



Metropolitan Transportation Commission

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

Meeting Agenda

Programming and Allocations Committee

Committee Members:

David Rabbitt, Chair Gina Papan, Vice Chair

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

Miley, Hillary Ronen, Amy R. Worth

Non-Voting Member: Dina El-Tawansy

Wednesday, October 12, 2022

9:45 AM

REMOTE

The Programming and Allocations Committee is scheduled to meet on Wednesday, October 12, 2022 at 9:45 a.m. or immediately following the 9:40 a.m. Administration Committee meeting, in the Bay Area Metro Center (Remotely). In light of Governor Newsom's State of Emergency declaration regarding COVID-19 and in accordance with the recently signed Assembly Bill 361 allowing remote meetings, this meeting will be accessible via webcast, teleconference, and Zoom for all participants. A Zoom panelist link for meeting participants will be sent separately to committee, commission, or board members.

The meeting webcast will be available at
<https://mtc.ca.gov/whats-happening/meetings/live-webcasts>.

Members of the public are encouraged to participate remotely via Zoom at the following link or phone number:

Attendee Link: <https://bayareametro.zoom.us/j/81624998719>

Or iPhone one-tap: US: +13092053325,,81624998719# or +13126266799,,81624998719#

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

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

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

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

Webinar ID: 816 2499 8719

International numbers available: <https://bayareametro.zoom.us/j/81624998719>

Detailed instructions on participating via Zoom are available at:

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

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

1. Call to Order / Roll Call / Confirm Quorum

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

2. Consent Calendar

- 2a. [22-1360](#) Minutes of September 14, 2022 meeting
Action: Committee Approval
Attachments: [2a 22-1360 09-14-2022_Prog&Allocations_Draft_Minutes.pdf](#)
- 2b. [21-1626](#) Quarterly Report of the Executive Director's Delegated Authority Actions
Action: Information
Presenter: Kenji Anzai
Attachments: [2b 21-1626 FY23_Delegated_Authority_Quarterly_Report.pdf](#)
- 2c. [22-1432](#) MTC Resolution No. 4475, Revised. 2021 Transportation Improvement Program (TIP) Amendment 2021-28
Action: Commission Approval
Presenter: Adam Crenshaw
Attachments: [2c 22 1432 MTC Reso 4475 TIP Amendment 2021-28.pdf](#)
- 2d. [22-1452](#) MTC Resolution Nos. 4202, Revised, 4505, Revised, and 4540. Revisions to the One Bay Area Grant programs (OBAG 2 and 3), including programming approximately \$69 million in Regional Program funds and adoption of the Carbon Reduction Program (CRP), which commits \$60 million to Climate Initiatives projects and programs as part of the OBAG 3 regional investment strategy.
Action: Commission Approval
Presenter: Mallory Atkinson
Attachments: [2d 22-1452 MTC Resos 4202 4505 4540 OBAG2-3 and Carbon Reductio](#)
- 2e. [22-1448](#) MTC Resolution Nos. 4523, Revised and 4524, Revised. Allocation of \$48 million in FY 2022-23 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to seven operators and MTC to support transit operations and capital projects in the region.
Action: Commission Approval
Presenter: Kenji Anzai
Attachments: [2e 22-1448 MTC Resos 4523 4524 TDA STA Allocations.pdf](#)

- 2f. [22-1459](#) MTC Resolution 4519, Revised. An update to programming for the Transit Transformation Action Plan to reflect the programming of funds to transit operators for the Clipper BayPass program.

Action: Commission Approval

Presenter: William Bacon

Attachments: [2f 22-1459 MTC Reso 4519 Transit Transformation Action Plan.pdf](#)

- 2g. [22-1473](#) MTC Resolution Nos. 4095, Revised and 4250, Revised. Rescission of \$700,000 in Regional Measure 2 (RM2) funds from the environmental phase of Bay Bridge Forward 2020 suite of projects, and allocation of \$700,000 in RM2 funds to the construction phase of the West Grand HOV/Bus-Only Lane (Phase 2) project, part of Bay Bridge Forward (BBF).

Action: Commission Approval

Presenter: Kenneth Kao

Attachments: [2g 22-1473 MTC Resos 4095 4250 Bay Bridge Forward.pdf](#)

- 2h. [22-1527](#) MTC Resolution No. 4547 and 4273, Revised. Low-Carbon Transit Operations Program (LCTOP) Corrective Action Plan (CAP)

Action: Commission Approval

Presenter: Anne Spevack

Attachments: [2h 22-1527 MTC Reso 4547 4273 LCTOP and CAP.pdf](#)

3. Regional

- 3a. [22-1283](#) MTC Resolution Nos. 4537 and 4130, Revised. Major Projects Advancement Policy and Transit and Intercity Rail Capital Program Framework.

- i. Adoption of the Regional Major Project Advancement Policy (MAP); and
- ii. Revision to MTC's Cap and Trade Framework updating the regional Transit and Intercity Rail Capital Program Framework.

Action: Commission Approval

Presenter: Kenneth Folan

Attachments: [3a 22-1283 MTC Resos 4537 4130 Major Projects Advancement Policy.pdf](#)
[3a 22-1283 Attachment-A Major Project Advancement Policy Presentation.pdf](#)

- 3b. [22-1475](#) Regional Transportation Measure: Transit Operating Fiscal Challenges and Advocacy for State Support of Transit

An update on transit operating fiscal challenges to inform FY 2022-23 State Budget Advocacy and future regional transportation measure discussions.

Action: Information

Presenter: Melanie Choy and William Bacon

Attachments: [3b 22-1475 Regional Transportation Measure.pdf](#)
[3b 22-1475-Attachment-A Regional Transportation Measure Presentation.pdf](#)

4. Information

- 4a. [22-1466](#) California Transportation Commission (CTC) and State Funding Programs Update

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

Action: Information

Presenter: Kenneth Kao

Attachments: [4a 22-1466 PAC CTC Update.pdf](#)

5. Public Comment / Other Business

6. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee is scheduled to be held on Wednesday, November 9, 2022 remotely and by webcast. Any changes to the schedule will be duly noticed to the public.

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

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-1360 **Version:** 1 **Name:**

Type: Minutes **Status:** Committee Approval

File created: 8/19/2022 **In control:** Programming and Allocations Committee

On agenda: 10/12/2022 **Final action:**

Title: Minutes of September 14, 2022 meeting

Sponsors:

Indexes:

Code sections:

Attachments: [2a 22-1360 09-14-2022 Prog&Allocations Draft Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of September 14, 2022 meeting

Recommended Action:
Committee Approval



Metropolitan Transportation Commission Meeting Minutes

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

Programming and Allocations Committee

Committee Members:

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

Wednesday, September 14, 2022

9:45 AM

REMOTE

Call Meeting to Order.

1. Roll Call / Confirm Quorum

Present: 7 - Commissioner Abe-Koga, Commissioner Glover, Commissioner Miley, Vice Chair Papan, Chair Rabbitt, Commissioner Ronen, and Commissioner Worth
Absent: 1 - Commissioner Chavez

Non-Voting Member Absent: Commissioner El-Tawansy

Ex Officio Voting Member Present: Commission Chair Pedroza

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

2. Consent Calendar

Commissioner Miley was absent during the vote for the Consent Calendar.

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

Aye: 7 - Commissioner Abe-Koga, Commissioner Glover, Commissioner Miley, Vice Chair Papan, Chair Rabbitt, Commissioner Ronen and Commissioner Worth

Absent: 1 - Commissioner Chavez

2a. [22-1210](#) Minutes of July 13, 2022 meeting

Action: Committee Approval

2b. [22-1030](#) MTC Resolution No. 4475, Revised. 2021 Transportation Improvement Program (TIP) Amendment 2021-26.

Action: Commission Approval

Presenter: Adam Crenshaw

- 2c.** [22-1259](#) MTC Resolution Nos. 4522, Revised 4523, Revised and 4524, Revised, and 4528. Allocation of \$172 million in FY 2022-23 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), 5% Unrestricted State, and 2% Bridge Toll funds to six operators and MTC to support transit operations and capital projects in the region.

Action: Commission Approval

Presenter: Kenji Anzai

- 2d.** [22-1291](#) MTC Resolution Nos. 4035, Revised and 4202, Revised. Revisions to the One Bay Area Grant programs (OBAG 1 and 2), including extending obligation deadlines for the OBAG 2 County and Safe & Seamless Mobility Quick-Strike Programs.

Action: Commission Approval

Presenter: Thomas Arndt

- 2e.** [22-1323](#) MTC Resolution No. 4534, Revised. Amendment to Regional Program of Nominations for Senate Bill 1 Trade Corridor Enhancement Program.

Action: Commission Approval

Presenter: Kenneth Kao

- 2f.** [22-1451](#) FY 2021-22 Federal Earmark Repurposing. Federal Highway Administration (FHWA) repurposed earmark funds under the earmark repurposing provision of the Consolidated Appropriations Act, 2022.

Action: Information

Presenter: Mallory Atkinson

3. Federal

- 3a. [22-1285](#) MTC Resolution Nos. 4444, Revised, 4510, Revised, 4513, Revised, and 4169, Revised. Transit Capital Priorities Policy and Program FY2021-22 - FY2023-24

Update of Transit Capital Priorities (TCP) Process and Criteria and programming of \$42.3 million in the TCP program; including \$40.0 million in FTA Formula Revenue funding for FYs 2021-22 through 2023-24, for transit operator state-of-good-repair consistent with the TCP Process and Criteria and additional programming of \$2.3 million in AB 664 Bridge Tolls; a correction to the BATA Project Savings program; and discussion of financing against future FTA revenues.

Action: Commission Approval

Presenter: Margaret Doyle

Aleta Dupree was called to speak.

Upon the motion by Commissioner Glover and seconded by Commissioner Worth, the Committee unanimously approved the referral of MTC Resolution Nos. 4444, Revised, 4510, Revised, 4513, Revised, and 4169, Revised to the Commission for approval. The motion carried by the following vote:

Aye: 7 - Commissioner Abe-Koga, Commissioner Glover, Commissioner Miley, Vice Chair Papan, Chair Rabbitt, Commissioner Ronen and Commissioner Worth

Absent: 1 - Commissioner Chavez

- 3b. [22-1292](#) MTC Resolution No. 4505, Revised.

Revisions to the One Bay Area Grant program (OBAG 3), including programming \$103 million in OBAG 3 Regional Program funds..

Action: Commission Approval

Presenter: Mallory Atkinson

Aleta Dupree was called to speak.

Upon the motion by Commissioner Abe-Koga and seconded by Commissioner Glover, the Committee unanimously approved the referral of MTC Resolution No. 4505, Revised to the Commission for approval. The motion carried by the following vote:

Aye: 7 - Commissioner Abe-Koga, Commissioner Glover, Commissioner Miley, Vice Chair Papan, Chair Rabbitt, Commissioner Ronen and Commissioner Worth

Absent: 1 - Commissioner Chavez

- 3c. [22-1258](#) MTC Resolution Nos. 4544 and 4545. Adoption of the 2023 Transportation Improvement Program (TIP) and Transportation Air Quality Conformity Analysis for Plan Bay Area 2050 (Plan) and the 2023 TIP.

The federally required TIP is a comprehensive listing of all Bay Area surface transportation projects that receive federal funds, are subject to a federally required action or are regionally significant for air quality conformity purposes. MTC is required to make a positive air quality conformity determination for the TIP and Plan in accordance with EPA's transportation conformity regulations and MTC's Bay Area Air Quality Conformity Procedures.

Action: Commission Approval

Presenter: Adam Crenshaw

Upon the motion by Commissioner Abe-Koga and seconded by Commissioner Worth, the Committee unanimously approved the referral of MTC Resolution Nos. 4544 and 4545 to the Commission for approval. The motion carried by the following vote:

Aye: 7 - Commissioner Abe-Koga, Commissioner Glover, Commissioner Miley, Vice Chair Papan, Chair Rabbitt, Commissioner Ronen and Commissioner Worth

Absent: 1 - Commissioner Chavez

4. Regional

- 4a. [22-1287](#) MTC Resolution No. 4504, Revised. FY 2022-23 MTC Fund Estimate

Updates the FY 2022-23 MTC Fund Estimate to incorporate actual FY 2021-22 revenue for the State Transit Assistance (STA) and State of Good Repair (SGR) programs and revises FY 2022-23 revenue estimates.

Action: Commission Approval

Presenter: William Bacon

Upon the motion by Commissioner Worth and seconded by Commissioner Glover, the Committee unanimously approved the referral of MTC Resolution No. 4504, Revised to the Commission for approval. The motion carried by the following vote:

Aye: 7 - Commissioner Abe-Koga, Commissioner Glover, Commissioner Miley, Vice Chair Papan, Chair Rabbitt, Commissioner Ronen and Commissioner Worth

Absent: 1 - Commissioner Chavez

5. Information

- 5a. [22-1402](#) California Transportation Commission (CTC) and State Funding Programs Update

Staff will provide an update on the CTC's meeting of August 17-18, 2022 and state funding programs under the CTC's purview.

Action: Information

Presenter: Kenneth Kao

6. Public Comment / Other Business

Written public comment was received from Bob Feinbaum, President of SaveMUNI.

[22-1490](#) Public Comment

7. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee is scheduled to be held on Wednesday, October 12, 2022. Any changes to the schedule will be duly noticed to the public.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-1626 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 12/1/2021 **In control:** Programming and Allocations Committee

On agenda: 10/12/2022 **Final action:**

Title: Quarterly Report of the Executive Director's Delegated Authority Actions

Sponsors:

Indexes:

Code sections:

Attachments: [2b 21-1626 FY23 Delegated Authority Quarterly Report.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Quarterly Report of the Executive Director's Delegated Authority Actions

Presenter:

Kenji Anzai

Recommended Action:

Information

Metropolitan Transportation Commission Programming and Allocations Committee

October 12, 2022

Agenda Item 2b - 21-1626

Quarterly Report of the Executive Director's Delegated Authority Actions

Subject:

First Quarter Report of the Executive Director's Delegation of Authority Actions

Background:

MTC Resolution No. 3620, Revised, adopted by the Commission in March 2004, allows the Executive Director to make administrative allocations of certain funds up to \$1 million, with authority to take any rescission actions requested by claimants. To keep the Commission informed on actions approved by the Executive Director, staff reports quarterly on all 'delegated authority' allocations or rescissions. Fund sources included within delegated authority include Transportation Development Act, State Transit Assistance, Regional Measure 2, and other formula bridge toll funds.

In this quarter, an end of the year adjustment was made to the Regional Measure 2 Operating Program for FY2021-22, which necessitated a \$744,000 rescission and is shown in Attachment A.

The first quarter report for FY2022-23 covers the period of June 2022 through September 2022. The Executive Director approved the following allocation actions summarized in the tables below and detailed in Attachment B:

FY 2022-23 Delegated Authority Actions	Year-to-Date
Allocations	
Transportation Development Act	\$ 15,175,201
State Transit Assistance	\$ 11,501,668
Regional Measure 2	\$ 6,796,126
2% Bridge Tolls	\$ 514,034
5% Unrestricted State	\$ 467,841
Total Allocations	\$ 34,454,870

FY 2022-23 Delegated Authority Actions	Year-to-Date
Rescissions	
Transportation Development Act	\$ (442,870)
State Transit Assistance	\$ (1,100,372)
Regional Measure 2	\$ -
2% Bridge Tolls	\$ -
5% Unrestricted State	
Total Rescissions	\$ (1,543,242)

Issues:

None identified.

