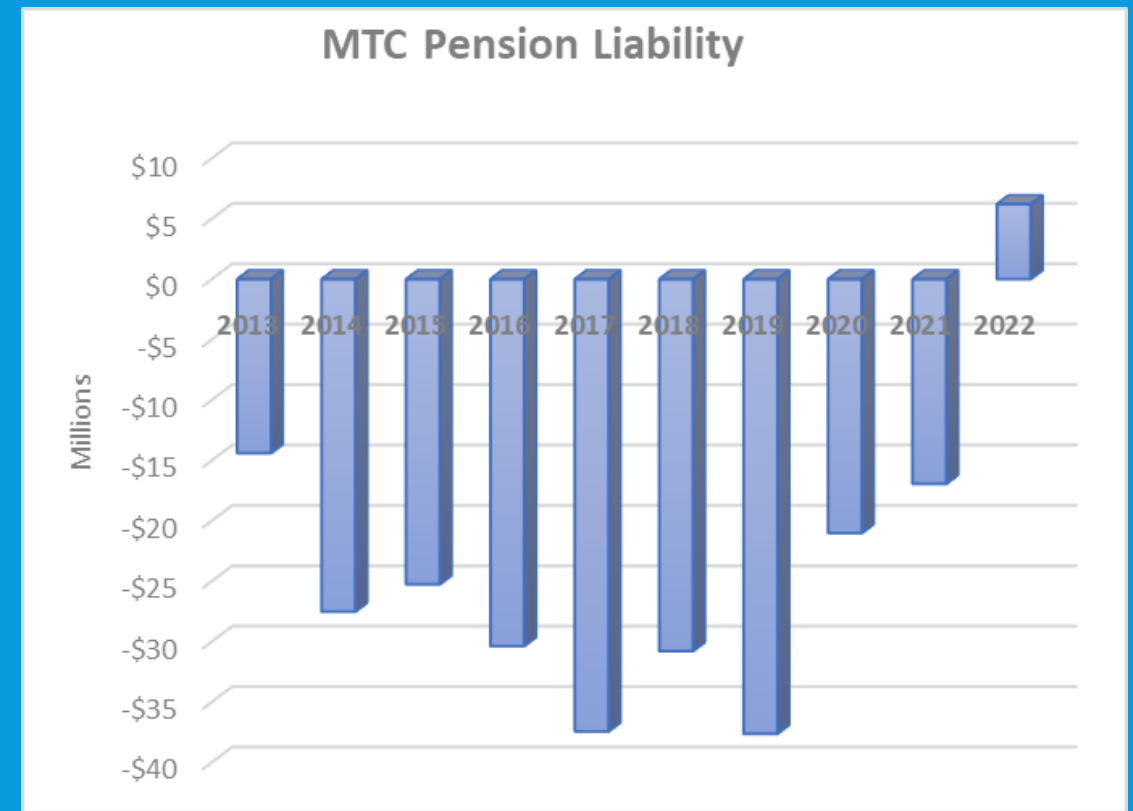
MTC POST- RETIREMENT LIABILITIES (OPEB) ARE FULLY FUNDED

- OPEB
 - Unfunded liability was retired in FY 2020
 - Obligation is now an asset of \$7.0 million
 - Interest on the section 115 trust now exceed retiree medical payments
 - Retiree medical payments are fully funded through the OPEB 115 Trust



UNFUNDED PENSION LIABILITY HAS BEEN ADDRESSED

- PERS
 - Highest UAL liability \$38 million FY 2019
 - MTC restructured starting in FY 2020
 - Restructured plan in FY 2020
 - Saves millions in interest costs
 - Reduces amortization to 12 years or less
 - Lowers annual payment by \$1.3 million
 - MTC made additional prepayments in FY 2021
 - Does not reflect \$3 million transferred to section 115 pension trust
 - Expect to demonstrate a surplus at June 30, 2022



CONTINUING AND NEW OPERATING CONCERNS

- Salary & benefit costs continue to grow faster than “Core” revenue available for such costs
- Commission initiatives and project growth creates growing dependence of transfers and additional grant revenue – meanwhile, MTC has to “cash flow” receipt of grants and sometimes has challenges recovering overhead
- Non-project staff operates under a significant “capacity deficit” – capacity necessary to fully serve project requirements
- While current economic conditions are strong, there are real recessionary pressures – meanwhile bridge traffic (and consequent transfers from BATA) remain depressed

MTC DRAFT FY 2023 OPERATING BUDGET

- Final Proposed Budget is Balanced without the use of reserves
- Operating Revenue drivers
 - Federal and State grants (OBAG 3)
 - Projected TDA revenue up 16%
- Operating Expense drivers
 - New Positions
 - Salary & Benefits - COLA based on negotiated MOU
 - Contractual Services – increases in project funding
- Grants that have not been awarded are excluded. Awarded grants will be included in subsequent budget amendments

	FY 2022 Budget (thousands)	FY 2023 Budget (thousands)	Change
Revenue (thousands)			
Federal and State Grants	\$138,574	\$221,778	60%
Local	15,752	4,956	-68%
Transfers	8,543	6,654	-22%
Other	25,580	23,995	-6%
Total Revenue	\$188,448	\$257,383	37%
Expense			
Salary & Benefit	\$48,758	\$44,951	-8%
Gen Operations	2,736	4,033	47%
Contract Svcs	132,424	200,920	52%
Other	5,080	6,944	37%
Total Expense	\$188,998	\$256,848	36%
Balance (deficit)	\$(550)	\$535	

MTC DRAFT FY 2023 OPERATING BUDGET

CLIPPER OPERATIONS

- Operating costs increase due mostly to Clipper II operations
 - Expansion and modernization of systems
 - Retail/customer services
 - Fare media options
- Clipper II will be Revenue Ready in the next fiscal year
- Clipper will operate parallel systems of Clipper I and Clipper II until late 2024

	FY 2022 Budget (millions)	FY 2023 Budget (millions)	Change
Revenue (thousands)			
RM2	\$5.7	\$5.8	38%
STA	6.5	7.5	-6%
SGR	2.3	10.0	285%
CARES	4.7	0.0	-100%
Clipper Cards	0.0	3.8	N/A
Float Account Interest	0.8	1.8	125%
Operators	13.2	20.5	54%
Total Revenue	\$33.2	\$49.3	60%
Expense			
Staff	\$1.3	\$1.6	23%
Operations	29.6	47.7	61%
Total Expense	\$30.9	\$49.3	60%

MTC DRAFT FY 2023 BUDGET CLIPPER CAPITAL

Clipper I

- Total Budget FY 2023 (LTD) \$239.6 million
- FY 2022 (LTD) \$237.2 million
- Addition FY 2023 \$2.5 million
 - Funded by additional card sales and LCTOP

Clipper II

- Total Budget FY 2023 (LTD) \$248.7 million
- FY 2022 (LTD) \$227.4 million
- Addition FY 2023 \$ 21.3 million
 - Staff \$ 2.9 million
 - Consultants \$18.4 million
 - Funded by SGR, STA, card sales and LCTOP

MTC DRAFT FY 2023 BUDGET BAY AREA FORWARD

- Bridge capital projects improving bridge and freeway operations
- Funding for these projects come from a variety of federal, state and local sources
- New projects for FY 2023 (millions):
 - Bay Bridge (2016) \$6.6
 - Bay Bridge (2020) \$33.1
 - Richmond – San Rafael \$0.1
 - FPI – 880 \$4.0
 - FPI – 101 \$2.4
 - Dumbarton \$4.0
 - Napa \$6.2

	FY 2022 (LTD) (thousands)	FY2023 (thousands)	Total (LTD)
Bay Bridge (2016)	\$22,925	\$6,560	\$29,485
Bay Bridge (2020)	22,925	33,117	56,042
RSR	1,102	100	1,202
FPI – 680	14,000	--	14,000
FPI – 880	3,065	3,956	7,022
FPI – US 101	3,061	2,406	5,467
Dumbarton Fwd	8,150	4,000	12,150
Napa Fwd	8,262	6,200	14,462
Total	\$83,491	\$56,340	\$139,831

RESOLUTION NO.4517

- **Sets parameters for administration of the FY 2022 Budget**

- Authorizes adjustments within the approved budget
- All increases to the budget must have Commission approval
- Delegates approval of contract and other services to Administration Committee
- Establishes the total authorized fulltime positions which cannot be exceeded without Commission approval

- **Establishes reserve designations**

- | | |
|--|---------|
| ▪ Encumbrance | \$6M |
| ▪ Benefits | \$6M |
| ▪ Compensated absence | \$6M |
| ▪ Capital | \$0.6M |
| ▪ Liability | \$0.5M |
| ▪ Unfunded pension | \$15.7M |
| ▪ OPEB | -- |
| ▪ No use of the designated reserve funds is authorized except through the FY 2022 Budget or with the express authorization of the Commission | |

BUDGET SCHEDULE

- May 11 –
 - Joint budget study session with Commission
- June 08 –
 - Committee approval(s)
- June 22
 - Final Commission approval



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: [10a - 22-0677 -](#)
[3a - 22-0677 - Programming to Support Transit Transformation Action Plan.pdf](#)

Date	Ver.	Action By	Action	Result
6/8/2022	1	Programming and Allocations Committee		

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.

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W.I.: 1514
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Attachment A
Resolution 4519
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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

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W.I.: 1514
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Attachment A
Resolution 4519
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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.

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Attachment A
Resolution 4519
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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.

Blue Ribbon Transit Transformation Action Plan Program of Projects

					SUM(A:E)	Fund Sources					
Initiative	Action # ¹	Sponsor	Project	Funding by Initiative	Total Project Programming	Population-based STA ²	Revenue-based STA	STA Revenue-based STA Exchange	FTA	OBAG 2	Notes
						\$ 21,358,796	\$ 5,521,869	\$ 26,563,152	\$ 30,806,183	\$ 750,000	
I. Fare Coordination/Integration (Actions 1-3)				\$ 28,000,000							
	1a	MTC	Institutional Pass Pilot		\$ 6,000,000	\$ 478,131	\$ 5,521,869				
II. Regional Mapping and Wayfinding (Actions 4-6)				\$ 18,200,000							
III. Transit Priority on Roadways (Actions 7-12)				\$ 26,000,000							
	25a(9aX)	MTC	Regional Transit Card (RTC) Improvements (exchange with Bay Bridge Forward)		\$ 500,000	\$ 500,000					3
	9a	MTC	Bay Bridge Forward - Preliminary Engineering		\$ 750,000					\$ 750,000	
IV. Transit Planning (Actions 13-20)				\$ 3,250,000							
V. Accessibility (Actions 21-25)				\$ 4,550,000							
	23a	MTC	Paratransit Fare Payment Clipper		\$ 1,100,000	\$ 1,100,000					
VI. Staff Support				\$ 5,000,000							
		MTC	MTC Staff		\$ -						
			Total Programming	\$ 85,000,000	\$ 8,350,000	\$ 2,078,131	\$ 5,521,869	\$ -	\$ -	\$ 750,000	
			Balance		\$ 76,650,000	\$ 19,280,665	\$ -	\$ 26,563,152	\$ 30,806,183	\$ -	