Recommendations:

Information

Attachments:

- Attachment A: FY 2021-22 Year-End Adjustment
- Attachment B: FY2022-23 Delegated Authority Action for First Quarter



Therese W. McMillan

FY 2021-22 Delegated Authority

Allocation and Rescission of Transportation Development Act, State Transit Assistance, Regional Measure 2,
Bridge Toll and Feeder Bus Funds pursuant to MTC Resolution 3620

Year-End Adjustment

Rescission - Regional Measure 2 Funds			Approval		Allocation
Claimant	Description	Amount	Code	Date	Instruction
MTC	Clipper	(744,000)		07/27/22	
Total		(744,000)			
Rescissions Grand Total		(744,000)			

FY 2022-23 Delegated Authority

Allocation and Rescission of Transportation Development Act, State Transit Assistance, Regional Measure 2,
Bridge Toll and Feeder Bus Funds pursuant to MTC Resolution 3620

First Quarter 2022

Transportation Development Act - Allocation (001)		Approval		Apportionment/	
Claimant	Description	Amount	Code	Date	Notes
5800 - 99233.3 Pedestrian & Bicycle Facilities - Capital					
Half Moon Bay	Pacific Coast Bicycle Connectivity North	350,000	001	06/22/22	San Mateo County
Sebastopol	SR116 Curb Ramps and Bodega Ave Improvements	60,594	002	06/22/22	Sonoma County
Petaluma	Lynch Creek Trail - Edith Court North to Payran St.	161,584	003	06/22/22	Sonoma County
Santa Rosa	Hwy 101 Bicycle and Pedestrian Overcrossing	600,000	004	06/22/22	Sonoma County
Marin County DPW	Lomita Drive Gap Closure Project	130,000	012	07/27/22	Marin County
Marin County Parks Dept	Mill Valley-Sausalito Pathway Bridge Repair Project	100,000	013	07/27/22	Marin County
Colma	Bicycle and Ped Master Plan	90,000	014	07/27/22	San Mateo County
South San Francisco	Hillside Blvd Road Diet Improvements	400,000	015	07/27/22	San Mateo County
Burlingame	Murchison, Trousdale, & Davis Dr. Bicycle Facilities	400,000	016	07/27/22	San Mateo County
Brisbane	Alvarado to San Benito Walkway	240,000	017	07/27/22	San Mateo County
San Carlos	San Carlos Ave. Ped Safety Improvements	400,000	018	07/27/22	San Mateo County
East Palo Alto	Univ. & Michigan Ave Intersection Improvements	360,000	019	07/27/22	San Mateo County
Pacifica	Palmetto & Esplanade Bike and Ped Improvements	335,160	020	07/27/22	San Mateo County
CCC Health Services	Bicycle and Pedestrian Safety Education	40,000	021	07/27/22	Contra Costa County
Moraga	Ped and Bike Safety Improvements on Camino Pablo	100,000	022	07/27/22	Contra Costa County
San Ramon	Rapid Repeating Flashing Beacon	100,000	023	07/27/22	Contra Costa County
Pleasant Hill	Taylor Boulevard and Civic Drive Pedestrian Pathway	100,000	024	07/27/22	Contra Costa County
Orinda	Moraga Way and Ardor Drive/Valley View Drive RRFB	80,000	025	07/27/22	Contra Costa County
Concord	Bailey Road Crossing Enhancements	180,000	026	07/27/22	Contra Costa County
San Pablo	Safe Routes to School RRFB Installation	120,000	027	07/27/22	Contra Costa County
Pittsburg	Safe Routes to School Crosswalk Improvements	105,000	028	07/27/22	Contra Costa County
Richmond	Ferry to Bridge Bike and Ped Network Improvements	178,400	029	07/27/22	Contra Costa County
Contra Costa County	Appian Way at Fran Way Ped Crossing Improvements	100,000	030	07/27/22	Contra Costa County
Contra Costa County	Driftwood & Mariners Cove Dr Ped Improvements	100,000	031	07/27/22	Contra Costa County
Contra Costa County	Livorna Road Shoulder Widening	100,000	032	07/27/22	Contra Costa County
Oakland	Bicycle Signage Program	75,000	036	08/24/22	Alameda County
Oakland	City Bike Parking Program	75,000	037	08/24/22	Alameda County
Oakland	E 20th Stairpath Rehab	110,000	038	08/24/22	Alameda County
Oakland	Wilson and Palmer Stairpath Rehab	120,000	039	08/24/22	Alameda County
San Leandro	Ped Curb Ramps and Ped Crossing Equipment	57,856	040	08/24/22	Alameda County
Union City	Boulevard Bike Lanes Project	604,912	041	08/24/22	Alameda County
Alameda County	ADA Ped Curb Ramps	176,575	042	08/24/22	Alameda County
City of Alameda	Grand St. Sidewalk Gap Completion	50,000	043	08/24/22	Alameda County
City of Alameda	Grand St. Bicycle and Ped Safety Improvements	76,618	044	08/24/22	Alameda County
Campbell	Campbell Bicycle & Ped Project FY 2022/23	56,869	045	09/28/22	Santa Clara County
Milpitas	ADA Ramps and Sidewalk Gap Closures	103,602	046	09/28/22	Santa Clara County
San Jose	Citywide Bikeway Implementation	1,000,000	047	09/28/22	Santa Clara County
San Jose	Pedestrian Safety Improvements	200,000	048	09/28/22	Santa Clara County
San Jose	Bicycle and Pedestrian Safety Education	100,000	049	09/28/22	Santa Clara County
Santa Clara	Citywide Curb Ramps	309,078	050	09/28/22	Santa Clara County
Saratoga	Saratoga Avenue Pathway	41,825	051	09/28/22	Santa Clara County

Transportation Development Act - Allocation (001)				Approval	Apportionment/
Claimant	Description	Amount	Code	Date	Notes
Subtotal		8,088,073			
5801 - 99233.7, 99275 Community Transit Service - Operations					
NVTA	Paratransit Operations	589,800	005	06/22/22	Napa County
LAVTA	Paratransit Operations	191,227	006	06/22/22	LAVTA
AC Transit	Paratransit Operations	962,989	007	06/22/22	AC Transit - Contra Costa
Pleasanton	Community Transit Service	105,121	033	07/27/22	Pleasanton
ECCTA	Community Transit Service	724,474	034	07/27/22	ECCTA
Subtotal		2,573,611			
5802 - 99260A Transit - Operations					
AC Transit	Transit Operations	116,699	008	06/22/22	Union City
LAVTA	Transit Operations	57,517	009	06/22/22	BART - Alameda
Sonoma County	Transit Operations	244,488	010	06/22/22	Petaluma
ECCTA	Transit Operations	1,000,000	035	07/27/22	ECCTA
WestCAT	Transit Operations	147,930	052	09/28/22	BART - Contra Costa
Santa Rosa	Transit Operations	96,711	053	09/28/22	Sonoma County
Santa Rosa	Transit Operations	40,000	054	09/28/22	GGBHTD - Sonoma
Santa Rosa	Transit Operations	1,000,000	055	09/28/22	Santa Rosa
Subtotal		2,703,345			
5803 - 99260A Transit - Capital					
WestCAT	Transit Capital	516,274	056	09/28/22	WCCTA
Santa Rosa	Transit Capital	1,000,000	057	09/28/22	Santa Rosa
Subtotal		1,516,274			
5807 - 99400C Transit - Operations					
Sonoma County	Transit Operations	48,898	011	06/22/22	Petaluma
Subtotal		48,898			
5812 - 99400D Planning and Administration - Operations					
Vacaville	Planning & Administration	245,000	058	09/28/22	Vacaville
Subtotal		245,000			
Total		15,175,201			

State Transit Assistance - Allocation (002)				Approval	Apportionment/
Claimant	Description	Amount	Code	Date	Notes
5820 - 6730A Operations - County Block Grant					
NVTA	Transit Operations	182,190	001	06/22/22	Napa County
SamTrans	SamCoast	89,910	023	09/28/22	Lifeline - San Mateo
SamTrans	Get Around Services for Seniors	160,000	024	09/28/22	Lifeline - San Mateo
SamTrans	Menlo Park Shuttle	250,000	025	09/28/22	Lifeline - San Mateo
SamTrans	South City Shuttle	40,000	026	09/28/22	Lifeline - San Mateo
SamTrans	Daly City Bayshore Shuttle	147,375	027	09/28/22	Lifeline - San Mateo
SamTrans	Route 17	187,000	028	09/28/22	Lifeline - San Mateo
Subtotal		1,056,475			
5820 - 6730A Operations - Population-based MTC Coordination					
CCCTA	Transit Operations	75,000	002	06/22/22	MTC
AC Transit	Transit Operations	291,000	003	06/22/22	MTC
MTC	TTAP Advance (to be repaid)	1,000,000	004	06/22/22	MTC
MTC	MTC Website Support	25,000	005	06/22/22	MTC

Transportation Development Act - Allocation (001)				Approval	Apportionment/
Claimant	Description	Amount	Code	Date	Notes
MTC	Transit Funding Staff	545,503	006	06/22/22	MTC—Staff
MTC	Transit Hub Signage	21,000	007	06/22/22	MTC
MTC	TTAP Accessibility Actions	230,000	008	06/22/22	MTC
GGBHTD	Planning & Administration	10,000	020	08/24/22	MTC
	Subtotal	2,197,503			
5820 - 6730A Operations - Revenue-based					
VTA	Transit Operations	165,764	009	06/22/22	VTA - ACE
NVTA	Transit Operations	131,587	010	06/22/22	NVTA
LAVTA	Transit Operations	468,141	011	06/22/22	LAVTA
LAVTA	Transit Operations	300,792	012	06/22/22	BART
Sonoma County					
Transit	Transit Operations	264,313	013	06/22/22	Sonoma County Transit
CCCTA	Transit Operations	745,694	014	06/22/22	CCCTA
CCCTA	Transit Operations	432,017	015	06/22/22	BART
ECCTA	Transit Operations	468,628	019	07/27/22	ECCTA
WestCAT	Transit Operations	518,809	029	09/28/22	WCCTA
Santa Rosa	Transit Operations	218,570	030	09/28/22	City of Santa Rosa
	Subtotal	3,714,315			
5821 - 6730B Capital Costs - Population-based MTC Coordination					
MTC	ITS Architecture	102,113.02	021	08/24/22	MTC
	Subtotal	102,113			
5822 - 6731C Paratransit - Operations - Population-Based County Block Grant					
Sonoma County					
Transit	Paratransit Operations	672,373	031	09/28/22	Sonoma County Transit
SamTrans	Paratransit Operations	972,312	032	09/28/22	SamTrans
Marin Transit	Paratransit Operations	60,000	033	09/28/22	Marin Transit
	Subtotal	1,704,685			
5822 - 6731C Paratransit - Operations - Revenue-based					
SolTrans	Paratransit Operations	404,070	022	08/24/22	Solano County Transit
	Subtotal	404,070			
5826 - 6730D Community Transit - Operations - County Block Grant					
NVTA	Community Transit	997,567	017	06/22/22	Napa County
	Subtotal	997,567			
6730B Capital - Population-based Lifeline					
BART	Cycle 5: Coliseum Elevator Renovation	824,940	018	06/22/22	Alameda
	Subtotal	824,940			
	Total	11,501,668			

Regional Measure 2 Funds - Allocation (006)				Approval	Apportionment/
Claimant	Description	Amount	Code	Date	Notes
<i>Performance standards identified in MTC Res. 3636, Revised are currently suspended due to the COVID-19 pandemic.</i>					
Operating Allocations					
					Napa VINE Service -
NVTA	Transit Operations	370,384	007	06/22/22	NVTA - Route 29
LAVTA	Transit Operations	504,738	008	06/22/22	Express Bus South
CCCTA	Transit Operations	126,297	009	06/22/22	Express Bus South
ECCTA	Transit Operations	461,609	010	07/27/22	Express Bus North
NVTA	Route 29	0	007	08/24/22	Revise Project Description

Transportation Development Act - Allocation (001)					Approval	Apportionment/
Claimant	Description	Amount	Code	Date		Notes
LAVTA	Rapid Bus	0	008	08/24/22		Revise Project Description
CCCTA	Route 96X	0	009	08/24/22		Revise Project Description
ECCTA	Route 300	0	010	08/24/22		Revise Project Description
SamTrans	Route 397	265,275	011	08/24/22		Owl Service
GGBHTD	Route 40	257,438	012	08/24/22		Express Bus North
SolTrans	Red Line	937,202	013	08/24/22		Express Bus North
SolTrans	Yellow Line	648,182	014	08/24/22		Express Bus North
SolTrans	Green Line	340,178	015	08/24/22		Express Bus North
SolTrans	Blue Line	394,372	016	08/24/22		Express Bus North
WestCAT	Route JPX	216,376	017	09/28/22		Express Bus North
WestCAT	Hercules LYNX/JX	799,075	018	09/28/22		Express Bus South
Subtotal		5,321,126				
Marketing						
AC Transit	Marketing for AC Transit Services	300,000	001	06/22/22		
MTC	Mapping and Wayfinding	500,000	002	06/22/22		
MTC	511 Program	155,000	003	06/22/22		
MTC	Agency Website Support	50,000	004	06/22/22		
MTC	Return to Transit	370,000	005	06/22/22		
MTC	Transportation Poll	100,000	006	06/22/22		
Subtotal		1,475,000				
Total		6,796,126				

2% Bridge Toll Revenues - Allocation (009)					Approval	Apportionment/
Claimant	Description	Amount	Code	Date		Notes
Operating Allocations						
MTC	San Francisco Bay Trail	514,034	001	06/22/22		Bay Trail
Total		514,034				

5% Unrestricted State - Allocation (010)					Approval	Apportionment/
Claimant	Description	Amount	Code	Date		Notes
Operating Allocations						
MTC	San Francisco Bay Trail	467,841	001	06/22/22		Bay Trail
Total		467,841				

Allocations Grand Total 34,454,870

Rescission - Transportation Development Act					Approval	Allocation
Claimant	Description	Amount	Code	Date		Instruction
Half Moon Bay	Pacific Coast Bicycle Connectivity North	(350,000)		06/22/22		20001108
Morgan Hill	Install Protected Bike Lanes	(92,870)		09/28/22		22001052
Total		(442,870)				

Rescission - State Transit Assistance					Approval	Allocation
Claimant	Description	Amount	Code	Date		Instruction
BART	Cycle 5: Coliseum Elevator Renovation	(824,940)		06/22/22		20002059
AC Transit	Purchase fifty 40-ft Replacement Diesel Buses	(21,745.04)		09/28/22		22448602
SJRRRC	Purchase of Capital Spare parts	(246.77)		09/28/22		22448603
BART	Prev. Maint. and Renovation of Various BART District-V	(34,073.96)		09/28/22		22448604
Caltrain/ PCJPB	FY 2021-22 STA-SGR Projects	(8,105.86)		09/28/22		22448605
CCCTA	Intelligent Transportation System Security Maintenance	(710.72)		09/28/22		22448606
GGBHTD	New Vessel Acquisition	(7,777.56)		09/28/22		22448608
LAVTA	Livermore Transit Center Rehabilitation and Improvemen	(341.43)		09/28/22		22448609

Transportation Development Act - Allocation (001)					Approval	Apportionment/
Claimant	Description	Amount	Code	Date	Notes	
Marin Transit	Replacement of Seven 35-ft Hybrid Vehicles	(1,329.52)		09/28/22		22448610
NVTA	Vine Bus Maintenance Facility	(96.03)		09/28/22		22448611
Petaluma	Preventative Maintenance	(41.55)		09/28/22		22448612
SamTrans	LED Lighting Upgrade, Phase-2 at North Base & South B	(8,130.10)		09/28/22		22448613
Santa Rosa	Preventive Maintenance of Fixed-Route Fleet	(139.33)		09/28/22		22448614
SFMTA	SFMTA SGR Projects FY21-22	(58,067.54)		09/28/22		22448615
SMART	SMART Capital Spare Parts Project	(1,680.31)		09/28/22		22448616
Soltrans	Battery refresh for two hybrid diesel buses	(298.50)		09/28/22		22448617
Sonoma County						
Transit	Fixed-Route Vehicle Replacements	(193.63)		09/28/22		22448618
ECCTA	ECCTA Parking Lot Repairs	(344.02)		09/28/22		22448619
Union City	Bus Stop Improvements	(105.07)		09/28/22		22448620
VTA	Operating assistance	(24,643.65)		09/28/22		22448621
SJRRC	Operating assistance	(144.37)		09/28/22		22448622
WestCAT	Purchase of Replacement Revenue Vehicles	(450.56)		09/28/22		22448623
WETA	Terminal Dredging - Vallejo	(2,210.67)		09/28/22		22448624
MTC	Transit Capital	(104,400.29)		09/28/22		22448601
Fairfield	Corporation Yard Transit Fleet Electrification Project	(155.55)		09/28/22		22448607
Total		(1,100,372)				

Rescissions Grand Total (1,543,242)



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-1432 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 8/30/2022 **In control:** Programming and Allocations Committee
On agenda: 10/12/2022 **Final action:**
Title: MTC Resolution No. 4475, Revised. 2021 Transportation Improvement Program (TIP) Amendment 2021-28

Sponsors:

Indexes:

Code sections:

Attachments: [2c 22 1432 MTC Reso 4475 TIP Amendment 2021-28.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4475, Revised. 2021 Transportation Improvement Program (TIP) Amendment 2021-28

Presenter:

Adam Crenshaw

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

October 12, 2022

Agenda Item 2c - 22-1432

MTC Resolution No. 4475, Revised

Subject:

2021 Transportation Improvement Program (TIP) Amendment 2021-28.

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 2021-28 makes revisions to four projects with a net funding increase of approximately \$53 million. This revision will add four new exempt projects to reflect recent programming decisions in the Transit Capital Priorities Program.

The 2021 TIP is 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:

Changes included in this amendment to the 2021 TIP will also be made in future amendments to the 2023 TIP as required.

Recommendations:

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

Attachments:

- Attachment 1: Summary Report of Amended Projects for TIP Amendment 2021-28
- MTC Resolution No. 4475, Revised



Therese W. McMillan

TIP Revision Summary 2021-28

ATTACHMENT 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Transit					
ALA210201	Union City Transit	Union City Transit EV Charging Infrastructure	Amend a new exempt project into the TIP with \$141K in 5307 and \$35K in Local funds	\$176,364	~%
CC-210201	Central Contra Costa Transit Agency (CCCTA)	CCCTA Electric Bus Charging Infrastructure	Amend a new exempt project into the TIP with \$1.5M in 5307 and \$370K in Local funds	\$1,847,524	~%
MRN210201	Marin County Transit District	MCTD ZEB Charging Infrastructure	Amend a new exempt project into the TIP with \$693K in 5307 and \$173K in Local funds	\$866,484	~%
SM-210201	San Mateo County Transit District (SAMTRANS)	SamTrans South Base BEB Charging Infrastructure	Amend a new exempt project into the TIP with \$2.9M in 5307, \$727K in Local and \$46.7M in RTP-LRP	\$50,350,000	~%
Total Funding Change:				\$53,240,372	

TIP Revision Summary

	Federal	State	Regional	Local	Total	2021 TIP Only
Current:	\$0	\$0	\$0	\$0	\$0	\$0
Proposed:	\$5,219,986	\$0	\$0	\$48,020,386	\$53,240,372	\$6,525,065
Delta:	\$0	\$0	\$0	\$0	\$0	\$0

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
 09/28/22-C 10/26/22-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, June 8, 2022, September 14, 2022, and October 12, 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

ABSTRACT

MTC Resolution No. 4475, Revised

Page 2

2021-13	Admin. Mod.	5	\$0	2/18/2022	2/18/2022
2021-14	Amendment	6	\$5,406,171	1/26/2022	3/11/2022
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	6/3/2022
2021-19	Admin. Mod	33	\$140,230,874	6/8/2022	6/8/2022
2021-20	Amendment	28	\$444,378,128	4/27/2022	7/1/2022
2021-21	Amendment	31	\$508,006,146	5/25/2022	7/15/2022
2021-22	Amendment	14	\$119,161,149	6/22/2022	7/29/2022
2021-23	Admin. Mod	8	\$12,866,856	7/8/2022	7/8/2022
2021-24	Admin. Mod	9	-\$2,059,629	8/26/2022	8/26/2022
2021-25	Admin. Mod	Pending	Pending	Pending	Pending
2021-26	Amendment	335	-\$61,699,904	9/28/2022	Pending
2021-27	Admin. Mod	Pending	Pending	Pending	Pending
2021-28	Amendment	4	\$53,240,372	10/26/2022	Pending
Net Funding Change		965	\$8,251,147,045		
Absolute Funding Change			\$8,263,725,835		

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
09/28/22-C 10/26/22-C

Attachment B
Resolution No. 4475
Page 1 of 13

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 was received on June 3, 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 an administrative modification that revises 33 projects with a net increase in funding of \$140 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on June 8, 2022. Among other changes, this revision:

- Updates the funding plans of six projects to reflect changes in the Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ), Regional Transportation Improvement Program (RTIP), and the Road Repair and Accountability Act – Local Partnership Program (SB1-LPP);
- Updates the funding plans and back-up listings of the Local Highway Bridge Program (HBP) funded group listing, the Highway Safety Improvement Program (HSIP) group listing, and the FTA Section 5311 group listing for FY21-FY23 to reflect the latest programming decisions;
- Updates the funding plans and back-up listings of seven State Highway Operation and Protection Program (SHOPP) funded group listings to reflect the latest information from Caltrans; and
- Updates the funding plans and back-up listings of two grouped listings and updates the funding plans of fifteen individually-listed projects to reflect the adoption of the latest round of the Transit Capital Priorities (TCP) Program.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$75 million in SHOPP funds, \$1.3 million in HBP funds, \$5.9 million in HSIP funds, and \$2 million in federal Transit Infrastructure Grant funds. MTC's 2021 TIP, as revised with Revision No. 2021-19, 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 2021-20 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 was received on June 17, 2022 and final federal approval was received on July 1, 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 was received on July 8, 2022 and final federal approval was received on July 15, 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 was received on July 20, 2022 and final federal approval was received on July 29, 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.

Revision 2021-23 is an administrative modification that revises eight projects with a net increase in funding of \$12.9 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on July 8, 2022. Among other changes, this revision:

- Updates the funding plan of the Regional Streets and Roads project to reflect the advance of \$10 million in One Bay area Grant 3 (OBAG 3) funding and updates one additional project to reflect changes in the OBAG 2 program;
- Updates the funding plan of the Bay Area Rapid Transit's (BART) Fare Collection Equipment project to reflect the award of \$2 million in Transit Infrastructure Grant – Community Project Funding funds;
- Updates the funding plan of BART's Transbay Core Capacity Program to reflect the award of \$143 million in FTA Capital Investment Grant (CIG) funds; and
- Updates the funding plans two individually listed projects to reflect the latest programming decisions in the Transit Capital Priorities (TCP) Program.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$2 million in federal Transit Infrastructure Grant-Community Project Funding funds, \$143 million in CIG funds and \$732,000 in RIP funds. MTC's 2021 TIP, as revised with Revision No. 2021-23, 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 2021-24 is an administrative modification that revises nine projects with a net decrease in funding of \$2.1 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on August 26, 2022. Among other changes, this revision:

- Updates the funding plan of one project to reflect changes in the Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ);

- Updates the funding plan and back-up listing of the Highway Safety Improvement Program (HSIP) funded grouped listing to reflect the latest programming information from Caltrans; and
- Updates the funding plan of one individual State Highway Operation and Protection Program (SHOPP) project and the funding plan and back-up listing of one SHOPP funded group listing 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 \$18.2 million in SHOPP funds and \$381,730 in HSIP funds. MTC's 2021 TIP, as revised with Revision No. 2021-24, 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 2021-25 is a pending administrative modification.

Revision 2021-26 is an amendment that revises 335 projects with a net funding decrease of approximately \$62 million. The revision was referred by the Programming and Allocations Committee on September 14, 2022 and approved by the MTC Commission on September 28, 2022. Caltrans approval is expected in October and final federal approval is expected in November. Among other changes, this revision:

- Archives 325 projects that have either been completed or where future funding will be programmed on other listings;
- Deletes four projects that will not move forward as federal projects at this time;
- Updates the scope of one project and the funding plan of another to reflect local decisions;
- Amends MTC's Priority Conservation Area Grant Implementation project into the TIP;
- Amends Caltrain's Mini-High Platform Improvements project into the TIP to reflect the award of \$460,000 in federal Transit Infrastructure Grants - Community Project Funding/Congressionally Directed Spending funds;
- Amends VTA's Zero Emissions Bus Transition On-Road Charging Pilot project into the TIP to reflect the award of \$15.6 million in FTA Bus and Bus Facilities discretionary funding; and
- Amends a new FTA Section 5310 Enhanced Mobility for Seniors and Persons with Disabilities-funded grouped listing into the TIP.

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

Revision 2021-27 is a pending administrative modification.

Revision 2021-28 is an amendment that revises four projects with a net funding increase of approximately \$53 million. The revision was referred by the Programming and Allocations Committee on October 12, 2022 and approved by the MTC Commission on October 26, 2022. Caltrans approval and final federal approval is expected in November. This revision adds four new exempt projects to reflect recent programming decisions in the Transit Capital Priorities Program. Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.



Metropolitan Transportation Commission

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Legislation Details (With Text)

File #:	22-1452	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	8/31/2022	In control:		Programming and Allocations Committee	
On agenda:	10/12/2022	Final action:			
Title:	MTC Resolution Nos. 4202, Revised, 4505, Revised, and 4540. Revisions to the One Bay Area Grant programs (OBAG 2 and 3), including programming approximately \$69 million in Regional Program funds and adoption of the Carbon Reduction Program (CRP), which commits \$60 million to Climate Initiatives projects and programs as part of the OBAG 3 regional investment strategy.				

Sponsors:

Indexes:

Code sections:

Attachments: [2d_22-1452_MTC_Resos_4202_4505_4540_OBAG2-3_and_Carbon_Reduction_Program.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4202, Revised, 4505, Revised, and 4540. Revisions to the One Bay Area Grant programs (OBAG 2 and 3), including programming approximately \$69 million in Regional Program funds and adoption of the Carbon Reduction Program (CRP), which commits \$60 million to Climate Initiatives projects and programs as part of the OBAG 3 regional investment strategy.

Presenter:

Mallory Atkinson

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

October 12, 2022

Agenda Item 2d - 22-1452

MTC Resolution Nos. 4202, Revised, 4505, Revised, and 4540

Subject:

Revisions to the One Bay Area Grant programs (OBAG 2 and 3), including policy-level programming of approximately \$69 million in Regional Program funds and adoption of the Carbon Reduction Program (CRP), which commits \$60 million to Climate Initiatives projects and programs as part of the OBAG 3 regional investment strategy.

Background:

The OBAG 2 and 3 programs adopted by the Commission establish 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 2017-18 through FY 2025-26.

The Commission initially approved funding levels by OBAG 3 program category in January 2022, as part of a broader investment strategy to deliver priority regional initiatives through leveraging multiple complementary fund sources (as summarized in **Attachment 1**). One of the fund sources included is the new federal Carbon Reduction Program (CRP), established through the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) to provide funding for projects that reduce greenhouse gas emissions from on-road transportation.

This month, staff recommend various revisions to the OBAG 2 and 3 programs and adoption of the CRP project selection and programming policy, as described below and detailed in the attachments to this memo.

Regional Program

The OBAG 3 Regional Programs are intended to coordinate and deploy strategies at a regional level to address critical climate and focused growth goals of *Plan Bay Area 2050*.

To date, the Commission has programmed approximately 70% (or \$264 million) of the \$382 million available within the OBAG 3 Regional Program towards specific projects and programs. This month, staff recommend programming an additional 20% (or \$68.8 million) in remaining OBAG 3 Regional Program balances, as detailed below by program category. **Attachment 2** provides a summary of all proposed and adopted programming actions for Regional Programs.

Climate, Conservation, and Resilience

- Program a total of \$112.8 million towards MTC Climate Initiatives programs, consisting of \$43.8 million in OBAG 3 Climate Initiatives funds, \$9 million in OBAG 2 Climate Initiatives unprogrammed balances, and \$60 million in CRP funds, as detailed in **Table 1**

below. Staff presented additional details on proposed Climate Initiatives programs to the Joint MTC Planning and ABAG Administrative Committee on September 9, 2022. Staff will return in future months with more detailed policy guidance before moving forward with a call for projects and project selection.

Table 1. Climate Initiatives Proposed Funding

Climate Initiatives Program	OBAG 2	OBAG 3	CRP	Total
Mobility Hubs		\$12.8	\$20	\$32.8
Parking Management	\$9	\$6		\$15
Electric Vehicles and Infrastructure		\$25	\$40	\$65
Total	\$9	\$43.8	\$60	\$112.8

Funding amounts are in millions.

Consistent with the OBAG 3 project selection procedures for CMAQ funds, staff anticipate assigning CMAQ funds to OBAG 3 Climate Initiatives program activities. The OBAG 3 programmatic priorities for CMAQ funds are to reduce emissions through Vehicle Miles Traveled (VMT) reduction strategies as well as other emissions reductions strategies. All projects applying for grant funding through the OBAG 3 Climate Initiatives programs will be assessed for emissions reductions benefits and cost effectiveness prior to CMAQ project selection.

Growth Framework Implementation

- Within the OBAG 3 Growth Framework Implementation program, program \$23 million for Priority Development Area (PDA) Planning and Technical Assistance Grants and \$2 million for the Priority Production Area (PPA) Pilot Program. Staff will present the priorities and next steps for both programs to the MTC Planning and ABAG Administrative Committee on October 14th for consideration.

County & Local Program

In the OBAG 3 County & Local Program, staff recommend programming \$21.6 million to various County Transportation Agencies (CTAs) to support continued countywide planning and programming activities; and programming \$7.6 million in OBAG 3 County & Local Program and \$1.3 million in OBAG 2 County Program balances to Alameda County Transportation Commission's (ACTC's) ongoing Safe Routes to School (SRTS) Non-Infrastructure program.