Notes:

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: [10b - 22-0854 -](#)
[3b - 22-0854 - TDA, STA, RM2, and AB1107 Allocation to Transit Operators.pdf](#)

Date	Ver.	Action By	Action	Result
6/8/2022	1	Programming and Allocations Committee		

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	Paratransit Operations	6,880,509	01	06/22/22	Santa Clara County
AC Transit	Paratransit Operations	5,109,152	07	06/22/22	AC Transit
	Subtotal	11,989,661			
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
LAVTA	Transit Operations	10,610,799	08	06/22/22	LAVTA
	Subtotal	243,446,674			
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	36%	53%	50% of deposits to MTC's AB 1107 account.	01	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: [10c - 22-0892 - MTC Resos 4273 4505 4520 Caltrain Right-of-Way Repayment to SamTrans.pdf](#)
[3c - 22-0892 - Caltrain Right-of-Way Repayment to SamTrans.pdf](#)

Date	Ver.	Action By	Action	Result
6/8/2022	1	Programming and Allocations Committee		

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: [10d - 22-0685 -](#)
[4a - 22-0685 - OBAG3 Revisions and Programming to County&Local Programs.pdf](#)

Date	Ver.	Action By	Action	Result
6/8/2022	1	Programming and Allocations Committee		

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 \$49.5			
<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 \$25			
<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 \$98			
<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

Page 2

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-policypdf>
 - 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 #: 22-0827 **Version:** 1 **Name:**
Type: Assembly Bill **Status:** Commission Approval
File created: 4/18/2022 **In control:** Joint MTC ABAG Legislation Committee
On agenda: 6/10/2022 **Final action:**
Title: Assembly Bill 2594 (Ting): Toll Penalties and Payment Options

Lowers maximum toll penalties, requires payment plans for toll penalties, cash payment options, and sets forth minimum customer service hours of operation.

Sponsors:

Indexes:

Code sections:

Attachments: [11a - 22-0827 - AB2594 Ting Toll Penalties and Payment Options.pdf](#)
[3a AB 2594 Ting Toll Penalties and Payment Options.pdf](#)

Date	Ver.	Action By	Action	Result
6/10/2022	1	Joint MTC ABAG Legislation Committee		

Subject:

Assembly Bill 2594 (Ting): Toll Penalties and Payment Options

Lowers maximum toll penalties, requires payment plans for toll penalties, cash payment options, and sets forth minimum customer service hours of operation.

Presenter:

Rebecca Long

Recommended Action:

Support If Amended / MTC Commission Approval

Attachments:

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

June 10, 2022

Agenda Item 3a

Assembly Bill 2594 (Ting): Toll Penalties and Payment Options

Subject:

Lowers maximum toll penalties, requires payment plans for toll penalties, cash payment options, and sets forth minimum customer service hours of operation.

Overview:

AB 2594 (Ting) aims to reduce the financial burden that motorists can find themselves in, sometimes by accident, as a result of using toll facilities without a valid electronic payment account (such as, FasTrak® for the S.F. Bay Area). The bill lowers the maximum toll penalties allowed under state law and requires a payment plan option. It sets minimum in-person and telephone hours of operation for customer service centers and mandates that transponders should be available to purchase along with cash transactions to pay for penalties and add value to an account within 15 miles of *all entry point* to toll facilities. In an effort to improve the accuracy of the addresses to which toll agencies send a toll violation notice (based on the Department of Motor Vehicles (DMV)'s vehicle registration system), the bill requires the DMV to notify a person that when they obtain or renew their driver's license, they may need to *also* update their address for purposes of vehicle registration.

Recommendation: Support if Amended / MTC

Discussion:

Since AB 2594 was introduced in February, MTC leadership and staff met with Assemblymember Ting and expressed support for his goal of making toll penalties less financially burdensome statewide and ensuring that motorists can easily enroll in FasTrak and pay outstanding tolls and penalties with cash. Assemblymember Ting shared that he recognizes the essential role that bridge tolls (and express lanes) play in the Bay Area's (and state's) transportation system and does not want to undermine payment of tolls. Since then, staff has been in regular communication with Assemblymember Ting's office to share additional technical concerns with the bill, as currently drafted, and worked on potential amendments with the California Toll Operators Committee—an informal association of the state's various toll bridge, toll road and express lane operators.

While negotiations are ongoing, consensus among the toll agencies and Assemblymember Ting's office appears to be emerging around the following provisions:

- **Penalties for All Toll Facilities:** Require toll agencies waive penalties for a first-time toll violator if they enroll in FasTrak. (This is consistent with our current practice.)
- **Penalties for Toll Bridges:** Set a \$25 cap on penalties for the first notice of a bridge toll violation (per violation) and a \$50 cumulative cap on penalties (per violation) for the second notice. (Note: this would not affect Bay Area Toll Authority (BATA), but would affect the Golden Gate Bridge, Highway & Transportation District, which still has an initial penalty of \$25 and a cumulative penalty of \$70 per violation.)
- **Grace Period for Toll Bridge Violation:** Establish a 15-day grace period for the first notice of a bridge toll violation during which only the unpaid toll amount is due; if unpaid within that timeframe, a penalty of up to \$25 would be allowed. (Note that for the BATA, this would be \$5 under our current schedule.)
- **Express Lanes and Toll Roads:** A \$100 cumulative cap on penalties per violation, which would not affect the Bay Area's penalties.
- **Payment Plans:** Require toll agencies offer a payment plan to pay off penalties in excess of \$200 for persons living in a low-income household (with a gross income at or below 200 percent of the federal poverty level), as determined by the toll agency. Authorize vehicle registration renewal if payment plan is in good standing.
- **Cash Options:** Require toll agencies charge no extra fee for the use of cash to obtain a transponder, if sold/leased directly by the issuing agency (or its customer service center); Require two or more retail outlets (which includes cash payment locations), kiosks, or customer service centers in each county in which a toll facility operates in which a person can load funds onto an account and pay tolls or violations with cash.
- **Customer Service:** Require at least one in-person customer service location within the jurisdiction of the toll agency where a person can obtain a transponder; and at least two physical locations within *each county* in which a toll facility is located where a person can load funds onto an account, pay any amounts due, and register or remove a vehicle from an account; Set minimum in-person and telephone customer service hours to include evening and weekend hours.

How Would Bill Impact BATA's Equity Action Plan?


BATA has a significant head start when it comes to AB 2594, having already taken numerous steps to ease the financial impact of toll penalties, make FasTrak transponders widely available through retail options, authorize toll payment and account replenishment at cash payment networks, and lower the costs associated with opening and replenishing a FasTrak account with cash. As a reminder, in December 2021, BATA lowered the penalty structure from \$25 to \$5 for the first violation notice and from \$70 to \$15 for the second notice and made such reductions retroactive to any penalties paid since January 1, 2021.

Meanwhile, the Bay Area Infrastructure Financing Authority (BAIFA), a Joint Powers Authority governed by the same board as MTC and which administers the I-880 and I-680 Express Lanes, is coordinating with the Bay Area's other express lane operators on a proposed penalty reduction for express lanes. Since the proposed caps for express lanes and toll roads under consideration for AB 2594 (a \$100 cumulative cap) are below the Bay Area's current express lane penalties, this portion of the bill appears unlikely to impact the region.

Similarly, BATA has been discussing a payment plan option that could be more expansive than the "minimum" standards anticipated in AB 2594. Staff is closely monitoring the bill language to ensure that it reserves BATA the option to go beyond minimum standards identified in the bill. Staff is seeking an amendment to provide a minimum of 18 months before key provisions affecting our tolling operations take effect to allow adequate time to amend contracts and update customer-facing systems. Given Assemblymember Ting's office's good faith negotiations to date and the alignment of the bill with our Toll Equity Action Plan, staff recommends a "support if amended" position on AB 2594, as described.

Attachments:

- None


Alix A. Bockelman

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-1007 **Version:** 1 **Name:**
Type: Report **Status:** Commission Approval
File created: 5/23/2022 **In control:** Joint MTC ABAG Legislation Committee
On agenda: 6/10/2022 **Final action:**
Title: Potential Regional Revenue Options for Housing and Transportation

Next steps in pursuit of a regional housing bond, authorization for a future regional transportation measure and identification of other transportation funding opportunities.

Sponsors:

Indexes:

Code sections:

Attachments: [11b - 22-1007 - Potential Regional Revenue Options for Housing and Transportation.pdf](#)
[11b - 22-1007 - Attachment D Presentation Revenue Measure Considerations.pdf](#)
[3bi Potential Regional Revenue Options for Housing and Transportation Summary Sheet and A](#)
[3bii PowerPoint Nov-2024 Revenue Measure Considerations.pdf](#)
[3biii Correspondence Received Joint LEGIS 2022-06-10.pdf](#)

Date	Ver.	Action By	Action	Result
6/10/2022	1	Joint MTC ABAG Legislation Committee		

Subject:

Potential Regional Revenue Options for Housing and Transportation

Next steps in pursuit of a regional housing bond, authorization for a future regional transportation measure and identification of other transportation funding opportunities.

Presenter:

Rebecca Long

Recommended Action:

Approval / ABAG Executive Board
Approval / MTC Commission
Approval / Bay Area Housing Finance Authority

Attachments:

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

June 10, 2022

Agenda Item 3b

Potential Regional Revenue Options for Housing and Transportation

Subject:

Next steps in pursuit of a regional housing bond, authorization for a future regional transportation measure and identification of other transportation funding opportunities.

Overview:

Assembly Bill 1487 (Chiu, 2019) authorized the Bay Area Housing Finance Authority (BAHFA) to place a regional housing measure on the ballot across the nine counties, in collaboration with the ABAG Executive Board. The measure authorized a variety of revenue mechanisms, including a general obligation bond, a parcel tax, a gross receipts tax and an employee head tax. In the Fiscal Year 2021-22 State Budget, MTC received a \$20 million earmark, on behalf of BAHFA, to develop pilot projects to demonstrate the added value that a regional housing finance agency can have in the Bay Area across the 3Ps of protection, preservation and production. Earlier this year, BAHFA hired its first director, affordable housing finance expert Kate Hartley, and is actively hiring project managers (on a limited term, four-year basis) to implement the pilot projects. See Attachment A for a BAHFA update shared with the Bay Area's state legislative delegation in March 2022.

With respect to transportation, while there is no denying that additional funding is needed to address a multitude of the needs—ranging from transit operations to implementation of the Transit Transformation Action Plan to capital project funding shortfalls for Plan Bay Area 2050 Tier 1 projects—there currently is no authorization to place a regional transportation funding measure on the ballot.

Recommendation: Approval / ABAG Executive Board

Approval / MTC

Approval / BAHFA


Discussion:

On May 11 2022, MTC and ABAG leadership received a request from the Bay Area Housing for All (BAHA) Coalition requesting that the agencies provide formal direction to staff to begin the preparations for placement of a regional housing bond of \$10-\$20 billion on the November 2024 ballot. In response to this request and given the need to simultaneously map out a strategy to address funding needs for transportation—with respect to transit operations in particular—this item seeks your approval as follows:

1. Request that the ABAG Executive Board and BAHFA direct the ABAG Housing Committee and BAHFA Oversight Committees, respectively, to collaborate on overseeing preparations for a regional housing bond on the November 2024 ballot.
2. Request that MTC direct the MTC Programming and Allocations Committee and, at key touchpoints, the MTC/ABAG Joint Legislation Committee, to oversee next steps for addressing regional transportation revenue needs, such as:
 - a. Research poll in Fall 2022 to inform spending plan and revenue mechanism options for a transportation measure authorizing bill
 - b. Stakeholder engagement with MTC Policy Advisory Council, Bay Area transit agencies, county transportation agencies, transportation advocacy organizations and the business community regarding content of a revenue measure.
 - c. Identify funding opportunities to bridge time gap until more continuous, stable revenues are available.

Attachments:

- Attachment A: Bay Area Housing Finance Authority Update, March 2022
- Attachment B: May 11, 2022 Bay Area Housing for All letter
- Attachment C: May 23, 2022 Voices for Public Transportation letter
- Attachment D: Presentation



Alix A. Bockelman



Building a Foundation for Transformational Housing Solutions

Bay Area Housing Finance Authority Update, March 2022

A secure and affordable home is the bedrock of a thriving community. When families have a safe, affordable place to live, kids learn better, health and well-being improves, and businesses thrive. However, in the San Francisco Bay Area, an affordable home is out of reach for far too many.

The Bay Area faces a shortfall of more than 220,000 homes affordable to its poorest residents. Roughly 45 percent of the region's renters spend more than thirty percent of their income on housing and nearly a quarter spend over 50 percent.¹ Black, indigenous and other people of color have been hit particularly hard by untenable housing costs, forcing all Bay Area residents to grapple with the legacy of discriminatory housing policies.

With the passage of AB 1487 (Chiu, 2019) and establishment of the Bay Area Housing Finance Authority (BAHFA), the Legislature took a big step toward creating a new future where all Bay Area residents can thrive. As the first regional housing finance authority in California, BAHFA embraces a collaborative approach to delivering housing affordability at scale. No longer must each Bay Area city and county struggle to solve its housing

and homelessness challenges on its own. BAHFA facilitates a new level of information sharing and capacity building with the core aim of bringing new resources to the table.

BAHFA is guided by the “3Ps” framework:

protect current residents from displacement, **preserve** existing affordable housing, and **produce** new housing to secure long-term affordability. BAHFA equips the region with a powerful new set of financing tools that can raise significant new housing revenue from a variety of sources, including a regional ballot measure, state or federal appropriations and philanthropic and corporate contributions.

The 3 Ps of Housing



Protection Existing renters and homeowners must have the tools and rights to remain in their homes



Preservation Existing affordable housing must be maintained at affordable levels



Production New housing units must be produced at a diversity of affordability levels



BAHFA Inaugural Director Kate Hartley and Growing the BAHFA Team

Thanks to the state appropriation, BAHFA in February 2022 welcomed its inaugural Director, Kate Hartley — a Bay Area affordable housing veteran. Kate previously worked as Chief Lending and Investment Officer for the nonprofit Housing Accelerator Fund, where she implemented a new financing and construction model that produced housing for homeless people more quickly and cost-effectively than conventional approaches. Before joining the Housing Accelerator Fund, Kate served as deputy director and then director of the San Francisco Mayor's Office of Housing and Community Development, and served in a senior position in the City of Berkeley's Department of Health, Housing and Community.

\$20 Million Secured for BAHFA in 2021-2022 State Budget

In 2020, the Bay Area was on track to pursue a \$10 billion General Obligation (GO) bond measure but the economic hardships resulting from the COVID 19 pandemic forced a postponement. Thanks to the tremendous leadership of the Bay Area's legislative delegation, BAHFA secured \$20 million from the FY 2021-22 State Budget to implement five pilot programs across the 3Ps. Step one in that effort is building the BAHFA team along with relationships with local jurisdictions and key housing stakeholders across the region.



Early Progress on the Pilot Programs

We expect a formal launch of most of the pilots in the second half of 2022 once additional staff have been hired. A brief update on each pilot follows:

- 1. Doorway.** Doorway builds on the work of Bay Area cities and counties to create an online portal allowing tenants to search and apply for affordable housing opportunities throughout the region. The goal is to alleviate the challenges Bay Area households face finding affordable housing and to simplify the management and lease-up process for owners and managers. BAHFA staff is exploring an opportunity with a major technology company to embed a team of employees that would offer pro bono services to expedite the development of Doorway.
- 2. Bay Area Affordable Housing Pipeline.** In close partnership with Enterprise Community Partners, BAHFA is moving forward with an update and expansion of the two-year-old Bay Area Affordable Housing Pipeline to create the most comprehensive inventory of affordable housing developments across the nine-county Bay Area ever available. The Pipeline is critical to understanding the Bay Area's progress toward producing and preserving sufficient affordable housing to meet the region's needs, and to help funding and financing gaps.
- 3. Preservation.** This strategy is about protecting communities by locking in affordability before it's too late. BAHFA aims to help community-based organizations and individual households buy and rehabilitate existing market-rate (sometimes referred to as "naturally occurring") affordable housing and convert it to permanently affordable, deed-restricted housing, including home-ownership. BAHFA aims to leverage MTC's existing Preservation Pilot funding with additional state, local and

philanthropic sources, and to create partnerships that provide both affordable rents and greenhouse gas emission reductions.

The Partnership for the Bay's Future awarded BAHFA a Breakthrough Grant to accelerate our housing preservation work. Urban Habitat, the Bay Area Community Land Trust and The Unity Council joined the grant application as formal community partners.

- 4. Anti-Displacement Services Network.** Through this pilot, BAHFA will create an action plan for long-term anti-displacement work. In collaboration with key partners and stakeholders, BAHFA aims to help families remain in their homes and neighborhoods. The plan will be implemented in conjunction with the Preservation Pilot but will focus on tenant protections rather than property acquisition and rehabilitation. By developing best practices and supporting their adoption across the region, BAHFA will help ensure that Bay Area residents at risk of displacement are well-informed about their rights and know how to get the help they need. BAHFA will partner with trusted community-based organizations to deliver culturally relevant programs and reach people who face significant obstacles to accessing the resources available to support tenants.
- 5. Homelessness Prevention.** In conjunction with the Anti-Displacement Pilot, this work will focus on long-term, collaborative actions BAHFA can lead with key stakeholders to better protect Bay Area residents from many of the events—such as eviction, medical emergencies, or job loss—that can lead to homelessness.

BAHFA Business Plan

BAHFA is preparing a Business Plan to outline how the authority will advance the 3Ps framework by taking an equity-focused approach that prioritizes communities most impacted by the affordability crisis. While the five pilot programs aim for near-term impact and proof of concept to help demonstrate the benefits of a regional approach to addressing housing insecurity, the Business Plan will set a course for BAHFA to grow to the scale of its mandate and design programs and staffing options for the long-term, including a future ballot measure.

The Business Plan will be supported by a consultant team led by Forsyth Street and Bonnewit Development Services, with a target completion date of 2023. The team also features experts in housing policy, communications and finance, including UC Berkeley's Othering & Belonging Institute and the Turner Center for Housing Innovation, and Strategic Economics. This month, BAHFA and the Business Plan team expect to establish an Equity Working Group to guide the Plan's development.

Exploring Opportunities for Near-Term Capital Funding

Near-term capital funds are needed to grow BAHFA's impact; and the need will become increasingly urgent as rising housing unaffordability and homelessness take their economic, social and human toll on our region. BAHFA leadership and community partners are exploring opportunities to leverage additional state, local and philanthropic dollars for new BAHFA programs, including a preservation capital fund and a regional catalyst fund that will focus on accelerating transit-oriented affordable housing development on public land and on adaptive-reuse sites such as aging shopping malls and office parks.



Potential Ballot Measure in 2024

We are exploring placement of a \$10 billion GO bond dedicated to affordable housing on the November 2024 ballot across the region's nine counties. Such a measure would generate gap funding to produce and preserve more than 45,000 affordable homes, providing housing for half a million low-income households. Because affordable housing financing almost exclusively relies on leveraging local, state and federal funds, as well as private investments, the \$10 billion raised through this measure is estimated to leverage an additional \$15 billion in other affordable housing resources. Since reaching the two-thirds threshold for GO bonds remains a significant challenge, housing advocates are also exploring pursuit of a statewide ballot measure to simultaneously lower the approval threshold for local housing bonds to a simple majority.

For More Information:

Rebecca Long, MTC-ABAG Director of Legislation & Public Affairs, rlong@bayareametro.gov
510-778-5289

Kate Hartley, Section Director, Bay Area Housing Finance Authority, khartley@bayareametro.gov
415-778-6679

Endnotes

- 1 *California Housing Partnership analysis of 2018 PUMS data. Shortfall of homes affordable and available to "very low-income" (<50% of Area Median Income) and "extremely low-income" (<30% of Area Median Income) households. "Cost burdened" is defined as a household that spends more than 30% of its gross income on housing costs. "Severely cost burdened" is defined as a household that spends more than 50% of its gross income on housing costs.*



May 11, 2022

Supervisor Alfredo Pedroza, Chair, Metropolitan Transportation Commission
Mayor Jesse Arreguín, President, Association of Bay Area Governments
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Dear Chair Pedroza and President Arreguín,

The Bay Area continues to face an unprecedented crisis of housing insecurity and rising unaffordability. Rents continue to rise, homeownership is increasingly unattainable, and the lack of sufficient resources to produce and preserve affordable housing is forcing longtime Bay Area residents to move further and further from their jobs, schools, and communities – or forced into homelessness. This crisis disproportionately burdens people of color, in particular Black residents, in our region. The Regional Housing Needs Allocation and local housing element updates currently underway are an important step to address our affordable housing shortfall, but significant resources are needed to bring this planning work to fruition and deliver new affordable homes to communities across the Bay Area.

That is why we, the Bay Area Housing for All Coalition (BAHA), remain committed to pursuing a regional housing ballot measure in 2024. Bay Area residents agree; polling has consistently demonstrated that [homelessness and housing are the top concerns for voters, especially in the last two years](#). We believe a housing measure can provide our region with the relief and resources needed to address our housing and homelessness challenges at the scale of the problem. These new local resources will also allow the Bay Area to more effectively leverage state, federal, and private resources to further accelerate affordable housing production, preservation, homelessness prevention, and tenant protections.

Since the Bay Area Housing Finance Authority (BAHFA) was created in 2019, our coalition has worked to do the coalition building, research and polling, and outreach to local officials and staff to chart a path forward to place a regional housing measure on the ballot. Even when the pandemic and related economic challenges of the last two years pushed us to delay a ballot measure until 2024, the BAHFA Coalition, in partnership with ABAG and MTC, worked to secure \$20 million from the state budget to begin building the capacity and programs of BAHFA. Looking ahead to 2024, BAHFA is more ready than ever to mount a successful campaign and implement significant new resources across the region. Our coalition is now poised and ready to begin preparing and fundraising for a 2024 campaign.