Each CTA identified these planning and SRTS program augmentations as priority nomination requests through the County & Local Program call for projects process. The funds will be used to augment the base CTA planning amounts previously approved by the Commission in January

2022 and to fulfill the ACTC's nomination request for its ongoing SRTS Non-Infrastructure programs.

Issues:

The \$60 million programming capacity of the new CRP through FY 2025-26 is based on preliminary one-year apportionment estimates for FY 2021-22. Should actual apportionments deviate significantly from this estimated capacity, staff will return to the Commission to revise the CRP program capacity accordingly.

Recommendations:

Refer MTC Resolution Nos. 4202, Revised, 4505, Revised, and 4540 to the Commission for approval.

Attachments:

Attachment 1: OBAG 3 Regional Investment Strategy

Attachment 2: OBAG 3 Regional Program Overview

MTC Resolution No. 4202, Revised, Attachments B-1 and B-2

MTC Resolution No. 4505, Revised, Attachments B-1 and B-2

MTC Resolution No. 4540, Attachments A and B



Therese W. McMillan

One Bay Area Grant (OBAG 3)

Regional Investment Strategy

\$ in millions

Program Category	OBAG 3 Regional Programs Approved <i>Jan. 2022</i>	Blue Ribbon Funding Approved <i>Jun. 2022</i>	REAP 2.0* Proposed <i>Pending</i>	Carbon Reduction Proposed <i>Sept. 2022</i>	Total
Planning & Program Implementation	\$49.5	\$5	\$5.3		\$59.8 (9%)
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	\$155.5	\$80	\$31.6		\$267.1 (42%)
Regional Programs Total	\$382	\$85	\$102.8	\$60	\$629.8

Note: Totals may not add due to rounding.

* Pending REAP 2.0 Programming Proposal

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 were 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 Priority Production Area (PPA) Pilot 	\$25	✓ Programming Recommendation	<ul style="list-style-type: none"> Commission to consider programming of OBAG 3 funds with this Agenda Item. 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, including continuation of the Regional Housing Technical Assistance & Local Grants program, and Housing Preservation and Priority Sites pilots. Staff anticipates bringing REAP 2.0 programming recommendations to the Commission in November 2022.

Program Category	Funding Adopted/ Proposed	Status	Next Steps
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 Mobility Hub pilot program 	\$43.8	✓ Programming Recommendation	<ul style="list-style-type: none"> Commission to consider combining OBAG 3 funds with \$60 million in Carbon Reduction Program (CRP) funds to accelerate EV adoption and other proven emissions reductions strategies with this Agenda Item. Programming to specific projects is pending final Caltrans CRP guidelines.
<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 511 Traveler Information Services 	\$32.2	✓ Programmed	<ul style="list-style-type: none"> In June 2022, the Commission programmed \$18.2 million to various Regional TDM programs, \$14 million was programmed for 511 in September 2022. Staff is assessing existing TDM programs for effectiveness and alignment with <i>PBA 2050's</i> vehicle miles traveled (VMT) and greenhouse gas (GHG) reduction strategies.
<ul style="list-style-type: none"> Regional TDM Balance 	\$4	✗ In Progress	<ul style="list-style-type: none"> Staff anticipates bringing programming recommendations to the Commission in early 2023.
<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.

Program Category	Funding Adopted/ Proposed	Status	Next Steps
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	✓ Programmed	<ul style="list-style-type: none"> In June 2022, the Commission programmed \$21 million to various regional safety and roadway asset management programs.
<u>Active Transportation</u> <ul style="list-style-type: none"> Bay Trail Planning and Implementation 	\$2.5	✓ Programmed	<ul style="list-style-type: none"> In September 2022, the Commission programmed funds for the Bay Trail.
<ul style="list-style-type: none"> Regional Active Transportation Plan (AT Plan) Implementation Balance 	\$12.5	... <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 early 2023.
<u>Community Choice</u> <ul style="list-style-type: none"> Community-based transportation plans (CBTPs) in each county 	\$3	✓ Programmed	<ul style="list-style-type: none"> In June 2022, the Commission programmed \$3 million for CBTPs.

Program Category	Funding Adopted/ Proposed	Status	Next Steps
<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 November 2022.
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	✓ Programmed	<ul style="list-style-type: none"> • In June 2022, the Commission programmed a total of \$116.6 million for Transit Transformation projects, including \$85 million in Blue Ribbon and \$31.6 million in OBAG 3 funds.
<u>Multimodal Systems Programs</u> <ul style="list-style-type: none"> • Clipper C2 capital • SamTrans Caltrain right-of-way (ROW) repayment • Bay Area Forwards/Resilient SR 37 • Design Alternative Assessments/Corridor Studies • Adaptive Ramp Metering Implementation • Optimized Freeway Corridor Operations • Multimodal Arterial Operations 	\$123.9	✓ Programmed	<ul style="list-style-type: none"> • In February 2022, the Commission programmed \$30 million for Clipper C2 as part of an RM3 loan arrangement. • In June 2022, the Commission programmed \$7 million to SamTrans for Caltrain ROW repayment. • In September 2022, the Commission programmed \$86.9 million for various projects, including Bay Area Forwards, freeway and arterial operations optimization, Connected Bay Area, and Incident Management.

Program Category	Funding Adopted/ Proposed	Status	Next Steps
<u>Multimodal Systems Programs (cont'd)</u> <ul style="list-style-type: none"> • Shared Connected/Automated Vehicles and Technology • Regional ITS Architecture • Express Lanes Studies and Pilots (Non-Infrastructure) • Connected Bay Area/Incident Management 			
Regional Programs Total	\$382		
Regional Programs Summary Status	\$263.7	Programmed Previously	Amount includes programming actions from January 2022 through September 2022.
	\$68.8	✓ Programming Recommendation	Amount includes recommended programming actions described in this Agenda Item.
	\$49.5	Remaining Balance	

Note: Funding amounts are in millions.

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
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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 09/28/22-C
10/26/22-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

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MTC Resolution No. 4202, Revised

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

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

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

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

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

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

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

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

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

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

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MTC Resolution No. 4202, Revised

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

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

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

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

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

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

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

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.

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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

Page 10

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

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

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

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

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

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

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

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

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

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MTC Resolution No. 4202, Revised

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

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

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

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

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

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

Page 14

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.

On September 28, 2022, Attachments A, A-11, and B-1 were revised to extend project obligation deadlines, and program a \$380,000 balance within the Regional Active Operational Management program and \$145,000 in prior cycle savings to MTC's Priority Conservation Area (PCA) Grant Implementation.

On October 26, 2022, Attachments B-1 and B-2 were revised to program \$9,012,406 in unprogrammed balances within the Regional Climate Initiatives program to MTC's Parking Management Program and \$1,267,000 in unprogrammed balances within the Alameda County Program to Alameda County Transportation Commission (ACTC) for Safe Routes to School (SRTS) Non-Infrastructure programs.

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

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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, June 8, 2022, September 14, 2022, and October 12, 2022..

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4202

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

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

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
October 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 09/28/22-C 10/26/22-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$652,510,885	\$131,433,260
1. REGIONAL PLANNING ACTIVITIES			
Regional Planning	MTC	\$9,555,000	
1. REGIONAL PLANNING ACTIVITIES		\$9,555,000	
2. PAVEMENT MANAGEMENT PROGRAM			
Pavement Management Program	MTC	\$1,500,000	
Pavement Technical Advisory Program (PTAP)	MTC	\$7,500,000	
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	\$250,000	
2. PAVEMENT MANAGEMENT PROGRAM		\$9,250,000	
3. PDA PLANNING & IMPLEMENTATION			
PDA Planning and Implementation			
PDA Implementation	MTC	\$2,000,000	
PDA Supportive Studies	MTC	\$587,000	
PDA Planning			
Berkeley: San Pablo Avenue PDA Plan	MTC	\$750,000	
Oakland: MacArthur Transit Village PDA; North Oakland/Golden Gate PDA Plan	MTC	\$800,000	
Oakland: Eastmont Town Center/International Blvd; Fruitvale & Dimond; MacArthur Blvd Corridor	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	
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		\$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	
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		

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
October 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
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02/24/21-C 04/28/21-C 05/26/21-C 06/23/21-C 07/28/21-C 09/22/21-C 01/26/22-C 03/23/22-C
04/27/22-C 06/22/22-C 09/28/22-C 10/26/22-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$652,510,885	\$131,433,260
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		\$20,000,000	
4. CLIMATE INITIATIVES			
Climate Initiatives			
Spare the Air & EV Program Outreach (for Electric Vehicle Programs)	BAAQMD	\$10,000,000	
Parking Management Program (Added)	MTC	\$9,012,406	
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		\$23,417,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT			
Active Operational Management			
AOM Implementation	MTC	\$23,737,000	
Bay Area 511 Traveler Information			
511 Next Gen	MTC	\$26,148,000	
511 Implementation	MTC	\$7,450,000	
Rideshare			
Rideshare Implementation	MTC	\$720,000	
Carpool Program	MTC	\$7,280,000	
Vanpool Program	MTC	\$2,000,000	
Commuter Benefits Implementation	MTC	\$674,000	
Commuter Benefits Program	MTC	\$1,111,000	
Napa Valley Transportation Demand Strategies (Fund Exchange)	MTC/NVTA		\$1,100,000
Bay Bridge Forward 2018			
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	AC Transit	\$1,200,000	
Pilot Transbay Express Bus Routes	AC Transit	\$800,000	
Eastbay Commuter Parking	MTC	\$2,500,000	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	WestCat	\$2,000,000	
Bay Bridge Forward 2020			
Preliminary Engineering	MTC	\$12,000,000	
Dumbarton Forward			
SR 84 (US 101 to I-880) Dumbarton Forward	MTC	\$4,375,000	
Richmond-San Rafael Bridge Forward			
Richmond-San Rafael Bridge Bikeway Access (Fund Exchange)	Richmond		\$500,000
Richmond-San Rafael Bridge Forward (Fund Exchange)	MTC		\$1,160,000
Freeway Performance Program			
Freeway Performance Program	MTC		
FPP: I-880 (I-80 to I-280)	MTC	\$3,000,000	
FPP: I-880 Optimized Corridor Operations	MTC	\$2,240,000	
FPP: I-580 WB HOV Lane Extension (SR 24 to I-80/SFOBB approach) PL & ENV Only	MTC	\$625,000	
FPP: I-80 (Carquinez Bridge to Fremont St., SF) PL only	MTC	\$3,000,000	
FPP: CC I-680 NB HOV/Express Lanes (Ala Co. to Sol Co.)	MTC	\$10,000,000	
FPP: I-80 Central Ave Interchange Improvements	Richmond	\$2,000,000	
FPP: SR 37 (US 101 to I-80) PL only	MTC	\$1,000,000	
FPP: Napa Valley Forward Traffic Calming & Multimodal Imps.	MTC	\$1,000,000	

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
October 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		\$652,510,885	\$131,433,260
FPP: US 101 (SR 85 to San Francisco Co. Line)	MTC	\$3,000,000	
FPP: SCTA US 101/Marin Sonoma Narrows (MSN) B2 Phase 2	SCTA	\$1,000,000	
Program for Arterial System Synchronization (PASS)	MTC	\$5,000,000	
Innovative Deployments for Enhanced Arterials (IDEA)			
IDEA Technical Assistance	MTC	\$1,532,000	
IDEA Category 1			
AC Transit: Dumbarton Express Route (SR84)	MTC	\$2,300,000	
Alameda: Webster & Posey Tubes (SR 260), Park St	MTC	\$276,000	
Hayward: Various Locations	MTC	\$302,000	
Oakland: Bancroft Ave	MTC	\$310,000	
Pleasanton: Various Locations	MTC	\$290,000	
Union City: Union City Blvd & Decoto Rd	MTC	\$710,000	
San Ramon: Bollinger Canyon Rd & Crow Canyon Rd	MTC	\$563,000	
San Rafael: Downtown San Rafael	MTC	\$830,000	
South San Francisco: Various Locations	MTC	\$532,000	
San Jose: Citywide	MTC	\$1,400,000	
IDEA Category 2			
LAVTA/Dublin: Citywide	MTC	\$385,000	
Emeryville: Powell, Shellmound, Christie & 40th St	MTC	\$785,000	
Concord: Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	MTC		\$589,000
MTC Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	MTC		\$30,000
Walnut Creek: Various locations (Fund Exchange)	MTC		\$621,000
Los Gatos: Los Gatos Blvd	MTC	\$700,000	
VTA: Veterans Admin. Palo Alto Medical Center	VTA	\$845,000	
Connected Vehicles/Automated Vehicles (CAV)	MTC	\$178,000	
VTA: Palo Alto Advanced Transit Passenger Management	MTC	\$826,000	
SFCTA/TIMMA: Treasure Island Automated Shuttle Pilot	MTC	\$828,000	
Technical Advisory Services	MTC	\$268,000	
Project Evaluations	MTC	\$400,000	
Shared Use Mobility	MTC	\$2,500,000	
Connected Bay Area			
TMS Implementation	MTC	\$2,910,000	
TMC Asset Upgrade and Replacement	MTC	\$1,150,000	
I-880 Communication Upgrade and Infrastructure Gap Closures	MTC/Caltrans	\$11,940,000	
Regional Communications Infrastructure Upgrade	MTC	\$3,000,000	
Incident Management			
Incident Management Implementation	MTC	\$4,160,000	
I-880 ICM Northern	MTC	\$6,200,000	
I-880 ICM Central	MTC	\$2,640,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT		\$172,620,000	\$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		\$159,043,668	\$30,239,332
7. PRIORITY CONSERVATION AREA (PCA)			
<i>Regional Peninsula, Southern and Eastern Counties PCA Grant Program</i>			
Bay Area GreenPrint: PCA Functionality Imps	MTC/GreenInfo Network		\$30,000
PCA Grant Implementation	MTC/Coastal Conserva	\$525,000	\$500,000
Alameda County: Niles Canyon Trail, Phase 1	Alameda County		\$321,000
Livermore: Arroyo Road Trail	Livermore		\$400,000
WOEIP/Urban Biofilter: Adapt Oakland Urban Greening in West Oakland	WOEIP/Urban Biofilter		\$300,000
EBRPD: Bay Trail at Point Molate (RSR Bridge to Point Molate Beach Park)	EBRPD		\$1,000,000
JMLT: Pacheco Marsh/Lower Walnut Creek Restoration and Public Access	John Muir Land Trust		\$950,000
SFCTA: Yerba Buena Island Multi-Use Pathway (PE/ENV)	SFCTA	\$1,000,000	
San Francisco: McLaren Park and Neighborhood Connections Plan	SF Recreation and Parks		\$194,000
San Francisco/Coastal Conservancy: Twin Peaks Trail Improvement	SF Rec and Park/Conservancy		\$74,000
GGNPC/NPS: Rancho Corral de Tierra Unit Management Plan Engagement	National Parks Service		\$200,000
SMCHD: Pillar Point Public Access Improvements	San Mateo Co. Harbor District		\$298,000
Menlo Park: Bedwell Bayfront Park Entrance Improvements	Menlo Park		\$520,000
San Mateo Co.: Colma Creek Adaptation Study (Colma Creek Connector)	San Mateo Co.		\$110,000
San Mateo Co.: San Bruno Mtn. Habitat Conservation Plan Grazing Pilot	San Mateo Co.		\$137,900