We respectfully request that the BAHFA Oversight Committee and the ABAG Housing Committee recommend that the MTC Commission and ABAG Executive Board consider a formal action at their June meetings to direct staff to pursue in earnest the necessary next steps for a \$10-20 billion regional housing bond measure in November 2024.

We understand that the decision to place any measure on the ballot must ultimately be informed by research and polling that demonstrate a viable path to success. That is why it is essential that ABAG/MTC staff have clear direction to begin the internal steps to prepare for and assess viability of a measure. This will, in turn, provide the affordable housing community with the certainty we need to move forward with preparing and fundraising for a winning campaign.

We look forward to continuing to partner with you to make this effort a success and bring much needed resources to serve Bay Area residents impacted most acutely by our housing and homelessness crises.

Respectfully,

Judith Bell
Chief Impact Officer
The San Francisco Foundation

Amie Fishman
Executive Director
Non-Profit Housing Association of Northern California

Heather Hood
Vice President and Market Leader
Enterprise Community Partners, Northern California

Tomiquia Moss
Founder and Chief Executive
All Home

Alicia John-Baptiste
President and CEO
SPUR

Gina D. Dalma
Executive Vice President Community Action, Policy and Strategy
Silicon Valley Community Foundation

Jennifer Loving
Chief Executive Officer
Destination: Home

Kevin Zwick
CEO
United Way Bay Area

Matt Schwartz
President & CEO
California Housing Partnership

Regina Celestin Williams
Executive Director
SV@Home Action Fund

Larry Florin
President & CEO
Burbank Housing

Debra Ballinger
Executive Director
Monument Impact

Randy Tsuda
President and CEO
Alta Housing

Evelyn Stivers
Executive Director
Housing Leadership Council of San Mateo County

Gloria Bruce
Executive Director
East Bay Housing Organizations

Matthew O. Franklin
President & CEO
MidPen Housing Corporation

Ari Beliak
President and CEO
Merritt Community Capital

Carolyn Bookhart
Director of Real Estate Development
Resources for Community Development

Cc: Mayor Libby Schaaf, Chair, Bay Area Housing Finance Authority Oversight Committee
Councilmember Carlos Romero, Vice Chair, ABAG Housing Committee
Therese McMillan, Executive Director, MTC
Rebecca Long, Director of Legislation and Public Affairs, MTC/ABAG



May 23, 2022

Alfredo Pedroza, Chair
Metropolitan Transportation Commission
375 Beale St #800, San Francisco, CA 94105

**Re: May 25, 2022, Metropolitan Transportation Committee Meeting,
Agenda Item #3, Public Comment/ Other Business**
*Advance Authorizing Legislation in 2023 in Support of a Regional Transportation
Funding Measure*

Dear Chair Pedroza and MTC Commissioners:

Public transportation is key to an equitable and economically vibrant region, and our regional system's chronic underinvestment has left us with massive mobility injustice. The availability of quality, affordable public transit is a determinant of people's access to affordable housing, job, and educational opportunities. The COVID-19 crisis has driven transit agencies into financial instability and crisis, forcing service cuts and threatening many transit agencies' near and long-term ability to continue to deliver service - and exacerbating already deep social inequities. We must act now as a region to ensure public transit has the necessary resources to recover from the losses of the pandemic, rebuild service and ridership, and in doing so meet the needs of transit riders present and future, especially low-income communities, communities of color, and transit-dependent people.

We urge MTC to take immediate action toward introducing legislation in 2023 that would authorize a transformative regional funding measure.

Authorizing legislation in 2023 is critical for several reasons. First, this was a public commitment made to the region and all the transit agencies in the Blue Ribbon Transit Recovery Task Force process in 2021 as a fundamental part of transit recovery. Second, transit agencies across the region are in serious need of operations funding to prevent service cuts; [per their own data](#), many transit agencies face fiscal cliffs as soon as 2024 as federal funds run out. Much of the recently approved additional federal infrastructure funding that has been authorized is restricted to capital purposes only and will not help transit agencies avoid service cuts. Third, passing enabling legislation in 2023 gives our region the greatest flexibility as to when to put a measure on the ballot; should polling look favorable, a ballot measure can be advanced as early as 2024. Fourth, passing enabling legislation in 2023 shows state legislators and transit agencies in our region that MTC is serious about a regional measure, and is likely to improve the region's chances of getting one-time state budget funding for transit that would carry our region through to the year when we have a regional ballot measure. Your own listening session on this topic in

December indicated the need for action in the spring of this year – time is running out to develop the regional consensus needed. Now is the time to work with key stakeholders around the region, especially workers and riders, to develop a framework for legislation.

[Voices for Public Transportation](#) is a coalition of over 50 labor, environmental, community-based organizations, and equity advocates that support a regional funding measure. Our groups represent thousands of workers, riders, low-income community members, people with disabilities, and transit-dependent people. In order for a measure to succeed and address the dire need facing the Bay Area's transit system, a regional transportation funding measure must:

- Include primarily **operations funding**, to ensure frequent and reliable service;
- Fund **integrated and affordable fares** to ensure equitable access to the system;
- Be funded by a **progressive revenue source**—which is both more equitable and more passable.

Support for a measure built upon these three policy pillars is broad and growing, and should be the basis for the regional consensus that lawmakers will need to move forward with a bill in 2023.

In order to ensure we can introduce authorizing legislation in 2023, we encourage MTC to take the following actions:

- Undertake analysis of revenue options for a funding measure, including various progressive sources, [building on the research](#) our coalition conducted in 2019;
- In partnership with transit agencies and our coalition, develop high level expenditure plan scenarios that reflect agency operations deficits, and explore possible scales and geographic scope and local/regional splits;
- Continue to meet with the Voices for Public Transportation coalition to ensure alignment and collaboration.
- In partnership with stakeholder groups, begin meeting with state legislators in fall 2022 to build support and understanding to introduce authorizing legislation in 2023.

We need a long term and transformative investment in our public transportation system in order to meet our equity and climate goals. **MTC must take immediate action to develop a framework for legislation for a regional transportation funding measure to protect, maintain, and grow our regional transit system in the face of the current financial crisis.**

Sincerely,

Vinita Goyal
Executive Director
San Francisco Transit Riders

Ian Griffiths
Policy Director
Seamless Bay Area

Hayley Currier
Policy Advocacy Manager
TransForm

Richard Marcantonio
Managing Attorney
Public Advocates Inc.

Mary Lim-Lampe JD
Executive Director
Carol Taylor
Chair, Transit Disability Justice Task Force
Genesis

Bob Allen
Policy & Advocacy Campaign Director
Urban Habitat

Shiloh Ballard
Executive Director
Silicon Valley Bicycle Coalition

Maia Piccagli
Volunteer Organizer and Leader
Mothers Out Front SF

Derek Sagehorn
Chair
East Bay Transit Riders Union

Brian Haagsman
Vision Zero Organizer
Walk San Francisco

Daveed Mandell
Member, Transportation Committee
American Council of the Blind

...

REGIONAL REVENUE OPTIONS FOR HOUSING AND TRANSPORTATION

Joint MTC ABAG Legislation Committee

June 10, 2022



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

Key Questions Facing ABAG and MTC/BAHFA Policymakers

1. Should staff be directed to begin the work necessary to place a regional housing measure on the November 2024 General Election ballot, based on the existing enabling legislation, AB 1487 (Chiu, 2019)?
2. Should MTC and partners pursue state enabling legislation in 2023 to authorize a regional transportation measure for a to-be-determined future ballot and/or take other steps to address immediate needs?



What Do We Know About Bay Area Voter Sentiment Now?

- A March 2022 Bay Area Council poll of Bay Area registered voters found:
 - Voters are very concerned about the economy and inflation and almost 2/3 think Bay Area is **on the wrong track**;
 - A combined 45 percent think homelessness and housing costs/availability are the most important problem facing Bay Area, whereas only 5 percent identify traffic and congestion as the most important problem.
 - Only 57% said they would support a sales tax for transportation (9 percentage points below 2/3 req.)



Why the Urgency to Affirm Pursuit of a Regional Housing Measure in 2024 Now?

- The Bay Area Housing for All Coalition has requested a clear signal that BAHFA & ABAG intend to pursue an affordable housing bond to assist in their efforts to build the foundation for a winning campaign.
 - Such signal would demonstrate agency support for the preparatory work needed to place measure on November 2024 ballot, but ultimate decision requires polling closer to election.
 - Coalition building and fundraising for a November 2024 measure should begin soon.
- The Bay Area's first regional housing measure is a major endeavor that will require extensive planning, analysis and community engagement.
 - Staff need clear direction to ensure appropriate work plan and budgeting.



Near-Term Challenge: Looming Fiscal Cliff for Transit Operating Budgets

5

- Some Bay Area transit agencies forecast multi-million dollar operating deficits beginning in FY 2023-24 when cushion from federal COVID relief funds starts to run out.
- Balancing budgets will require looking at multiple options to reduce operating expenses and secure new revenue; a regional measure may be **one strategy**—but can't be the only one pursued.
- Next year's state budget may be an option to extend the “runway” to financial stability, but Legislature will want to see a long-term plan.



Near-Term Challenge: Major Capital Projects Face Headwinds

- While the RM 3 lawsuit is pending, the status of the funding plans for many regional priorities is unknown.
- Asking the voters to approve a new tax for specific projects before RM 3 is resolved will be challenging at best.
- Given the significant infusion of new capital funding from the federal Bipartisan Infrastructure Law and anticipated funding from the state, the value proposition of a regional measure could be more on the operational and programmatic side – funding those things that are hard to fund otherwise.



Transit Transformation Action Plan Items Require Additional Funding

In the medium-term, we estimate:

- one-time capital needs of approximately \$250 million for accelerated actions
- approximately \$100 million/year to offset lost fare revenue for most impactful fare integration policies.



What New Research About Transportation Would be Valuable?

- When it comes to elections and polling, timing is everything.
 - Results from polling conducted more than two years in advance of a potential election has limited value in informing the ultimate viability of a possible measure
- Polling to learn what Bay Area residents and voters' priorities are when it comes to transportation could help inform expenditure plan. For example, polling could indicate voter support/concern about:
 - Preserving existing transit service levels
 - Making transit more affordable and easier to navigate
 - Helping buses get out of traffic through dedicated bus lanes
 - Converting buses, ferries and trains to zero emission



Potential Features of a New Regional Transportation Revenue Measure Bill

- Flexible timing on when election would occur
- The spending plan should be programmatic versus project-specific
- Multiple revenue options



STAFF RECOMMENDATION

- **ABAG Executive Board and Bay Area Housing Finance Authority:** Direct the ABAG Housing Committee and BAHFA Oversight Committee, respectively, to collaborate on overseeing preparations for a regional housing bond on the November 2024 ballot.
- **MTC:** Direct the MTC Programming and Allocations Committee and, at key touchpoints, the MTC/ABAG Joint Legislation Committee to oversee next steps for addressing transportation needs, such as:
 - Research poll in Fall 2022 to inform spending plan and revenue mechanism options for a transportation measure authorizing bill
 - Stakeholder engagement regarding scope of a revenue measure
 - Identify funding opportunities to bridge time gap until more continuous, stable revenues are available.



www.bayareametro.gov

Rebecca Long (she/her)
Director, Legislation & Public Affairs
rlong@bayareametro.gov



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	22-0832	Version:	1	Name:	
Type:	Assembly Bill	Status:		Commission Approval	
File created:	4/20/2022	In control:		Joint MTC ABAG Legislation Committee	
On agenda:	6/10/2022	Final action:			
Title:	Assembly Bill 2011 (Wicks): Affordable Housing and High Road Act of 2022				
	Streamlines certain affordable housing development on underutilized commercial sites; Eligibility for streamlining subject to affordability, location, objective design and labor standards.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	11c - 22-0832 - AB2011_Wicks_Affordable_Housing_and_High_Road_Act_of_2022.pdf 11c - 22-0832 - Presentation.pdf 3ci Assembly Bill 2011- 3cii PowerPoint AB 2011(Wicks).pdf				

Date	Ver.	Action By	Action	Result
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Subject:

Assembly Bill 2011 (Wicks): Affordable Housing and High Road Act of 2022

Streamlines certain affordable housing development on underutilized commercial sites; Eligibility for streamlining subject to affordability, location, objective design and labor standards.

Presenter:

Georgia Gann Dohrmann

Recommended Action:

Support If Amended / ABAG Executive Board Approval

Support If Amended / MTC Commission Approval

Attachments:

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

June 10, 2022

Agenda Item 3c

Assembly Bill 2011 (Wicks): Affordable Housing and High Road Act of 2022

Subject:

Streamlines certain affordable housing development on underutilized commercial sites; Eligibility for streamlining subject to affordability, location, objective design and labor standards.

Overview:

Assembly Bill (AB) 2011 (Wicks) would make housing developments that meet specified affordability and location criteria, objective design standards and labor standards a “use by right” (i.e., no conditional use permit or re-zoning would be required) in a zone where office, retail, or parking are a principally permitted use and eligible for a streamlined, ministerial review (i.e., the project is not subject to a discretionary approval process or review under the California Environmental Quality Act (CEQA)) as follows:

1. Multifamily affordable housing consisting of 100 percent affordable units would be allowed without rezoning *and* subject to a streamlined, ministerial review *anywhere in infill areas currently zoned for office, retail or parking*, except if a site is located within a specific plan area for a plan adopted before January 1, 2024, the plan must allow for residential use on the site.
2. Mixed-income multifamily housing would be allowed without rezoning *and* subject to a streamlined, ministerial review on sites in infill areas *along commercial corridors* that are zoned for office, retail or parking, except that if a site is located within a specific plan area for a plan adopted before January 1, 2024, the plan must allow for residential use on the site. A commercial corridor is defined as a highway with a right-of-way between 70 feet and 150 feet (generally four to six lanes).

Specific affordability, location, and objective design standards are described in detail in Attachment A and include project density minimums, among others. For instance, for 100 percent affordable projects, the project must meet or exceed the density deemed appropriate to accommodate housing for lower income households in that jurisdiction as specified in Housing Element Law, which is typically 30 units/acre in urban areas, 20 units per acre in suburban areas and 10 units per acre in rural areas. For mixed-income developments, the objective design

standards are much more extensive and include setback requirements and minimum density and heights, tied to the width of the roadway (commercial corridor) adjacent to the site and setback requirements. Housing developments would still be required to meet local objective planning standards and comply with design review processes so long as those don't conflict with specific provisions in the bill or effectively preclude the development of housing.

New Labor Requirements

Eligibility for this by-right development would be conditioned on a developer including specified labor standards in construction contracts—including that all construction workers shall be paid at least the general prevailing wage—and certifying to a local government that those standards will be met. Development proponents seeking ministerial approval for housing projects with 50 units or more would be subject to additional labor standards, including requirements related to health care for certain employees and participation in apprenticeship programs. These provisions are a fundamental part of the bill and part of a “grand bargain” the bill is attempting to achieve in response to opposition from labor interests to legislative proposals to accelerate housing production.

Recommendation: Support if Amended / ABAG Executive Board

Support if Amended / MTC

Discussion:

Residential Redevelopment of Commercial Areas as Tool to Address Housing Challenges

California and the Bay Area in particular are in the midst of a severe housing shortage and affordability crisis that has only been exacerbated by the COVID 19 pandemic. In late 2021, most renters spend more than 30 percent of their household income on rent and only a quarter of California households could afford to purchase a median priced single-family home (a nearly 30 percent drop since the beginning of the pandemic). A major driver of California's housing affordability challenges is the mismatch between supply and demand for housing affordable to households across all income levels. The Department of Housing and Community Development (HCD) estimates roughly 2.5 million new units are needed to address this mismatch statewide, including a minimum of 441,176 within the Bay Area (our Regional Housing Needs Determination) over the next eight years.

Residential redevelopment of land zoned for retail and office presents an opportunity to achieve multiple policy goals. According to a December 2020 UC Berkeley Turner Center report, retail properties throughout the state have become underutilized as the sale of many goods and services have shifted towards e-commerce; a shift that has only been accelerated with the COVID-19 pandemic. Mixed-use, mixed-income projects on these sites will help advance Plan Bay Area 2050's (Plan) goals of bringing residents closer to jobs and transit (thereby reducing greenhouse gas emissions) while at the same time addressing California's ongoing housing shortage. MTC and ABAG's 2022 Advocacy Program reflects agency support for this policy, with Item 3c including support for "proposals to authorize housing as a permitted use in certain commercial zones, such as shopping malls, office parks and major commercial corridors, subject to local approval, but without requiring zoning changes."

Bay Area Housing Planning Background

Bay Area jurisdictions are now in the process of planning and zoning updates to accommodate for their share of 441,146 new housing units, as distributed by ABAG through the regional housing needs allocation (RHNA). As such, cities around the Bay Area are already exploring opportunities to accommodate infill residential redevelopment in underutilized commercial corridors. Local jurisdictions face an immense challenge to identify sufficient sites to accommodate new units and to complete rezonings before the January 2023 deadline for final Bay Area housing elements to be adopted and submitted to HCD for certification. Jurisdictions must demonstrate that housing element sites have realistic development potential and reflect realistic development capacity (i.e. it's likely that housing could be developed on the site at the scale reflected in the housing element). If at the time of housing element adoption, a jurisdiction has not yet identified enough existing, properly zoned sites to fully accommodate its RHNA across all income levels, the housing element must include a "program to rezone." Requirements are detailed in the attached ABAG Program to Rezone technical memo (Attachment B).

Although AB 2011 as written would open up more land for development—a policy MTC and ABAG support—it is not currently structured to enable local governments to incorporate that expanded development potential into their ongoing housing element updates.

Recommended Amendments to Integrate Ongoing Planning Efforts into AB 2011

Staff recommends three amendments that aim to support the efforts local governments are undertaking to accommodate much-needed housing while also providing for accelerated housing production if development is lagging behind RHNA goals. First, we recommend that the bill create a nexus between project streamlining and RHNA performance by allowing for ministerial project-level approvals *only* in jurisdictions that are not keeping pace with their RHNA goals. Second, we propose an amendment to ensure local governments that are proactively laying the groundwork to accommodate infill residential development along their commercial corridors continue to have an option to determine *where* within their commercial corridors that residential development is allowed. Specifically, where local governments have already completed (or will complete) plans to redevelop commercial corridors, AB 2011’s streamlining provisions should be limited to the locations identified in those plans for new residential development. Third, we propose an amendment to ensure that local jurisdictions can receive “credit” in their housing elements for those ongoing planning efforts to accommodate residential development in commercial corridors.

1. Tie AB 2011 Ministerial Project Approvals to RHNA Goals

Exempt jurisdictions from AB 2011 ministerial project approvals if the jurisdiction is on track to meet RHNA goals. However, if new housing development is not on pace with RHNA—i.e., the number of permitted units falls below prorated RHNA eight-year targets—or the jurisdiction does not have a certified housing element, the by-right project approval provisions would apply. Of note, this amendment would not revise the bill’s “use by right” provisions.

2. Support Local Planning Process in Commercial Corridors Zoned for Residential Development

For planning areas where a local government has re-zoned (or rezones) to accommodate residential development along commercial corridors, limit AB 2011’s streamlining to those sites within the commercial corridor that allow residential use. With this amendment, sites within rezoned commercial corridors that a jurisdiction *did not authorize* for housing would be exempt from AB 2011 provisions that provide for housing development in commercial corridors *without rezoning*. However, housing developers seeking project approvals *on sites*

that allow residential use could still seek ministerial approval of projects meeting the other AB 2011 criteria. This amendment builds on a provision in the current version of the bill requested by the City of Oakland that limits AB 2011 streamlining within a specific plan area to sites that allow residential use.

3. RHNA Credit for Planning for Residential Redevelopment of Commercial Corridors

The bill should be amended to include provisions to ensure local governments receive “credit” in *the current housing element cycle* for planned residential development in commercial corridors. The bill should address both the timing challenge—AB 2011’s effective date is less than one month before Bay Area housing elements are due—and the concern raised from local government partners that HCD may not deem that sites targeted for redevelopment meet the more stringent “realistic” threshold that’s being applied this cycle to review site inventories. For example, the bill could provide direction to HCD that sites zoned to accommodate residential redevelopment in commercial corridors meet the threshold for “realistic capacity for development,” including outlining specific options local governments may use to analyze development potential.

While staff recognizes that AB 2011, as proposed to be amended, still goes beyond the relatively narrow streamlining described in our 2022 Advocacy Program, given the scale of the Bay Area’s housing shortage, staff recommends the committee consider supporting the legislation, as proposed to be amended, to take advantage of this opportunity to meaningfully accelerate the production of housing while also expanding high wage construction jobs throughout the state.

Known Positions: See Attachment C

Attachments:

- Attachment A: Assembly Bill 2011 Affordability, Location, and Design Standard Criteria
- Attachment B: ABAG Technical Memo – Programs to Rezone
- Attachment C: Assembly Bill 2011 Known Positions



Alix A. Bockelman

Assembly Bill 2011 Affordability, Location and Objective Design Standards

Affordability Requirements

100 Percent Affordable	Mixed Income
100 percent of the units within the development project, excluding managers units, are dedicated to lower income households at an affordable rent or at an affordable for-sale cost.	Not less than 15 percent of the units shall be set at an affordable rent for low-income households or, for owner-occupied developments, either 30 percent of the units must be reserved for moderate-income households or 15 percent for low-income households.
Units must be subject to a recorded deed restriction for 55 years for rental units or 45 years for owner-occupied units.	Affordable units must be subject to a recorded deed restriction for a period of 55 years for rental units or 45 years for owner-occupied units.
<i>No comparable requirement.</i>	If the amount of affordable housing required by a local inclusionary housing ordinance exceeds that specified in the bill, then the project must abide by the local inclusionary housing ordinance.