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OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$652,510,885	\$131,433,260
South San Francisco: Sign Hill Conservation and Trail Master Plan	South San Francisco		\$135,100
Point Blue: Pajaro River Watershed: Habitat Restoration and Climate Resilient Imps.	Point Blue Conservation Science		\$379,000
SCVOSA: Coyote Ridge Open Space Preserve Public Access, Phase 1	Point Blue Conservation Science		\$400,000
SCVOSA: Tilton Ranch Acquisition	Santa Clara Valley Open Space Auth.		\$1,000,000
VTA: SR17 Bicycle/Ped Trail & Wildlife Overcrossing (Fund Exchange)	VTA	\$251,000	
North Bay PCA Grant Program			
Marin Co: Hicks Valley/Wilson Hill/Marshall-Petaluma Rehab. (for Corte Madera: Paradise Dr ML Marin County		\$312,000	
Marin Co: Hicks Valley/Wilson Hill/Marshall-Petaluma Rd Rehab	Marin County	\$869,000	
Novato: Nave Dr/Bell Marin Keys Rehabilitation (for Hill Recreation Area Imps.)	Novato	\$104,000	
Novato: Vineyard Rd Improvements (for Hill Recreation Area Imps.)	Novato	\$265,000	
National Parks Service: Fort Baker's Vista Point Trail	NPS	\$500,000	
NVTA: Vine Trail - St. Helena to Calistoga	NVTA	\$711,000	
Napa: Vine Trail - Soscol Ave Corridor	Napa	\$650,000	
Napa County: Silverado Trail Rehabilitation - Phase L	Napa County	\$689,000	
Solano County: Suisun Valley Farm-to-Market - Phase 3 Bike Imps	Solano County	\$2,050,000	
Sonoma County: Crocker Bridge Bike/Pedestrian Bridge	Sonoma County	\$1,280,000	
Sonoma County: Joe Rodota Trail Bridge Replacement	Sonoma County	\$770,000	
7. PRIORITY CONSERVATION AREA (PCA)		\$9,976,000	\$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 Trail)	Fairfield	\$2,100,000	
Vacaville: Pavement Preservation/Rehabilitation (for Allison PDA Affordable Housing)	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		\$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	
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 Station Proje	BART / Lafayette		\$1,825,000
BART Fare Collection Equipment (for Bicycle, Pedestrian, and ADA Imps. at Pittsburg/Bay Point BA	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	

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OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$652,510,885	\$131,433,260
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			
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	
Accessibility: Clipper for Centralized Program Eligibility Verification	MTC	\$900,000	
Bay Bridge Forward: Preliminary Engineering	MTC	\$1,250,000	
Customer Information: Mapping & Wayfinding	MTC	\$2,791,538	
9. SAFE & SEAMLESS MOBILITY QUICK-STRIKE		\$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)	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	

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OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$652,510,885	\$131,433,260
VTA: Highway 17 Bicycle/Pedestrian Trail and Wildlife Overcrossing (Fund Exch.)	VTA	\$249,000	
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)		\$164,182,755	\$45,651,852
OBAG 2 REGIONAL PROGRAMS	TOTAL:	\$652,510,885	\$131,433,260

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MTC Resolution No. 4202

Adopted: 11/18/15-C

OBAG 2 County Programs

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

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OBAG 2 County Programs Project List

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

Attachment B-2

MTC Res. No. 4202 Attachment B-2

MTC Resolution No. 4202

Adopted: 11/18/15-C

OBAG 2 County Programs

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

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OBAG 2 County Programs Project List

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

MTC Resolution No. 4202

Adopted: 11/18/15-C

OBAG 2 County Programs

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

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OBAG 2 County Programs Project List

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

MTC Resolution No. 4202

Adopted: 11/18/15-C

OBAG 2 County Programs

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

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OBAG 2 County Programs Project List

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

Attachment B-2

MTC Res. No. 4202 Attachment B-2

MTC Resolution No. 4202

Adopted: 11/18/15-C

OBAG 2 County Programs

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

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OBAG 2 County Programs Project List

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

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

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

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

Date: January 26, 2022
W.I.: 1512
Referred by: PAC
Revised: 02/23/22-C 03/23/22-C 06/22/22-C
09/28/22-C 10/26/22-C

ABSTRACT

Resolution No. 4505, Revised

Adoption of the project selection and programming policies for the third round of the One Bay Area Grant program (OBAG 3). The project selection and programming policies contain the project categories that are to be funded with various fund sources, including federal surface transportation act funding assigned to MTC for programming, to implement the Regional Transportation Plan (*Plan Bay Area 2050*) and to be included in the federal Transportation Improvement Program (TIP) for the OBAG 3 funding delivery period.

The resolution includes the following attachments:

- Attachment A – OBAG 3 Project Selection and Programming Policies
- Attachment B – OBAG 3 Project Lists

With the adoption of the project selection and programming policies, Attachments B-1 and B-2 program \$8,300,000 to Regional Planning Activities, \$37,200,000 for OBAG 3 Program and Project Implementation, and \$4,000,000 for Program and Project Implementation for transit transformation activities within the Planning and Program Implementation Regional Program; and \$35,157,000 for CTA Planning Activities within the Planning and Program Implementation County & Local Program.

On February 23, 2022, Attachment B-1 was revised to program \$30,000,000 in OBAG 3 Regional Multimodal Systems Operations and Performance Program funds to the Clipper C2 Capital project as part of an alternative funding plan for the project's Regional Measure 3 (RM3) funds.

On March 23, 2022, Appendix A-1 was added to incorporate guidelines for the County and Local Program call for projects.

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.

On September 28, 2022, Attachments B-1 and B-2 were revised to program \$14,000,000 to 511 Traveler Information Services within the Regional Travel Demand Management (TDM) Program, \$1,280,000 in the Regional Vision Zero/Safety Program for Local Roadway Safety Plan Development, \$2,500,000 for Bay Trail Planning, Delivery, and Technical Assistance projects within the Regional Active Transportation Plan Implementation Program, and \$86,900,000 to various projects within the Multimodal Systems Program; assign \$7,000,000 in Multimodal Systems Program funds previously committed to SamTrans as part of MTC's Caltrain Right-of-Way repayment to SamTrans' Preventative Maintenance project; and add \$620,000 in County & Local Program funds to San Mateo C/CAG's Safe Routes to School Non-Infrastructure Program project.

On October 26, 2022, Attachments B-1 and B-2 were revised to program \$43,800,000 within the Climate Initiatives Program, \$25,000,000 within the Growth Framework Implementation program, \$21,612,000 in County & Local Program for CTA Planning Activities, and \$7,613,000 in County & Local Program funds to Alameda County Transportation Commission's Safe Routes to School Non-Infrastructure 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, June 8, 2022, September 14, 2022, and October 12, 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.

Attachment B-1
MTC Resolution No. 4505
OBAG 3 Regional Programs
FY 2022-23 through FY 2025-26
October 2022

MTC Res. No. 4505 Attachment B-1
 Adopted: 01/26/22-C
 Revised: 02/23/22-C 06/22/22-C 09/28/22-C 10/26/22-C

OBAG 3 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Total Other
OBAG 3 REGIONAL PROGRAMS		\$382,000,000	
1. PLANNING AND PROGRAM IMPLEMENTATION			
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		\$49,500,000	
2. GROWTH FRAMEWORK IMPLEMENTATION			
Growth Framework Implementation			
Growth Framework Implementation (Removed)	TBD	\$25,000,000	
<u>PDA Planning and Technical Assistance Grants (Added)</u>	<u>TBD</u>	<u>\$23,000,000</u>	
<u>Priority Production Area (PPA) Pilot Program (Added)</u>	<u>TBD</u>	<u>\$2,000,000</u>	
2. GROWTH FRAMEWORK IMPLEMENTATION		\$25,000,000	
3. CLIMATE, CONSERVATION, AND RESILIENCE			
Climate Initiatives			
Climate Initiatives (Removed)	TBD	\$43,800,000	
<u>Mobility Hubs (Added)</u>	<u>TBD</u>	<u>\$12,800,000</u>	
<u>Electric Vehicles and Infrastructure (Added)</u>	<u>TBD</u>	<u>\$25,000,000</u>	
<u>Parking Management (Added)</u>	<u>TBD</u>	<u>\$6,000,000</u>	
Regional Transportation Demand Management (TDM)			
Commuter Benefits Program	MTC	\$10,000,000	
Regional Carpool Program	MTC	\$3,400,000	
Bike to Work & Spare the Air Youth	MTC	\$4,800,000	
511 Traveler Information Services	MTC	\$14,000,000	
Regional TDM Balance	MTC	\$4,000,000	
Priority Conservation Area (PCA) Grant Program			
PCA Grant Program	TBD	\$18,000,000	
3. CLIMATE, CONSERVATION, AND RESILIENCE		\$98,000,000	
4. COMPLETE STREETS AND COMMUNITY CHOICE			
Healthy, Safe, and Sustainable Streets			
Regional Vision Zero/Safety Program			
Local Roadway Safety Plan Development & TA Balance	MTC	\$2,720,000	
CCTA: Local Roadway Safety Plan Development	MTC	\$630,000	
NVTA: Local Roadway Safety Plan Development	MTC	\$250,000	
C/CAG: Local Roadway Safety Plan Development	MTC	\$400,000	
Bay Area Vision Zero Data System	MTC	\$2,000,000	
Regional Safety Program Coordination and Outreach	MTC	\$2,000,000	
Regional Pavement & Asset Management Program			
Pavement Technical Assistance Program (PTAP)	MTC	\$10,000,000	
Pavement Management Program (PMP)	MTC	\$3,000,000	
Regional Active Transportation Plan (AT Plan) Implementation			
Bay Trail Planning	MTC	\$1,500,000	
Bay Trail Project Delivery	MTC	\$750,000	
Bay Trail Technical Assistance	MTC	\$250,000	
Regional AT Plan Implementation Balance	TBD	\$12,500,000	
Community Choice			
ACTC: Community-Based Transportation Plans	MTC	\$600,000	
CCTA: Community-Based Transportation Plans	MTC	\$450,000	
TAM: Community-Based Transportation Plans	MTC	\$150,000	
NVTA: Community-Based Transportation Plans	MTC	\$150,000	
SFCTA: Community-Based Transportation Plans	MTC	\$370,000	
C/CAG: Community-Based Transportation Plans	MTC	\$245,000	
VTAs: Community-Based Transportation Plans	MTC	\$600,000	
STA: Community-Based Transportation Plans	MTC	\$190,000	
SCTA: Community-Based Transportation Plans	MTC	\$245,000	

Attachment B-1
MTC Resolution No. 4505
OBAG 3 Regional Programs
FY 2022-23 through FY 2025-26
October 2022

MTC Res. No. 4505 Attachment B-1
 Adopted: 01/26/22-C
 Revised: 02/23/22-C 06/22/22-C 09/28/22-C 10/26/22-C

OBAG 3 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Total Other
OBAG 3 REGIONAL PROGRAMS		\$382,000,000	
Project implementation, technical assistance, engagement	TBD	\$15,000,000	
4. COMPLETE STREETS AND COMMUNITY CHOICE		\$54,000,000	
5. MULTIMODAL SYSTEMS OPERATIONS AND PERFORMANCE			
Transit Transformation Action Plan			
Transit Priority - Highway Investments	MTC	\$13,000,000	
Transit Priority - Arterial Investments	TBD	\$15,000,000	
Mapping & Wayfinding	TBD	\$3,600,000	
Multimodal Systems Programs			
Clipper C2 Capital (Loan for RM3)	MTC	\$30,000,000	
Forward Programs	MTC	\$23,000,000	
Resilient SR 37	MTC	\$10,000,000	
Design Alternative Assessments/Corridor Studies	MTC	\$4,000,000	
Adaptive Ramp Metering Implementation	MTC	\$4,000,000	
Optimized Freeway Corridor Operations	MTC	\$6,000,000	
Multimodal Arterial Operations	MTC	\$6,500,000	
Shared Connected/Automated Vehicles and Technology	MTC	\$1,000,000	
Regional ITS Architecture	MTC	\$2,000,000	
Express Lanes Studies and Pilots (Non-Infrastructure)	MTC	\$2,000,000	
Connected Bay Area/Incident Management	MTC	\$28,400,000	
SamTrans Preventative Maintenance (for SamTrans ROW Repayment)	SamTrans	\$7,000,000	
5. MULTIMODAL SYSTEMS OPERATIONS AND PERFORMANCE		\$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
October 2022

MTC Res. No. 4505 Attachment B-2
 Adopted: 01/26/22-C
 Revised: 06/22/22-C 09/28/22 10/26/22-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
<u>Planning Activities Supplemental (Added)</u>	<u>ACTC</u>	<u>\$2,600,000</u>
Safe Routes to School (SRTS)		
<u>SRTS Non-Infrastructure Program (Revised)</u>	<u>ACTC</u>	<u>\$8,883,000</u>
ALAMEDA COUNTY		\$16,388,000
CONTRA COSTA COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$4,087,000
CONTRA COSTA COUNTY		\$4,087,000
MARIN COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,446,000
<u>Planning Activities Supplemental (Added)</u>	<u>TAM</u>	<u>\$400,000</u>
MARIN COUNTY		\$3,846,000
NAPA COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,446,000
NAPA COUNTY		\$3,446,000
SAN FRANCISCO COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,624,000
<u>Planning Activities Supplemental (Added)</u>	<u>SFMTA</u>	<u>\$2,200,000</u>
Safe Routes to School (SRTS)		
SRTS Non-Infrastructure Program	SFCTA	\$7,082,000
SAN FRANCISCO COUNTY		\$12,906,000
SAN MATEO COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,450,000
<u>Planning Activities Supplemental (Added)</u>	<u>C/CAG</u>	<u>\$2,000,000</u>
Safe Routes to School (SRTS)		
SRTS Non-Infrastructure Program	C/CAG	\$2,120,000
SAN MATEO COUNTY		\$7,570,000
SANTA CLARA COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$5,307,000
<u>Planning Activities Supplemental (Added)</u>	<u>VTA</u>	<u>\$4,693,000</u>
SANTA CLARA COUNTY		\$10,000,000
SOLANO COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,446,000
<u>Planning Activities Supplemental (Added)</u>	<u>STA</u>	<u>\$7,490,000</u>
SOLANO COUNTY		\$10,936,000
SONOMA COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,446,000

Attachment B-2
MTC Resolution No. 4505
OBAG 3 County & Local Programs
FY 2022-23 through FY 2025-26
October 2022

MTC Res. No. 4505 Attachment B-2
 Adopted: 01/26/22-C
 Revised: 06/22/22-C 09/28/22 10/26/22-C

OBAG 3 County & Local Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ
OBAG 3 COUNTY & LOCAL PROGRAMS		\$375,000,000
<u>Planning Activities Supplemental (Added)</u>	<u>SCTA</u>	<u>\$2,229,000</u>
Safe Routes to School (SRTS)		
SRTS Non-Infrastructure Program	SCTA	\$1,910,000
SONOMA COUNTY		\$7,585,000
UNPROGRAMMED BALANCE		\$298,236,000
OBAG 3 COUNTY & LOCAL PROGRAMS	TOTAL:	\$375,000,000

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Date: October 26, 2022
W.I.: 1512
Referred by: PAC
Revised:

ABSTRACT

Resolution No. 4540

This resolution establishes the project selection and programming policies for the federal Carbon Reduction Program (CRP) assigned to MTC for programming through the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL). In coordination with the One Bay Area Grant (OBAG 3) program (MTC Resolution No. 4505, Revised), this resolution directs CRP funds to advance the carbon reduction strategies identified in *Plan Bay Area 2050*.

The resolution includes the following attachments:

- Attachment A – CRP Project Selection and Programming Policies
- Attachment B – CRP Project List

With the adoption of the project selection and programming policies, Attachment B programs \$40,000,000 to MTC for Electric Vehicles and Infrastructure program and \$20,000,000 to MTC for the Mobility Hubs program.

Further discussion of the project selection criteria and programming policy is contained in memorandums to the Programming and Allocations Committee dated October 12, 2022.

Date: October 12, 2022
W.I.: 1512
Referred by: PAC

RE: Carbon Reduction Program (CRP) Project Selection and Programming Policies

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4540

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, 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 Caltrans, transit operators, 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 through the CRP 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 shall make available a copy of this resolution, and attachments as may be required and appropriate.

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 October 26, 2022.

Date: October 26, 2022
W.E.: 1512
Referred by: PAC
Revised:

Attachment A
Resolution No. 4540

Carbon Reduction Program (CRP)

Project Selection and Programming Policies

This resolution establishes the policy framework and commitments for investing federal Carbon Reduction Program (CRP) funds from federal fiscal year (FY) 2021-22 through FY 2025-26. Attachment A outlines the CRP revenue estimates and programming policies. Attachment B details the project categories, projects, funding amounts, and project sponsors, as they are approved by the Commission.

Revenue Estimates

Programming capacity is based on anticipated federal transportation program apportionments from FY 2021-22 through FY 2025-26. Over the five-year period of the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL), there is an estimated \$60 million in CRP programming capacity within the San Francisco Bay Area. Should actual apportionments deviate from this apportionment estimate, the Commission may adjust the CRP programming capacity as appropriate. Such adjustments could include increasing or decreasing funding amounts to one or more programs, postponement of programmed projects, development of new programs, or adjustments to subsequent CRP program cycles.

CRP 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 staff will monitor apportionment and obligation authority balances throughout the CRP program period to support the accelerated delivery of programmed projects.

Program Approach

As part of a comprehensive regional investment strategy, CRP funds shall be programmed in coordination with the overall One Bay Area Grant (OBAG 3) framework. As the CRP funds constitute a relatively limited share of federal transportation revenues available to the region, coordinating CRP with OBAG 3 and other complementary fund sources provides important resources to further the ambitious strategies laid out in MTC's Regional Transportation Plan/Sustainable Communities Strategy, *Plan Bay Area 2050*.

Project Lists

Attachment B of Resolution 4540 contains the list of projects to be programmed under the CRP program. This project list is subject to MTC project selection actions. MTC will update Attachment B as projects are selected or revised by the Commission.

Programming Policies

General Policies

In alignment with the OBAG 3 program framework, the following programming policies apply to all projects funded in CRP:

- 1. RTP Consistency:** Projects funded through CRP 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 projects as part of the project selection and TIP programming processes.
- 2. Federal Fund Eligibility:** Projects must be eligible for CRP in order to be selected for CRP funding. CRP provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources. More detailed eligibility requirements can be found in 23 U.S.C. § 175 and at: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/fact_sheets.cfm.
- 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 CRP 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 CRP 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 the OBAG 3 program framework. Additional opportunities for public and stakeholder involvement will be provided throughout the CRP program period as specific programs are developed and projects are selected.

CRP 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.

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 program categories established through OBAG 3 are designed to reflect the investment priorities established in *Plan Bay Area 2050*. Additional information on the focus of these program categories within OBAG 3 are provided in MTC Resolution No. 4505, Revised, Attachment A.

CRP funds will be targeted to accelerate the emissions and mode shift goals of the regional OBAG 3 program categories, particularly Climate, Conservation, and Resilience and Complete Streets and Community Choice.

Additionally, MTC selects projects for CRP 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. **TIP Programming:** Projects approved for CRP funding 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. CRP 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>.

7. **Resolution of Local Support:** A Resolution of Local Support is required for any CRP funded projects programmed to a local sponsor. The resolution must be 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>.

8. **Local Match:** Although local match requirements are subject to change, the current local match requirement for CRP 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 certain programs and projects of regional significance, such as ongoing regional programs and planning efforts.

- 9. 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.
- 10. Fund Exchanges:** Federal CRP funds may be exchanged with non-federal funds for projects that are consistent with the CRP 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.
- 11. 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 of federally-reimbursable work.

- 12. Regional Fund Management:** CRP funding is available in federal fiscal years (FY) 2021-22 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. 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.

CRP projects are selected for funding based on program and fund source eligibility, project merit to achieve program objectives, and deliverability within established deadlines. Funds will

be assigned to specific projects as part of the project selection process. Following the initial CRP project selection and fund assignment process, MTC may re-assign fund sources between FHWA fund programs to reflect available apportionment or obligation authority, or to otherwise effectively manage regional STP, CMAQ, and CRP funds.

All CRP 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.

13. 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 CRP 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 CRP 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.

**Attachment B
MTC Resolution No. 4540
Carbon Reduction Program
FY 2021-22 through FY 2025-26
October 2022**

MTC Res. No. 4540 Attachment B
Adopted: 10/26/22-C

CRP Project List

PROJECT CATEGORY AND TITLE	SPONSOR	CRP	Other
CARBON REDUCTION PROGRAM			
CLIMATE INITIATIVES			
<u>Mobility Hubs (Added)</u>	<u>TBD</u>	<u>\$20,000,000</u>	<u>\$12,800,000</u>
<u>Electric Vehicles and Infrastructure (Added)</u>	<u>TBD</u>	<u>\$40,000,000</u>	<u>\$25,000,000</u>
CLIMATE INITIATIVES		\$60,000,000	\$37,800,000
CARBON REDUCTION PROGRAM		\$60,000,000	\$37,800,000

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Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-1448 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 8/31/2022 **In control:** Programming and Allocations Committee
On agenda: 10/12/2022 **Final action:**
Title: MTC Resolution Nos. 4523, Revised and 4524, Revised. Allocation of \$48 million in FY 2022-23 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to seven operators and MTC to support transit operations and capital projects in the region.

Sponsors:

Indexes:

Code sections:

Attachments: [2e 22-1448 MTC Resos 4523 4524 TDA STA Allocations.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4523, Revised and 4524, Revised. Allocation of \$48 million in FY 2022-23 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to seven operators and MTC to support transit operations and capital projects in the region.

Presenter:

Kenji Anzai

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

October 12, 2022

Agenda Item 2e - 22-1448

MTC Resolution Nos. 4523, Revised and 4524, Revised

Subject:

Allocation of \$48 million in FY 2022-23 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to seven operators and MTC to support transit operations and capital projects in the region.

Background:

This month's proposed actions continue the annual allocation process of the funds identified above for FY 2022-23. Seven entities and MTC are requesting TDA or STA allocations this month that exceed the \$1 million delegated authority limit. Allocation requests that are less than \$1 million are approved separately through the Executive Director's Delegated Authority process and reported on quarterly to this Committee. These funds are a significant share of the revenue for transit agencies' operating budgets.

The proposed allocation amounts are based on the programming levels identified in the FY 2022-23 Fund Estimate (MTC Resolution No. 4504, Revised) or the Transit Transformation Action Plan Program (MTC Resolution No. 4519, Revised). The proposed allocations are summarized in the following table:

Allocation Amounts by Entity¹ (amounts in millions)

Entity	TDA (Res. 4523)	STA (Res. 4524)	Grand Total
BART		\$1.1	\$1.1
SamTrans		\$13.0	\$13.0
CCCTA		\$4.7	\$4.7

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	TDA (Res. 4523)	STA (Res. 4524)	Grand Total
Marin Transit		\$1.5	\$1.5
Santa Rosa	\$4.7	\$2.7	\$7.4
Sonoma County Transit		\$4.0	\$4.0
Vacaville	\$9.5		\$9.5
WestCAT	\$4.3	\$1.2	\$5.5
MTC		\$1.1	\$1.1
Grand Total	\$18.5	\$29.3	\$47.8

Note that amounts may not sum due to rounding

Information regarding the FY 2022-23 operating budgets and current and future operations for the three transit operators receiving allocations for the first time this fiscal year is provided in Attachment A. Rising fuel and labor costs as well as an increase in service hours are common themes contributing to higher operating costs amongst operators. Information regarding the financial challenges facing transit operators will be covered in Agenda Item 3b.

Allocations are being made to some operators based on updates to the Fund Estimate (MTC Resolution No. 4504, Revised) and requests by operators. Funds for two Clipper projects were programmed through MTC Resolution No. 4519 in June 2022 to support implementation of the Transit Transformation Action Plan. To support the Clipper BayPass pilot, BART is being allocated funds through this item and twenty-one additional operators will receive allocations by Executive Director's Delegated Authority. MTC will receive funds to support paratransit payment integration with Clipper. Additional details can be found in Agenda Item 2f (MTC Resolution No. 4519, Revised).

Issues:

None identified.

Recommendations:

Refer MTC Resolution Nos. 4523, Revised, and 4524, Revised to the Commission for approval.

Attachments:

- Attachment A – Transit Operator Budget Summary
- MTC Resolution No. 4523, Revised
- MTC Resolution No. 4524, Revised



Therese W. McMillan

Attachment A – Transit Operator Budget Summary

Santa Rosa Citybus

Adopted Operating Budget	\$15.1 million
Increase in Budget compared to FY2021-22	16.8%
Projected Ridership (Estimated FY 2022-23 as a percentage of FY 2018-19 actual)	58%
Total Proposed FY2022-23 Operating Allocation ¹	\$8.7 million
Proportion of Operating Budget Funded with Allocations	58%
Estimated COVID Relief Funding at the End of FY2022-23	\$2.5 million

Budget and Operating Highlights

The Santa Rosa CityBus operates 13 lines within the city of Santa Rosa in a hub-and-spoke arrangement centered at the downtown transit mall with two secondary hubs. The downtown hub also serves as a hub for Sonoma County Transit and is served by Golden Gate Transit. CityBus has stops at the SMART stations, though none of the hubs are collocated with a SMART station. Like all operators, Santa Rosa suffered ridership loss during the pandemic and temporarily suspended some services. Santa Rosa has been reintroducing services, though this process has been challenged by ongoing operator shortages. On the ridership side, the city has taken steps to promote the CityBus service, including introducing a maximum of six fare free days throughout the year. The city continues with its fleet electrification, and recently approved a resolution authorizing the construction of battery-electric bus charging infrastructure. The city plans to complete the transition to a zero emissions fleet by 2040.

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.

Vacaville City Coach

Adopted Operating Budget	\$3.6 million
Increase in Budget compared to FY2021-22	22.7%
Projected Ridership (Estimated FY 2022-23 as a percentage of FY 2018-19 actual)	80%
Total Proposed FY2022-23 Operating Allocation ¹	\$2.4 million
Proportion of Operating Budget Funded with Allocations	64%
Estimated COVID Relief Funding at the End of FY2022-23	-

Budget and Operating Highlights

The Vacaville City Coach operates five routes in a hub and spoke system centered at a downtown transit plaza and a second transit facility nestled among vacant land 1.5 miles east of Downtown Vacaville near the sprawling box stores of Nut Tree Parkway. Solano Express buses stop at this second outlying hub. Vacaville continues to operate an on-demand service pilot and has brought its fixed service network back to five routes after previously reducing it to four. Three of these routes operate throughout the day and two other routes operate only during the morning and mid-day. In order to encourage transit use, City Coach continues to operate fare free. The agency has now exhausted its Federal COVID relief funds.

Western Contra Costa Transit Authority (WestCAT)

Adopted Operating Budget	\$14.5 million
Increase in Budget compared to adopted FY2021-22 Budget	5.1%

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.

Projected Ridership (Estimated FY 2022-23 as a percentage of FY 2018-19 actual)	46%
Total Proposed FY2022-23 Operating Allocation ¹	\$8.1 million
Proportion of Operating Budget Funded with Allocations	56.4%
Estimated COVID Relief Funding at the End of FY2022-23	-

Budget and Operating Highlights

WestCAT operates seven local routes, four express routes, two regional routes, and one commuter route. Rising fuel prices and additional transit service hours are the primary drivers of the increase in operating costs. This fiscal year, four over the road coaches will be replaced with two double-decker buses. WestCAT will also complete the bus washing facility project and enhance its data security. Free fares are being offered on all services in October to attract riders back to its system. The budget includes funding for additional service hours and service increases are dependent on ridership demand and operator availability. WestCAT will assess its budget mid-year to respond to unanticipated changes in the economy, transit funding levels, or demand for services.

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. \$1.4 million will be allocated later this year pending the status of discussions regarding BART support for feeder bus service. WestCAT will use its TDA funds if BART's STA funds are not provided.

Date: June 22, 2022
W.I.: 1514
Referred by: PAC
Revised: 07/27/22-C 09/28/22-C
10/26/22-C

ABSTRACT

Resolution No. 4523, Revised

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).

Attachment A of this resolution was revised on July 27, 2022 to allocate funds to Central Contra Costa Transit Authority (CCCTA) and Sonoma County Transit.

On September 28, 2022, Attachment A was revised to allocate funds to the Golden Gate Bridge Highway and Transit District (GGBHTD), San Mateo County Transit District (SamTrans), Eastern Contra Costa Transit Authority (ECCTA or Tri Delta Transit), Marin County Transit District, and Solano County Transit (SolTrans).

On October 26, 2022, Attachment A was revised to allocate funds to Fairfield, Santa Rosa, Vacaville, and Western Contra Costa Transit Authority (WestCAT).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 8, 2022, July 13, 2022, September 14, 2022, and October 12, 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

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

Alfredo Pedroza, Chair

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

Date: June 22, 2022
Referred by: PAC
Revised: 07/27/22-C 09/28/22-C
10/26/22-C

Attachment A
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	Note
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	02	06/22/22	Alameda 4.5	
CCCTA	Paratransit Operations	1,332,243	13	07/27/22	CCCTA 4.5	
SamTrans	Paratransit Operations	2,790,948	19	09/28/22	San Mateo County	
	Subtotal	16,112,852				
5802 - 99260A Transit - Operations						
VTa	Transit Operations	130,729,623	03	06/22/22	VTa	
NVTA	Transit Operations	5,075,466	04	06/22/22	NVTA	
AC Transit	Transit Operations	67,976,124	05	06/22/22	Alameda D1	
AC Transit	Transit Operations	18,280,448	06	06/22/22	Alameda D2	
AC Transit	Transit Operations	10,774,214	07	06/22/22	Costa D1	
LAVTA	Transit Operations	10,610,799	08	06/22/22	LAVTA	
Sonoma County T	Transit Operations	5,905,289	14	07/27/22	Sonoma County	
CCCTA	Transit Operations	19,694,537	15	07/27/22	CCCTA	
ECCTA	Transit Operations	16,147,136	20	09/28/22	ECCTA	
GGBHTD	Transit Operations	8,867,685	21	09/28/22	GGBHTD - Marin	
SamTrans	Transit Operations	53,028,002	22	09/28/22	SamTrans	
Marin Transit	Transit Operations	11,411,858	23	09/28/22	Marin Transit	
GGBHTD	Transit Operations	8,356,950	24	09/28/22	GGBHTD - Sonoma	
SolTrans	Transit Operations	5,175,600	25	09/28/22	Vallejo/Benicia	
WestCAT	Transit Operations	3,097,852	28	10/26/22	WCCTA	
WestCAT	Transit Operations	1,246,913	29	10/26/22	WCCTA	
Santa Rosa	Transit Operations	4,692,700	30	10/26/22	Santa Rosa	
Vacaville	Transit Operations	2,027,370	31	10/26/22	Vacaville	
	Subtotal	383,098,566				

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
Sonoma County T	Transit Capital	4,890,666	16	07/27/22	Sonoma County
CCCTA	Transit Capital	9,968,877	17	07/27/22	CCCTA
ECCTA	Transit Capital	1,200,000	26	09/28/22	ECCTA
SolTrans	Transit Capital	3,862,652	27	09/28/22	Vallejo/Benicia
Vacaville	Transit Capital	7,485,000	32	10/26/22	Vacaville
Subtotal		34,395,942			

5807 - 99400C Transit - Operations

NVTA	Transit Operations	1,219,490	11	06/22/22	NVTA
Sonoma County T	Transit Operations	2,583,792	18	07/27/22	Sonoma County
Subtotal		3,803,282			

5812 - 99400D Planning and Administration - Operations

NVTA	Planning & Administration	3,362,200	12	06/22/22	NVTA
Subtotal		3,362,200			

Total 440,772,842

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
Revised: 09/28/22-C
10/26/22-C

ABSTRACT

Resolution No. 4524, Revised

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

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

On September 28, 2022, Attachment A was revised to allocate funds to the Eastern Contra Costa Transit Authority (ECCTA or Tri Delta Transit), Golden Gate Bridge Highway and Transit District (GGBHTD), San Mateo County Transit District (SamTrans), Marin County Transit District, and MTC.