See next page

Location Requirements

100 Percent Affordable	Mixed Income
Within a zone where office, retail, or parking are a principally permitted use, except if a site is located in an area with a specific area plan. In that case, residential must be an allowable use on the site .	Meets all the following criteria: <ol style="list-style-type: none"> 1) Site is in a zone where office, retail or parking are a principally permitted use, , except if a site is located in an area with a specific area plan. In that case, residential must be an allowable use on the site; 2) Site abuts a commercial corridor, which is a road that is not a freeway but that has a right of way of between 70 to 150 feet; 3) Site has a frontage along the commercial corridor of a minimum of 50 feet
Units are located on a legal parcel or parcels that are either: <ol style="list-style-type: none"> 1) Within a city where the city boundaries include some portion of either an urbanized area or urban cluster; or 2) In an unincorporated area, the legal parcels are wholly within the boundaries of an urbanized area or urban cluster. 	<i>Same requirement.</i>
At least 75 percent of the site perimeter adjoins parcels that are developed with urban uses.	<i>Same requirement.</i>
It is not adjacent to any site where more than one-third of the square footage of the site is dedicated to industrial uses.	<i>Same requirement.</i>

100 Percent Affordable	Mixed Income
It is not an environmentally unsafe or sensitive area, such as a wetland, a high or very high fire hazard severity zone, unless the site has adopted fire hazard mitigation measures required by existing building standards, a hazardous waste site, an earthquake fault zone, flood plain, area identified for conservation, or other location limitation in SB 35 (Wiener, 2017).	<i>Same requirement.</i>
It is not an existing site governed under the Mobilehome Residency Law, the Recreational Vehicle Park Occupancy Law, the Mobilehome Parks Act, or the Special Occupancy Parks Act.	<i>Same requirement.</i>
<i>No comparable requirement.</i>	The site is not greater than 20 acres.
<i>No comparable requirement.</i>	The development would not require the demolition of affordable housing (as defined), rent-controlled housing, sites occupied by tenants within the past 10 years, or a historic structure that was placed on a national, state or local historic register.
<i>No comparable requirement.</i>	The property does not contain housing units that are occupied by tenants, and units at the property are (or were) subsequently offered for sale to the general public by the subdivider or subsequent owner of the property.

Objective Design Standards

100 Percent Affordable	Mixed Income
It is a multifamily housing project.	<i>Same requirement.</i>
At least 67 percent of the square footage of the new construction associated with the project is designated for residential use.	<i>Same requirement.</i>
<p>The residential density will meet or exceed the applicable density deemed appropriate to accommodate housing for lower income households in that jurisdiction as specified in Housing Element Law. Generally, that density is 30 units per acre in urban areas, 20 units per acre in suburban areas, and 10 units per acre in rural areas.</p>	<p>The residential density for the development is determined as follows:</p> <ol style="list-style-type: none"> 1) In a metro jurisdiction, residential density for the development must meet or exceed the greater of: <ol style="list-style-type: none"> a. The residential density allowed on the parcel by the local government; b. For sites less than one acre, 30 units per acre. c. For sites of one acre or greater on a commercial corridor of less than 100 feet in width, 40 units per acre; d. For sites of one acre or greater on a commercial corridor of 100 feet in width or greater, 60 units per acre; e. Notwithstanding c. and d. above, for sites within one-half mile of a major transit stop, 80 units per acre. 2) In a non-metro jurisdiction, residential density for the development must meet or exceed the greater of: <ol style="list-style-type: none"> a. The residential density allowed on the parcel by the local government; b. For sites less than one acre in size, 20 units per acre c. For sites of one acre or greater on a commercial corridor of less than 100 feet in width, 30 units per acre;

100 Percent Affordable	Mixed Income
	<ul style="list-style-type: none"> d. For sites one acre or greater on a commercial corridor of 100 feet in width or greater, 50 units per acre; and e. Notwithstanding b. and c. above, for sites within one-half mile of a major transit stop, 70 units per acre.
The applicable standards are those in effect at the time that the development is submitted to the local government.	<i>Same requirement.</i>
The applicable standards must not preclude any additional density, or any other concessions, incentives, or waivers of development standards granted pursuant to Density Bonus Law.	<i>Same requirement.</i>
<i>No comparable requirement.</i>	<p>The height limit applicable to the housing development must be the greater of:</p> <ul style="list-style-type: none"> 1) The height allowed on the parcel by the local government 2) For sites on a commercial corridor of less than 100 feet in width, 35 feet 3) For sites on a commercial corridor of 110 feet in width or greater, 45 feet 4) Notwithstanding 2. and 3. above, for sites within one-half mile of a major transit stop, 65 feet.
<i>No comparable requirement.</i>	<p>The property meets the following setback standards:</p> <ul style="list-style-type: none"> 1) For the portion of the property fronting a commercial corridor: <ul style="list-style-type: none"> a. No setbacks can be required b. All parking must be set back at least 25 feet, and

100 Percent Affordable	Mixed Income
	<p>c. On the ground floor, the development must abut within 10 feet of the property line for at least 80 percent of the frontage.</p> <p>2) For the portion of the property that fronts a side street, which is a road that is not a freeway that has a right-of-way of between 25 to 70 feet, the development must abut within 10 feet of the property line for at least 60 percent of the frontage</p> <p>3) When the property line of a site abuts a single-family property, as specified, the following must occur:</p> <ul style="list-style-type: none"> a. The ground floor of the development must be set back at 10 feet from the single-family property. The amount required to be set back may be decreased by the local government; and b. Starting with the third floor of the property, each subsequent floor of the development must be stepped back from the single-family property in an amount equal to five feet multiplied by the floor number. The amount required to be stepped back may be decreased by the local government. <p>4) When the property line of a site abuts a property that is not a single-family property, starting with the third floor of the property, each subsequent floor of the development must be stepped back</p>

100 Percent Affordable	Mixed Income
	from the other property in an amount equal to five feet multiplied by the floor number. The amount required to be stepped back may be decreased by the local government.
<i>No comparable requirement.</i>	No parking can be required, except that the bill does not reduce, eliminate, or preclude local requirements to provide bicycle parking, electric vehicle supply equipment installed parking spaces, or parking spaces that are accessible to persons with disabilities that would have otherwise applied to the development.
<p>It meets the applicable objective zoning standards, objective subdivision standards, and objective design review standards, as specified, for the zone that allows residential use at a greater density between the following:</p> <ol style="list-style-type: none"> 1) The existing zoning designation for the parcel; and 2) The closest parcel that allows residential use at a density that meets the density requirements described above. <p>The applicable standards shall be those in effect at the time that the development is submitted to the local government pursuant to this article.</p> <p>The applicable standards shall not preclude any additional density or any other concessions, incentives, or waivers of development standards granted pursuant to the Density Bonus Law in Section 65915.</p>	<p>It meets the applicable objective zoning standards, objective subdivision standards, and objective design review standards, as specified, for the zone that allows residential use at the residential density determined in the bill. If no zone exists that allows such a residential density, the applicable standards are those for the zone that allows the greatest density within the city, county, or city and county.</p> <p>The applicable standards shall be those in effect at the time that the development is submitted to the local government pursuant to this article.</p> <p>The applicable standards shall not preclude any additional density requirements or any other concessions, incentives, or waivers of development standards granted pursuant to the Density Bonus Law in Section 65915.</p>



Programs To Rezone

Technical Memo

**Please note: This is a summary of the rules regarding programs to rezone. In some cases, details have been omitted for clarity. Please discuss with your City Attorney or County Counsel.*

Adequate Sites Program

If a jurisdiction's Housing Element does not identify enough existing, properly zoned sites to accommodate its RHNA, the Housing Element must have a program to rezone properties for housing to make up for the shortfall. This program can be an overlay zone on specific sites. *The following rules apply to the sites that need to be rezoned (i.e., the zoning is not in place on January 31, 2023).*

Program Requirements

Requirements that Apply to Sites Regardless of Income Level

- **Listed in sites inventory:** All sites that are proposed to be rezoned must be listed in the sites inventory.
- **Replacement requirements:** All sites, including those listed in the site inventory, must be subject to the lower income replacement housing requirements contained in density bonus law, even if they do not have any deed restricted housing.
- **Sufficient sites:** The jurisdiction must identify enough sites to rezone to cover any shortfall.
- **Rezoned in sufficient time:** The jurisdiction should also identify a timeline that matches state law (see below).

Requirements that Apply to Low and Very Low Income Sites

The rules regarding very low and low income sites are more complicated. If the rezoning occurs after January 31, 2023, the rezoning program(s) must include the following components:

- **By right approval:** The zoning must allow for by-right approvals if at least 20% of the units in a project are affordable to lower income households and the project does not need a subdivision. See below for definition of "by right."
- **Limits on small sites:** The site must be large enough for at least 16 units under the rezoning.
- **Minimum 20/30 units per acre:** The zoning must allow at least 20/30 units per acre, depending on the agency's default density, unless adequate justification can be provided to HCD to support a lower density as suitable for lower income housing. If you don't know your default density, [HCD provides guidance here](#).

- **Limits on mixed-use development:** There are limits on using mixed-use sites. Specifically, the jurisdiction must meet one of the two following conditions:
 1. At least half of the lower income units must be placed in zoning districts that are exclusively residential, or
 2. The rules must allow for 100% residential development and must require that the proposed development be at least 50% residential by floor area.

Definition of By Right

Applies to lower income sites if 20% of units are affordable to lower income households and no subdivision is required.

Jurisdictions may not require a conditional-use permit, a planned unit development permit, or any other discretionary permit. Any CEQA review must be done at the time of the rezoning approval. The housing project itself is not subject to CEQA.

Any subdivision of a site is subject to the Subdivision Map Act, CEQA, and all other local laws. Design review is acceptable as long as:

1. It does not trigger CEQA,
2. It is based on objective standards, and
3. It does not result in the project being rejected or the density reduced.

See the end of the memo for the statutory language regarding by right approvals.

Timing

The rezoning program should be implemented as early as possible. The timing of the rezoning depends on when whether the Housing Element is certified within 120 days of the Housing Element deadline. (The deadline is January 31, 2023, and 120 more days is May 31, 2023.)

1. If a Housing Element is certified by May 31, 2023, the rezoning must happen by May 31, 2026 (3+ years from the deadline).
2. If the Housing Element is *not* certified by May 31, 2023, the rezoning must be completed by January 31, 2024.
3. If rezoning is needed because the agency failed to complete all required rezoning in the fifth cycle, the “carryover” rezoning must be completed by January 31, 2024.

Please note: Of the 197 jurisdictions in the Southern California region, 2 were certified within 120 days of the deadline.

Under certain circumstances, if jurisdictions complete 75% of their rezoning on time, they may be eligible for an extension for the final 25%.

Consequences of Not Rezoning on Time

If a local government fails to complete the rezoning by the deadline, HCD may decertify a housing element and may refer the jurisdiction to the Attorney General. Per the Housing Accountability Act, for housing development projects where at least 20% of the total units are affordable, in most cases a locality cannot reject a proposed development project on a site identified by the rezoning program.

Sample Language

HCD offers the following sample language that could be included in a Housing Element, with edits in red.