On October 26, 2022 to allocate funds to Central Contra Costa Transit Authority (CCCTA), Marin Transit, Santa Rosa Sonoma County Transit, and Western Contra Costa Transit Authority (WestCAT).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 8, 2022, September 14, 2022, and October 12, 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

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 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
Revised: 09/28/22-C 10/26/22-C

Attachment A
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	Note
5820 - 6730A Operations - County Block Grant						
LAVTA	Transit Operations	1,377,503	01	06/22/22	LAVTA	
ECCTA	Transit Operations	3,172,715	07	09/28/22	Tri-Delta Transit	
Sonoma County Transit	Transit Operations	4,024,590	14	10/26/22	Sonoma County Transit	
CCCTA	Transit Operations	4,706,026	15	10/26/22	County Connection	
Marin Transit	Transit Operations	1,452,985	16	10/26/22	Marin Transit	
Santa Rosa	Transit Operations	2,679,663	17	10/26/22	Santa Rosa CityBus	
Subtotal		17,413,482				
5820 - 6730A Operations - Population-based TTAP						
BART	Clipper BayPass	1,089,451	18	10/26/22	TTAP - Project 1: Fare Integration	
Subtotal		1,089,451				
5820 - 6730A Operations - Population-based MTC Coordination						
MTC	Clipper START Administration	3,000,000	02	06/22/22	Means-Based Transit Fare Program	
MTC	Clipper Operations	9,000,000	03	06/22/22	MTC	
MTC	Clipper	256,000	03	09/28/22	MTC	
SamTrans	Transit Operations	8,000,000	08	09/28/22	MTC	
Subtotal		20,256,000				

5820 - 6730A Operations - 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
ECCTA	Transit Operations	1,404,496	09	09/28/22	BART
SamTrans	Transit Operations	9,095,193	10	09/28/22	SamTrans
Marin Transit	Transit Operations	1,500,000	11	09/28/22	Marin Transit
GGBHTD	Transit Operations	4,559,143	12	09/28/22	GGBHTD
SamTrans	Transit Operations	11,288,161	19	10/26/22	Caltrain
WestCAT	Transit Operations	1,246,913	20	10/26/22	BART
Subtotal		87,092,474			

5821 - 6730B Capital Costs - Population-based TTAP

					TTAP - Project 23: Clipper Paratransit Integration
MTC	Clipper Paratransit Integration	1,100,000	21	10/26/22	
Subtotal		1,100,000			

5821 - 6730B Capital Costs - Revenue-based

SamTrans	Transit Capital	1,541,284	13	09/28/22	SamTrans
SamTrans	Transit Capital	1,741,878	22	10/26/22	Caltrain
Subtotal		3,283,162			

5822 - 6731C Paratransit - Operations - Population-Based County Block Grant

VTA	Paratransit Operations	1,870,260	06	06/22/22	Santa Clara County
Subtotal		1,870,260			
Total		132,104,829			

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)



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	22-1459	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	9/1/2022	In control:		Programming and Allocations Committee	
On agenda:	10/12/2022	Final action:			
Title:	MTC Resolution 4519, Revised. An update to programming for the Transit Transformation Action Plan to reflect the programming of funds to transit operators for the Clipper BayPass program.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	2f 22-1459 MTC Reso 4519 Transit Transformation Action Plan.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution 4519, Revised. An update to programming for the Transit Transformation Action Plan to reflect the programming of funds to transit operators for the Clipper BayPass program.

Presenter:

William Bacon

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

October 12, 2022

Agenda Item 2f - 22-1459

MTC Resolution No. 4519, Revised

Subject:

An update to the Transit Transformation Action Plan Program of Projects to reflect the programming of State Transit Assistance Population-Based funds to 22 transit operators for the Clipper® BayPass program as well as additional updates to the overall program of projects.

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 June 2022, the Commission endorsed a Blue Ribbon Funding Framework, Program of Projects, and programmed approximately \$117 million to support implementation of the Action Plan. The \$117 million is comprised of \$85 million in Blue Ribbon funding (via MTC Resolution No. 4519) and \$31.6 million in OBAG 3 funding (via MTC Resolution No. 4505, Revised).

Transit Transformation Action Plan Programming Update:

The \$85 million in near-term Blue Ribbon funding comes from a commitment made by the Commission during the programming of American Rescue Plan (ARP) 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 are being brought to the Commission as projects are ready to move forward.

This month's programming action includes the following:

- **Fare Coordination/Integration (Action Plan Actions # 1-3):** The programming of \$2.3 million in State Transit Assistance (STA) Population-Based funds to 22 transit operators (as detailed in Attachment B) for their participation in the first year of the two-year Clipper BayPass Pilot program (Institutional Pass Pilot). The remaining \$3.7 million of the \$6 million set aside for the Clipper BayPass Pilot program will be programmed to transit operators in the future. Note that \$22 million remains to be programmed in the Program of Projects to future fare coordination/integration implementation activities, beyond the Clipper BayPass Pilot.
- **Regional Mapping and Wayfinding (Action Plan Actions # 4-6):** \$2 million (roughly \$0.6 million in STA Population-Based funds and \$1.4 million in Federal Transit Administration Section 5307 Formula Funds) to the Mapping and Wayfinding Standards project. The remaining \$16.2 million of the \$18.2 million set aside for Regional Mapping and Wayfinding implementation will be programmed in the future.
- **Accessibility (Action Plan Actions # 21-25):** \$2 million in STA Population-Based funds to support the inclusion of paratransit services in the Clipper system. The remaining \$2.6 million in funds set aside for Accessibility actions will be programmed in the future.
- **Staff Support:** \$4.0 million to be programmed to transit operators for staff support of Action Plan implementation. Programming amounts for specific transit operators will be taken in a future action. \$1.0 million to be programmed to MTC for staff support of Action Plan implementation.

Formal fund allocations for each of the above Action Plan programming actions will occur via a separate MTC resolution for each applicable fund source. Transit Capital Priority (TCP) Program fund programming occurred in September 2022. Agenda Item 2e (MTC Resolution No. 4524, Revised) contains allocations of STA funds noted in the above programming actions. Allocations of under \$1 million in STA funds will occur via the Executive Director's Delegated Authority.

Attachment 1 to this item includes the revised anticipated funding contributions from transit operators for the \$85 million in Blue Ribbon funding framework funds that were identified during the ARP programming process. The framework is updated to reflect a shift in funds for

BART and GGBHTD from Transit Capital Priorities/Federal Transit Administration funds to STA Revenue-Based funds. Only the fund source is changed, fund amounts remain unchanged

Recommendations:

Refer MTC Resolution Nos. 4519, Revised to the Commission for approval.

Attachments:

- MTC Resolution No. 4519
- Attachment 1: Anticipated Funding Contribution by Operator and Fund Source



Therese W. McMillan

**Anticipated Funding Contribution by Operator and Fund Source
to Support the Blue Ribbon Transit Transformation Action Plan Program of Projects
Updated: October 2022**

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	
ACE	\$ 335,130	\$ -	\$ -	\$ 335,130		\$ 335,130	
BART	\$ 30,908,967	\$ 851,330	\$ 30,057,637	\$ -		\$ 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	\$ 4,341,929	\$ -		\$ 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	2
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	\$ 49,101,973	\$ 13,789,231	\$ 750,000	\$ 85,000,000	

TCP/FTA is Transit Capital Priorities/Federal Transit Administration Funds

Notes

1. BART and GGBHTD requested in the summer of 2022 to change their originally proposed TCP/FTA contribution to STA Revenue-Based funds.
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)
Revised: 10/26/22-C

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

On October 26, 2022, Attachment B was revised to reflect updated programming of funds to Transit Transformation Action Plan projects and to program State Transit Assistance Population-Based funds to 22 transit operators for their participation in the Clipper® BayPass pilot program (Institutional Pass Pilot).

Further information is contained in memorandum to the Programming and Allocations Committee Summary Sheets dated June 8, 2022 and October 12, 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

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 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

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

Alfredo Pedroza, Chair

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

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.

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 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.

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	A	B	D	E	Notes
						Population-based STA²	STA Revenue-based STA Exchange	FTA Section 5307	OBAG 2	
						\$ 21,358,796	\$ 49,101,973	\$ 13,789,231	\$ 750,000	
			I. Fare Coordination/Integration (Actions 1-3)	\$ 28,000,000						
	1a	MTC	Clipper® BayPass (Institutional Pass Pilot)		\$ 6,000,000	\$ 6,000,000				
			AC Transit			\$ 162,807				
			BART			\$ 1,089,451				
			Caltrain			\$ 231,748				
			CCCTA			\$ 7,637				
			ECCTA			\$ 5,000				
			FAST			\$ 5,001				
			GGBHTD			\$ 80,951				
			LAVTA			\$ 5,723				
			Marin Transit			\$ 8,049				
			NVTA			\$ 5,000				
			Petaluma Transit			\$ 5,000				
			SamTrans			\$ 35,138				
			Santa Rosa CityBus			\$ 5,000				
			SFMTA			\$ 444,908				
			SMART			\$ 9,242				
			SolTrans			\$ 7,561				
			Sonoma County Transit			\$ 5,000				
			Union City Transit			\$ 5,000				
			Vacaville City Coach			\$ 5,000				
			VTA			\$ 88,848				
			WestCAT			\$ 5,389				
			WETA			\$ 50,641				
			Total Year 1 Programming ⁴			\$ 2,268,094				
			II. Regional Mapping and Wayfinding (Actions 4-6)	\$ 18,200,000						
	4a	MTC	Mapping and Wayfinding Standards		\$ 2,000,000	\$ 624,140		\$ 1,375,860		
			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		\$ 2,000,000	\$ 2,000,000				
			VI. Staff Support	\$ 5,000,000						
		MTC	MTC Staff		\$ 1,000,000	\$ 1,000,000				
		TBD	Transit Operator Staff				\$ 4,000,000			
			Total Programming	\$ 85,000,000	\$ 12,250,000	\$ 14,660,327	\$ 4,000,000	\$ 1,375,860	\$ 750,000	
			Balance		\$ 72,750,000	\$ 6,698,469	\$ 45,101,973	\$ 12,413,371	\$ -	

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.
4. Clipper BayPass Year 1 Programming action in October 2022. Additional funds to be programmed to operators in 2023.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	22-1473	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	9/8/2022	In control:		Programming and Allocations Committee	
On agenda:	10/12/2022	Final action:			
Title:	MTC Resolution Nos. 4095, Revised and 4250, Revised. Rescission of \$700,000 in Regional Measure 2 (RM2) funds from the environmental phase of Bay Bridge Forward 2020 suite of projects, and allocation of \$700,000 in RM2 funds to the construction phase of the West Grand HOV/Bus-Only Lane (Phase 2) project, part of Bay Bridge Forward (BBF).				

Sponsors:

Indexes:

Code sections:

Attachments: [2g_22-1473_MTC_Resos_4095_4250_Bay_Bridge_Forward.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4095, Revised and 4250, Revised. Rescission of \$700,000 in Regional Measure 2 (RM2) funds from the environmental phase of Bay Bridge Forward 2020 suite of projects, and allocation of \$700,000 in RM2 funds to the construction phase of the West Grand HOV/Bus-Only Lane (Phase 2) project, part of Bay Bridge Forward (BBF).

Presenter:

Kenneth Kao

Recommended Action:

Commission Approval

**/Metropolitan Transportation Commission
Programming and Allocations Committee**

October 12, 2022

Agenda Item 2g - 22-1473

MTC Resolution Nos. 4095, Revised and 4250, Revised

Subject:

Rescission of \$700,000 in Regional Measure 2 (RM2) funds from the environmental phase of Bay Bridge Forward 2020 suite of projects, and allocation of \$700,000 in RM2 funds to the construction phase of the West Grand HOV/Bus-Only Lane (Phase 2) project, part of Bay Bridge Forward (BBF).

Background:

In 2020, MTC directed \$4.8 million in RM2 funds to the funding plan for Bay Bridge Forward 2020. The Bay Bridge Forward 2020 suite of projects includes elements such as design feasibility and environmental studies, express lanes, interchange improvements, dedicated HOV/bus lanes, queue jump lanes, pricing, and other operational and demand management strategies to increase person throughput on the Bay Bridge Corridor.

Bay Bridge Forward 2020 (MTC Resolution No. 4095, Revised) builds on the success of Bay Bridge Forward 2016 (MTC Resolution No. 4250, Revised). In 2021, MTC allocated \$3,770,000 in RM2 funds from BBF 2016 to the West Grand HOV/Bus Only Lane, Phase 2. Phase 2 extends the HOV/Bus-Only Lane from its current terminus just west of Maritime Street further east to Frontage Road and adds a multi-use path on West Grand between Maritime Street and Mandela Parkway. Phase 2 is currently in the design phase, during which Caltrans identified design modifications, such as to the median barrier, that required additional funds to accommodate. This allocation request addresses the cost increase on the project.

Issues:

The proposed action will reduce environmental funding for BBF 2020 by \$700,000 to fund the cost increase on the West Grand project. This transfer will increase the shortfall on the BBF 2020 suite of projects; staff will continue to examine other funding opportunities to fully fund the BBF program.

Recommendations:

Refer MTC Resolution No. 4095, Revised, and MTC Resolution No. 4250, Revised to the Commission for approval.