Sample Program 1:

*To accommodate the remaining lower-income RHNA of 89 units, the City of X will identify and rezone a minimum of 4.5 acres of vacant land to the R3 zoning district, allowing exclusively residential uses and a minimum of 20 units per acre to a maximum of 30 units per acre by ~~June 30, 2017~~ **January 31, 2024**. Rezoned sites will permit owner-occupied and rental multifamily uses by right pursuant to Government Code section 65583.2(i) for developments in which 20 percent or more of the units are affordable to lower income households **and do not require a subdivision** and will be selected from sites 20 through 30 in the parcel listing (Appendix A). As reflected in Appendix A, each site has the capacity to accommodate at least 16 units and will be available for development in the planning period where water, sewer, and dry utilities can be provided.*

Objective: Create opportunity for at least 89 units of multifamily housing for lower income households

Responsible Agency: Community Development Department

Timeline: Sites rezoned by June 30, 2024

Funding Source(s): General fund

Sample Program 2: Rezone Program on Mixed-use Sites

*To accommodate the remaining lower-income RHNA of 150 units, the City will identify and rezone 8 acres of sites within the MU-30 zoning district, allowing owner-occupied and rental multifamily residential uses “by-right”, at a minimum of 20 units per acre by ~~June 30, 2017~~ **January 31, 2024**. Sites will allow projects to be 100 percent residential by-right but shall require residential uses to occupy at least 50 percent of the total floor area of the mixed-use project. Rezoned sites will permit owner-occupied and rental multifamily uses by right pursuant to Government Code section 65583.2(i) for developments in which 20 percent or more of the units are affordable to lower income households **and do not require a subdivision** and will be selected from sites 15 through 30 in the parcel listing (Appendix A) and have the capacity for at least 16 units per site.*

Objective: Create opportunity for at least 150 units of rental housing for lower income households

Responsible Agency: Community Development Department

Timeline: Sites rezoned by June 30, 2024

Funding Source(s): General fund

Statutory Language Regarding By Right

For purposes of this section and Section 65583, the phrase “use by right” shall mean that the local government's review of the owner-occupied or multifamily residential use may not require a conditional use permit, planned unit development permit, or other discretionary local government review or approval that would constitute a “project” for purposes of Division 13 (commencing with Section 21000) of the Public Resources Code. Any subdivision of the sites shall be subject to all laws, including, but not limited to, the local government ordinance implementing the Subdivision Map Act. A local ordinance may provide that “use by right” does not exempt the use from design review. However, that design review shall not constitute a “project” for purposes of Division 13 (commencing with Section 21000) of the Public Resources Code. Use by right for all rental multifamily residential housing shall be provided in accordance with subdivision (f) of Section 65589.5

Assembly Bill 2011 (Wicks) Known Positions

Support:

CA Conference of Carpenters (Co-Sponsor)
California Housing Consortium (Co-Sponsor)
AARP
Abundant Housing LA
Affirmed Housing
All Home
Bay Area Council
Burbank Housing Development Corporation
California Apartment Association
California Association of Local Housing Finance Agencies
California Coalition for Rural Housing
California Community Builders
California Housing Partnership
California YIMBY
Carpenter Local Union 1599
Carpenters Local 152
Carpenters Local 22
Carpenters Local 562
Carpenters Local 619
Carpenters Local 661
Carpenters Local 701
Carpenters Local 714
Carpenters Local 721
Carpenters Local 909
Carpenters Local 951
Carpenters Local Union #1109
Carpenters Local Union 1789
Carpenters Local Union 2236
Carpenters Union Local 180

Carpenters Union Local 405
Carpenters Union Local 46
Carpenters Union Local 505
Carpenters Union Local 605
Carpenters Union Local 713
Carpenters Union Local 805
Carpenters Women's Auxiliary 001
Carpenters Women's Auxiliary 007
Carpenters Women's Auxiliary 101
Carpenters Women's Auxiliary 1904 Carpenters Women's Auxiliary 417
Carpenters Women's Auxiliary 66
Carpenters Women's Auxiliary 710
Carpenters Women's Auxiliary 91
City of San Mateo
CivicWell
Construction Employers' Association
Council of Infill Builders
Destination: Home
Drywall Lathers Local 9109
Drywall Local Union 9144
East Bay Asian Local Development Corporation
Fieldstead and Company
Generation Housing
Greenbelt Alliance
Housing Action Coalition
Housing California
Lathers Local 681
Making Housing and Community Happen
Mercy Housing California
MidPen Housing Corporation
Millwrights Local 102

Modular Installers Association
Non Profit Housing Association of Northern California
Northern California Carpenters Regional Council
Pile Drivers Local 34
Richmond Community Foundation
San Diego Housing Federation
San Francisco Bay Area Planning and Urban Research Association
San Francisco Housing Development Corporation
Satellite Affordable Housing Associates
Silicon Valley Community Foundation
Southern California Association of Nonprofit Housing
Southwest Regional Council of Carpenters
SV@Home Action Fund
The Kennedy Commission
The Pacific Companies
The Two Hundred
United Lutheran Church of Oakland
United Ways of California
USA Properties Fund
Ventura County Clergy and Laity United for Economic Justice

Support with Amendments:

Mayor Darrell Steinberg, City of Sacramento
Mayor Libby Schaaf, City of Oakland

Oppose:

California State Association of Electrical Workers
California State Pipe Trades Council
City of Laguna Beach
City of Mission Viejo

City of Rancho Santa Margarita

District Council 16, International Union of Painters and Allied Trades

State Building & Construction Trades Council of California

Western States Council Sheet Metal, Air, Rail and Transportation



AB 2011 (Wicks): **Affordable Housing and** **High Road Jobs Act**

Joint MTC ABAG Legislation Committee

June 10, 2022



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

Bay Area Housing Challenges

- The Bay Area is facing a severe housing affordability crisis, which has been exacerbated by the COVID-19 pandemic
- Housing affordability challenges driven (in part) by mismatch between housing supply and demand
- Minimum of 400,000 units over the next 8 years needed in the Bay Area to address this mismatch



50%
Bay Area renters
are rent burdened



25%
Bay Area households can
afford to purchase a home.



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

Commercial Redevelopment as Tool to Combat the Housing Crisis

Underutilized Commercial Land

- Brick and mortar retail and commercial spaces have been facing a steady decline since the takeoff of online shopping
- Reimagining underutilized commercial spaces as housing can turn an economic development challenge into an opportunity.

Housing Development Potential

- **2 million units** – Urban Footprint estimated increase of market-feasible capacity if housing were allowed on commercial sites
- **300,000 acres** – UC Berkeley Turner Center estimate of commercial land area in California's four largest metros



Renderings of El Camino Real by Michael Reardon/Grand Boulevard Initiative

Residential Redevelopment of Commercial Land: MTC/ABAG Policy Alignment



Combatting Climate Change

- Infill development brings residents closer to jobs, transit and amenities, thus helping to reduce per capita greenhouse gas emissions.



Jobs and Economy

- Mixed-use, mixed income development of aging shopping malls and office parks can revitalize underutilized spaces while bringing housing closer to jobs



Housing Affordability

- The Bay Area's severe housing shortage is a major contributor to the housing affordability crisis. Housing production, especially affordable housing production, is needed to achieve the Plan Bay Area 2050 vision of a more affordable, inclusive and diverse Bay Area for all residents.



MTC ABAG 2022 Joint Advocacy Program

- Pursue a range of strategies to increase housing production to help meet the Bay Area's housing goals
- Support proposals to authorize housing as a permitted use in certain commercial zones, subject to local approval but without requiring zoning changes.

AB 2011: Housing Streamlining in Commercial Areas

- AB 2011 (Wicks) would require affordable housing projects meeting certain labor, affordability, density, and site criteria be deemed a "use by right" and subject to a ministerial project approval *if* the project is located in certain commercial areas.



Summary of AB 2011 Criteria for Mixed Income vs. 100% Affordable Projects

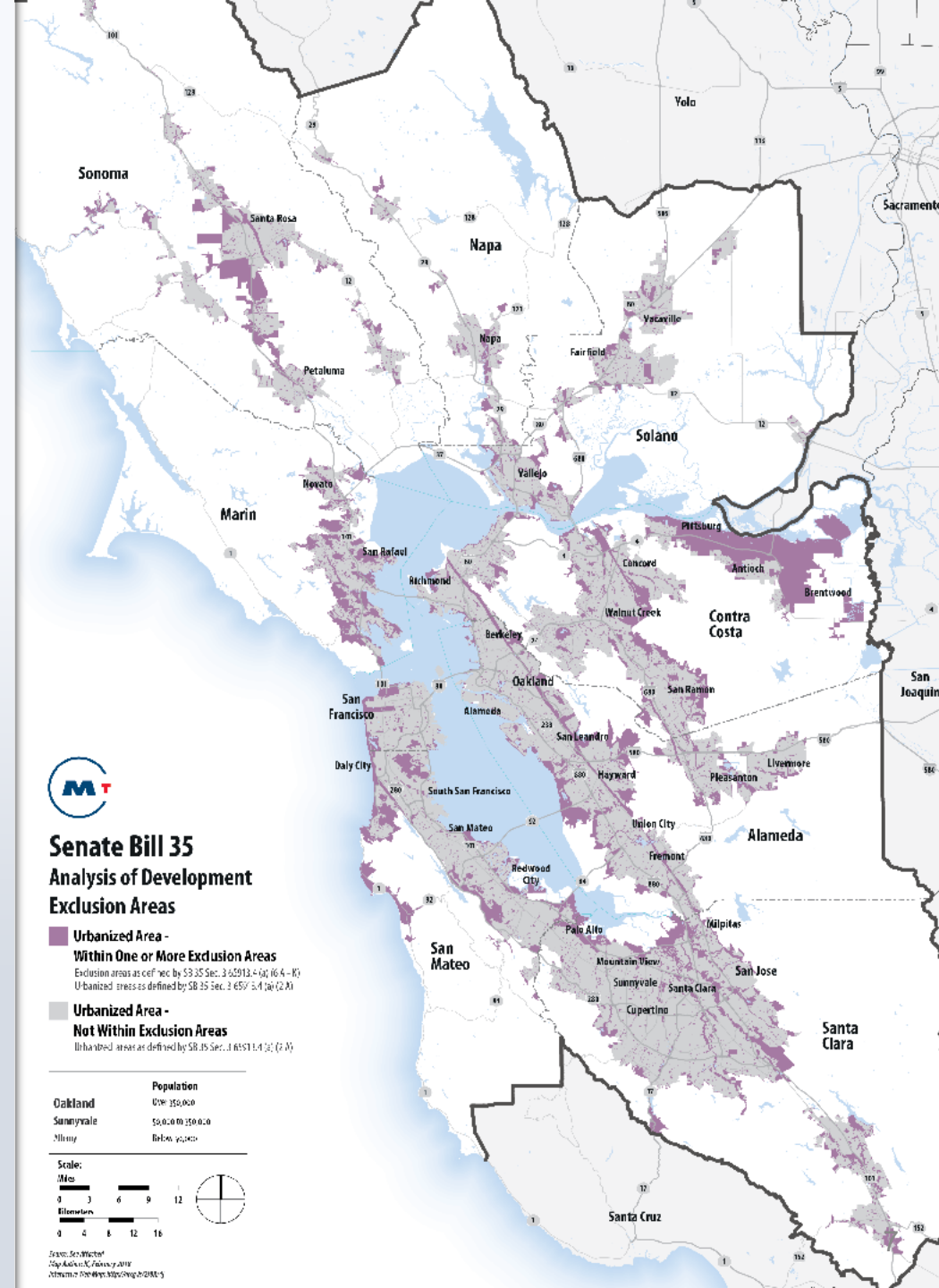
	Mixed Income Project	100% Affordable Project
Affordability	Minimum of 15% units must be deed-restricted affordable units	100% of units must be deed-restricted affordable units
Location	<p>On a commercial corridor (typically a four- to six-lane road) and on an urban infill site zoned for retail, office or parking, except:</p> <ul style="list-style-type: none"> • Site within a specific plan area must also allow residential • Location is not adjacent to industrial land or in an environmentally sensitive area, as defined by the bill. 	<p>Any urban infill site zoned for retail, office or parking, except:</p> <ul style="list-style-type: none"> • Site within a specific area plan must also allow residential • Location is not adjacent to industrial land or in an environmentally sensitive area, as defined by the bill
Project characteristics	Three- to five-story, medium-density project; residential or mixed-use	Low- to medium density; residential or mixed-use



AB 2011 Exclusion Areas in the Bay Area

- AB 2011 conditions eligibility for project streamlining on numerous factors, including that a project must be located in an urban area. Projects may *not* be located on environmentally sensitive sites or hazardous sites.
- The map adjacent provides an approximation of Bay Area geographies that would be wholly excluded from AB 2011 parameters (the purple and white areas on the map).

Note: Exclusion areas generally align with SB 35 (Wiener, 2017)



AB 2011 Streamlining Scenario: Berkeley

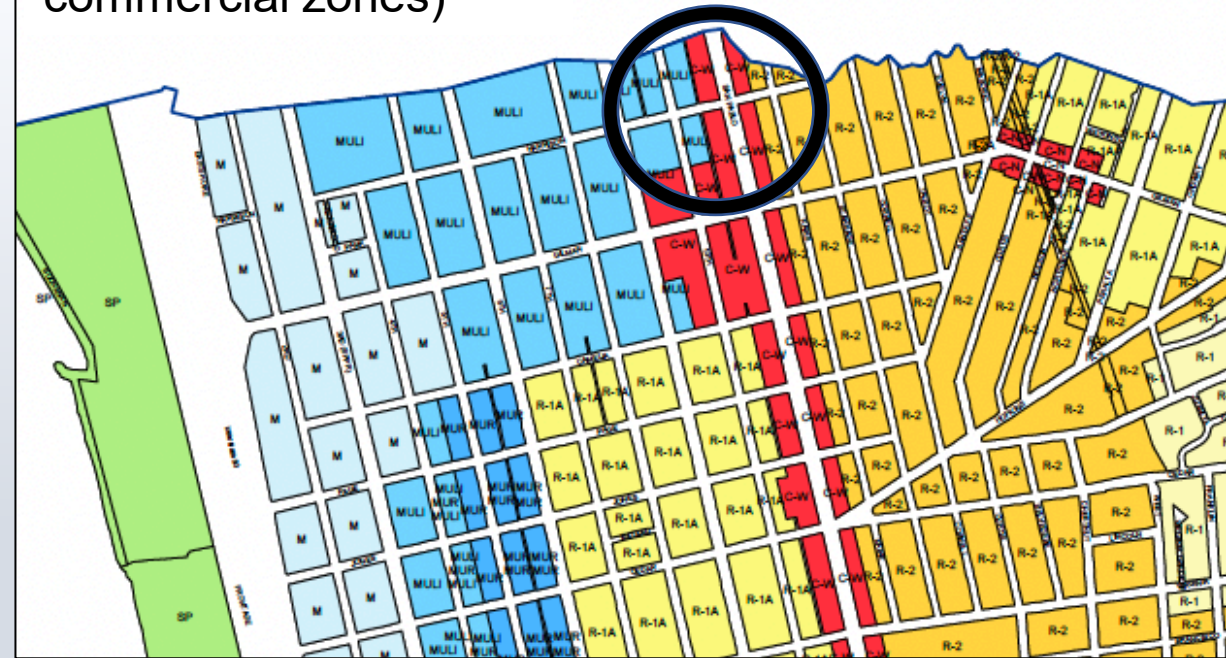
For-profit developer is proposing a three-story housing project on San Pablo Ave. in northwest Berkeley. Fifteen percent of the units will be set at affordable rents for low-income households and be deed restricted for 55 years. The developer will comply with all AB 2011 labor standards.

Zone: **West Berkeley Commercial** (red)

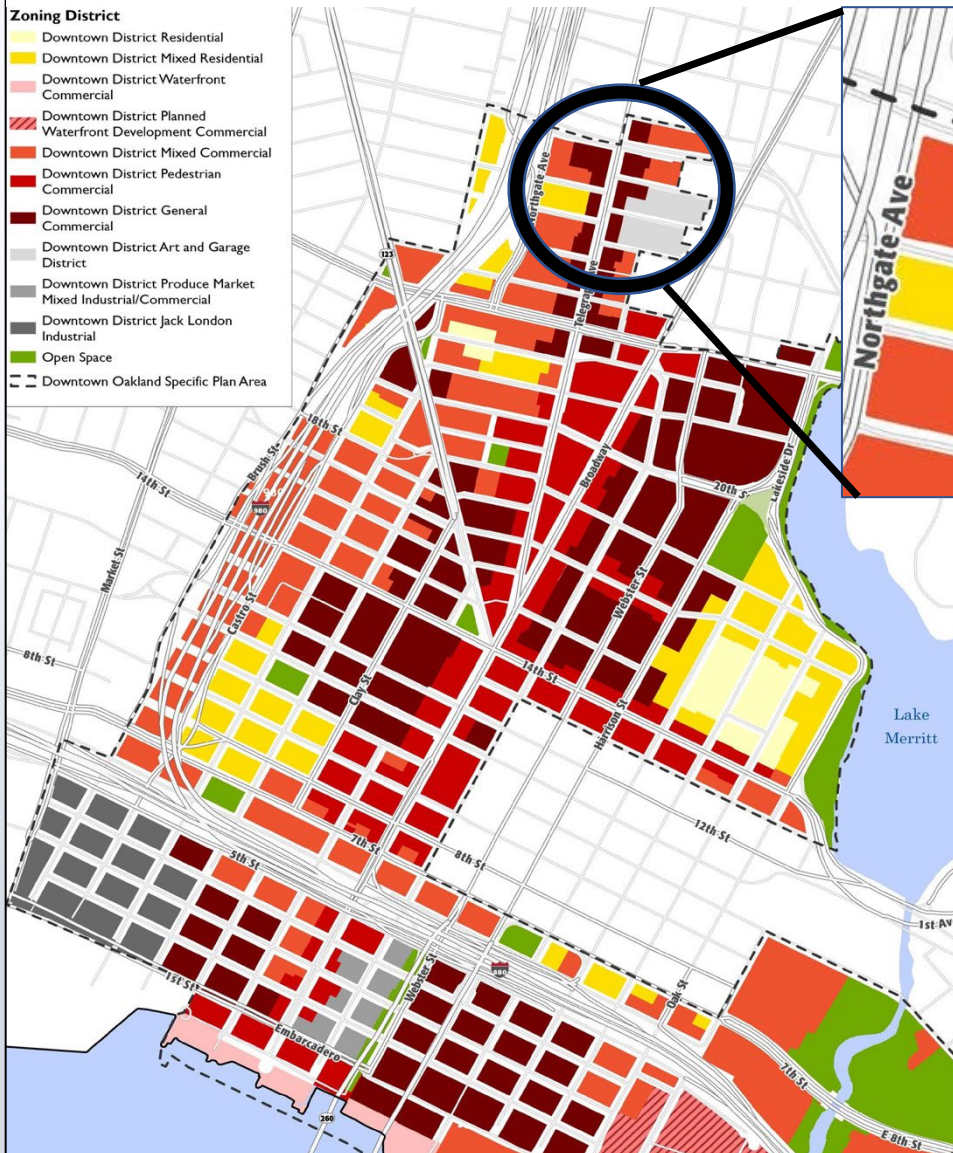
- ✓ Located on a commercial corridor (road is 70 feet to 150 feet wide)?
- ✓ Zoned for office, retail or parking?
Specific Plan area? **No**
- ✓ Labor standards?
- ✓ Affordability standards
- ✓ Urban infill & not in environmentally sensitive area?
- ✓ Density standards?

Result: By-right development

Zoning Map of Northwest Berkeley (Red indicates commercial zones)



Downtown Oakland Specific Plan Map (Proposed)



AB 2011 Streamlining Scenario: Oakland

Non-profit affordable housing developer is proposing to build a two-story 100% affordable apartment building in downtown Oakland's newly zoned Arts and Garage district. Units will be deed restricted for 55 years and developer will comply with AB 2011 labor standards.

Zone: **Arts and Garage commercial district** (grey)

- ✓ Zoned for office, retail or parking?
- ✓ Specific Plan area? **Yes**
Residential allowed? **No**
- ✓ Labor standards?
- ✓ Affordability standards
- ✓ Urban infill & not in environmentally sensitive area?
- ✓ Density standards

Result: Rezoning or conditional use permit required; no ministerial project approval



Staff Recommends Three Amendments to Integrate Ongoing Planning Into AB 2011

1. **Create a nexus between project streamlining** and RHNA performance by allowing for ministerial project-level approvals *only* in jurisdictions that are not keeping pace with their RHNA goals.
2. **Support local planning in commercial corridors** where local governments have rezoned to accommodate infill residential development. Specifically, for planning areas where local governments have already completed (or will complete) rezones, AB 2011's streamlining provisions should *be limited to the locations where residential development is allowed*.
3. **The bill should be amended to include provisions to ensure local governments** receive "credit" in *the current housing element cycle* for planned residential development in commercial corridors.



Support if Amended Recommendation

- Amendments aim to advance multiple regional goals



Alleviating the Housing Crisis

- AB 2011 aligns with MTC and ABAG's policy priority of supporting housing production across income levels.



Plan Bay Area 2050 Alignment

- Repurposing commercial spaces for housing aligns further aligns with Plan Bay Area climate, connectivity, economy and workforce goals.



Supporting Local Planning

- Many Bay Area cities are taking steps to accommodate more housing in underutilized commercial areas.
- Our proposed amendments align AB 2011 with these ongoing planning efforts, including through ensuring these efforts are accounted for in housing element reviews.



Balancing Priorities

- Recommended amendments aim to balance local land use control with new tools to combat the housing affordability crisis.

For more information:
<http://www.bayareametro.gov/>

Georgia Gann Dohrmann

Assistant Director, Legislation & Public Affairs

gganndohrmann@bayareametro.gov



ASSOCIATION OF BAY AREA GOVERNMENTS
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