Attachments:

- Attachment 1 - Map of Bay Bridge Forward 2020 Projects
- MTC Resolution No. 4095, Revised
- MTC Resolution No. 4250, Revised



Therese McMillan

West Grand HOV/Bus Lane Extension (Phase 2)



Date: June 26, 2013
W.I.: 1255
Referred by: PAC
Revised: 12/16/20-C
10/26/22-C

ABSTRACT

MTC Resolution No. 4095, Revised

This resolution approves the allocation of Regional Measure 2 funds for the Regional Express Lane Network project, sponsored by the Metropolitan Transportation Commission (MTC) and to be delegated to the Bay Area Infrastructure Financing Authority (BAIFA).

This resolution includes the following attachments:

Attachment A - Allocation Summary Sheet

Attachment B - Project Specific Conditions for Allocation Approval

Attachment C - MTC staff's review of the project sponsor's Initial Project Report (IPR) for this project

Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution allocates \$4.8 million in RM2 funds to the environmental phase of the Regional Express Lane Network (I-80 in Alameda and Contra Costa Counties) project.

On December 16, 2020, this resolution was revised to rescind \$4.8 million in RM2 funds from the environmental phase of the Regional Express Lane Network (I-80 in Alameda and Contra Costa Counties) project (RM2 project 38.1), and allocate \$4.8 million in RM2 funds to the environmental and preliminary engineering phases of the Bay Bridge Forward 2020 suite of projects (RM2 project 38.2).

This resolution was revised by Commission action on October 26, 2022 to rescind \$700,000 in RM2 funds from the environmental and preliminary engineering phases of the Bay Bridge Forward 2020 suite of projects (RM2 project 38.2), and allocate \$700,000 in RM2 funds to the construction phase of the West Grand HOV/Bus-Only Lane (Phase 2) project, part of Bay Bridge Forward suite of projects.

Additional discussion of this allocation is contained in the summary sheet to the MTC Programming and Allocations Committee dated June 12, 2013, December 9, 2020, and October 12, 2022.

Date: June 26, 2013
W.I.: 1255
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 funds for the Regional Express Lane Network project

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4095

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 lists specific capital projects and programs and transit operating assistance eligible to receive RM2 funding as identified in Streets and Highways Code Sections 30914(c) & (d); and

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, which specifies the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636); and

WHEREAS, the Bay Area Infrastructure Financing Authority, the expected delegate of MTC (“project sponsor”) has submitted a request for the allocation of RM 2 funds for the Regional Express Lane Network project; and

WHEREAS, the Regional Express Lane Network project, is identified as capital project number 38 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, the project sponsor has submitted an Initial Project Report (“IPR”), as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval for each project allocation request; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the project sponsor is requesting RM2 funding and the reimbursement schedule and amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM2 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff’s review of the project sponsor’s Initial Project Report (IPR) for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM2 funds and complementary funding for the deliverable/useable RM2 project segment; 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 MTC staff’s review of the project sponsor’s IPR for this project as set forth in Attachment C; and be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM2 funds in accordance with the amount and reimbursement schedule for the phase, and activities as set forth in 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 forth in length in MTC Resolution 3636; and be it further

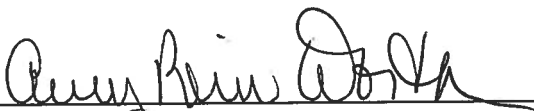
RESOLVED, that the allocation and reimbursement of RM2 funds are further conditioned upon the project specific conditions as set forth in Attachment B; and, be it further

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the availability and expenditure of the complementary funding as set forth in Attachment D; and be it further

RESOLVED, that reimbursement of RM2 funds as set forth in Attachment A is subject to the availability of RM2 funding; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on June 26, 2013.

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Regional Express Lane Network: I-80 in Alameda and Contra Costa Co.
Sponsor: Bay Area Infrastructure Financing Authority (BAIFA)
Project Number: 38.1

Allocation No. 1					
Activities to be funded with Allocation #1:					
This allocation will fund the environmental phase (including but not limited to operational, engineering, and environmental studies) associated with converting the existing eastbound and westbound HOV lanes on I-80 from the San Francisco-Oakland Bay Bridge HOV by-pass lane in Alameda County to the Carquinez Bridge toll plaza in Contra Costa County to Express Lanes.					
Funding Information:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
13409501	26-Jun-13	\$ 4,825,455.43	ENV	FY 2012-13	\$ 4,825,455.43

Allocation No. 2					
Activities to be funded with Allocation #2:					
This allocation was rescinded and transferred to Project 38.2.					
Funding Information:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
13409501	16-Dec-20	\$ (4,825,455.43)	ENV	FY 2012-13	\$ -

REGIONAL MEASURE 2 PROGRAM Project Specific Conditions

Project Title: Regional Express Lane Network: I-80 in Alameda and Contra Costa Co.
Sponsor: Bay Area Infrastructure Financing Authority (BAIFA)
Project Number: 38.1

The allocation and reimbursement of RM2 funds for the above project are conditioned upon the following :

1. None.

RM2 Project Number: 38.1

Regional Express Lane Network: I-80 in Alameda and Contra Costa Co.

Lead Sponsor Bay Area Infrastructure Financing Authority (BAIFA)	Other Sponsors(s) None	Implementing Agency (if applicable) TBD
Legislated Project Description The Regional Express Lane Network will convert existing High-Occupancy Vehicle (HOV) lanes to express lanes and build new express lanes to fill gaps in the system, moving the Bay Area toward a seamless express lane network.		
RM2 Legislated Funding (in \$1,000) Total Overall Funding: \$-0-		Total Estimated Project Cost (in \$1,000) Total Overall Cost: \$70,000
Project Purpose and Description Project goals include increasing connectivity by closing gaps and completing the region's High-Occupancy Vehicle (HOV) system, improving efficiency by optimizing use of freeway capacity, and improving reliability by offering a congestion-free travel option. These benefits will accrue to carpoolers and express bus operators, both of which are heavy users of the existing HOV system, as well as to single occupant drivers. The I-80 Express Lane Project in Alameda and Contra Costa counties will convert 34 miles of existing eastbound and westbound HOV lanes to express lanes, moving the Bay Area toward MTC's vision of a seamless express lane network.		
Funding Description Committed Funds: The project segment is funded with Regional Measure 2 funds and BATA Rehab funds. Uncommitted Funds: The project has BATA rehab funds that are identified but not allocated. Operating Capacity: BAIFA will operate the express lane network; Caltrans owns the state highway system.		

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Final Environmental Document	09/2013	09/2015	\$1,175
2	Plans, Specifications and Estimates	03/2015	12/2016	\$16,825
3	Right-of-Way	09/2015	06/2016	\$2,000
4	Construction	12/2016	10/2017	\$50,000
Total:				\$70,000

June 26, 2013
Attachment C-1
MTC Resolution No. 4095
Revised: 12/16/20-C

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title		Reg. Exp. Lane Network: I-80 in Alameda & Contra Costa Co.					Project No. 38.1			
Lead Sponsor		Bay Area Infrastructure Financing Authority (BAIFA)								

Fund Source	Phase	Prior	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	Future	Total
Committed										
RM2	ENV/PE			4,825					-4,825	0
BATA Rehab	ENV/PE			1,175						1,175
										0
										0
										0
										0
										0
										0
										0
										0
										0
										0
										0
										0
Total:		0	0	6,000	0	0	0	0	-4,825	1,175
Uncommitted										
BATA Rehab	PS&E					12,000			4,825	16,825
BATA Rehab	ROW						2,000			2,000
BATA Rehab	CON							50,000		50,000
Total:		0	0	0	0	12,000	2,000	50,000	4,825	68,825
Total Project Committed and Uncommitted										
		Prior	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	Future	Total
Total:		0	0	6,000	0	12,000	2,000	50,000	0	70,000

REGIONAL MEASURE 2 PROGRAM

Project Cash Flow Plan

June 26, 2013
Attachment D-1
MTC Resolution No. 4095
Page 1
Revised: 12/16/20-C

Project Title: Regional Express Lane Network: I-80 in Alameda and Contra Costa Co.
Sponsor: Bay Area Infrastructure Financing Authority (BAIFA)
RM2 Project Number: 38.1

	PRIOR	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16+	TOTAL
RM2 Funds Total		-	4,825,000	-	-	(4,825,000)	-
Environmental (ENV)	0	0	6,000,000	0	0	-4,825,000	1,175,000
RM2			4,825,000			-4,825,000	0
BATA Rehab			1,175,000				1,175,000
							0
							0
Final Design (PS&E)	0	0	0	0	0	0	0
							0
							0
							0
							0
Right of Way	0	0	0	0	0	0	0
							0
							0
							0
							0
Construction	0	0	0	0	0	0	0
							0
							0
							0
							0
TOTAL FUNDING							
Environmental	0	0	6,000,000	0	0	-4,825,000	1,175,000
Final Design (PS&E)	0	0	0	0	0	0	0
Right of Way	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0
PROJECT TOTAL	0	0	6,000,000	0	0	-4,825,000	1,175,000

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Bay Bridge Forward 2020
Sponsor: MTC
Project Number: 38.2

Allocation No. 1					
Activities to be funded with Allocation #1:					
This allocation will fund the planning, environmental, and preliminary engineering phase for the Bay Bridge Forward 2020 suite of projects, including but not limited to dynamic bridge operations; and bus/HOV lane extensions, commuter parking, transit access improvements, and HOV lane hours/access modifications and restrictions along I-580 and I-80.					
Funding Information:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
21409502	16-Dec-20	\$ 4,825,455.43	ENV	FY 2020-21	\$ 4,825,455.43
21409502	26-Oct-22	\$ (700,000.00)	ENV	FY 2020-21	\$ 4,125,455.43

Allocation No. 2					
Activities to be funded with Allocation #2:					
Allocation 23409503 will fund the construction phase of the West Grand HOV/Bus-Only Lane (Phase 2) project.					
Funding Information:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
23409503	26-Oct-22	\$ 700,000.00	CON	FY 2022-23	\$ 4,825,455.43

REGIONAL MEASURE 2 PROGRAM Project Specific Conditions

Project Title: Bay Bridge Forward 2020
Sponsor: MTC
Project Number: 38.2

The allocation and reimbursement of RM2 funds for the above project are conditioned upon the following :

1. None.

RM2 Project Number: 38.2 Bay Bridge Forward 2020

Lead Sponsor	Other Sponsors(s)	Implementing Agency (if applicable)
Metropolitan Transportation Commission	None	
Legislated Project Description (38) Regional Express Lane Network. Provide funds to plan, conduct environmental review, design and construct express/toll lanes and/or operational improvements on the Bay Bridge corridor. Priority will be given to conversion of the High-Occupancy Vehicle (HOV) lanes on Interstate 80 in Alameda and Contra Costa Counties to express lanes and/or to improvements identified in the Bay Bridge Forward suite of projects, including but not limited to design feasibility and environmental studies, express lanes, interchange improvements, dedicated HOV/bus lanes, queue jump lanes, pricing, and other operational and demand management strategies to increase person throughput on the Bay Bridge Corridor. Four million, eight hundred twenty five thousand, four hundred fifty five dollars and forty three cents (\$4,825,455.43). The project sponsor is MTC (subject to delegation to the Bay Area Infrastructure Financing Authority (BAIFA), pending formal action). (New project added: hearing date April 10, 2013) (Project description modification hearing date November 4, 2020)		
RM2 Legislated Funding (in \$1,000)		Total Estimated Project Cost (in \$1,000)
Total Overall Funding: \$4,825		Total Overall Cost: \$65,025
Project Purpose and Description The Bay Bridge Forward 2020 aims to implement near-term, cost-effective operational improvements that offer travel time savings and reliability for carpooling and transit use will not only increase person throughput but also reduce congestion, incidents, and emissions in the San Francisco-Oakland Bay Bridge corridor.		
Funding Description Committed Funds: The project segment is funded with Regional Measure 2, federal, and other local funds. Uncommitted Funds: The project has future toll funds and other funds that are not yet identified. Operating Capacity: Caltrans will own and operate improvements on the state highway system.		

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Final Environmental Document	11/2016	08/2021	\$13,215
2	Plans, Specifications and Estimates	09/2021	02/2022	\$5,900
3	Right-of-Way			\$0
4	Construction	03/2022	12/2022	\$49,680
Total:				\$68,795

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	Bay Bridge Forward 2020					Project No. 38.2				
Lead Sponsor	Metropolitan Transportation Commission									
Fund Source	Phase	Prior	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	Future	Total
Committed										
RM2 (Res 4095)	ENV/PE		4,825		-700					4,125
Federal (STBG)	ENV/PE		3,625							3,625
Other Local	ENV/PE		1,850							1,850
Other Local	PS&E			1,150						1,150
Other Local	CON				4,000					4,000
RM2 (Res 4095)	CON				700					700
RM2 (Res 4250)	CON				3,770					3,770
										0
										0
										0
										0
										0
Total:		0	10,300	1,150	7,770	0	0	0	0	19,220
Uncommitted										
Future Tolls	ENV/PE		3,615							3,615
Future Tolls	PS&E			4,750						4,750
Future Tolls	CON				21,210					21,210
Future Unidentified	CON				20,000					20,000
Total:		0	3615	4750	41,210	0	0	0	0	49,575
Total Project Committed and Uncommitted										
		Prior	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	Future	Total
Total:		0	13,915	5,900	48,980	0	0	0	0	68,795

REGIONAL MEASURE 2 PROGRAM

Project Cash Flow Plan

December 16, 2020
Attachment D-2
MTC Resolution No. 4095
Revised: 10/26/22-C
Page 1

Project Title: Bay Bridge Forward 2020
Sponsor: MTC
RM2 Project Number: 38.2

	PRIOR	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25+	TOTAL
RM2 Funds Total		4,825,455	-	-	-	-	4,825,455
Environmental (ENV)	0	13,915,455	0	-700,000	0	0	13,215,455
RM2		4,825,455		-700,000			4,125,455
Federal (STBG)		3,625,000					3,625,000
Other Local		1,850,000					1,850,000
Future Tolls (Uncommitted)		3,615,000					3,615,000
Final Design (PS&E)	0	0	0	0	0	0	0
							0
							0
							0
							0
Right of Way	0	0	0	0	0	0	0
							0
							0
							0
							0
Construction	0	0	0	4,470,000	0	0	4,470,000
RM2 (Res 4095)				700,000			700,000
RM2 (Res 4250)				3,770,000			3,770,000
							0
							0
TOTAL FUNDING							
Environmental	0	13,915,455	0	-700,000	0	0	13,215,455
Final Design (PS&E)	0	0	0	0	0	0	0
Right of Way	0	0	0	0	0	0	0
Construction	0	0	0	4,470,000	0	0	4,470,000
PROJECT TOTAL	0	13,915,455	0	3,770,000	0	0	17,685,455

Date: December 21, 2016
W.I.: 1255
Referred by: PAC
Revised: 05/24/17-DA 06/28/17-C
12/20/17-C 02/28/18-DA
06/27/18-DA 07/25/18-C
09/26/18-DA 07/24/19-C
01/22/20-C 11/20/20-DA
07/28/21-C 10/26/22-C

ABSTRACT

MTC Resolution No. 4250, Revised

This resolution approves the allocation of Regional Measure 2 funds for the Bay Bridge Forward project, an element of the Regional Express Bus South program, sponsored by AC Transit, Alameda County Transportation Commission, the Dumbarton Bridge Regional Operations Consortium member agencies, and the Metropolitan Transportation Commission.

This resolution includes the following attachments:

- Attachment A - Allocation Summary Sheet
- Attachment B - Project Specific Conditions for Allocation Approval
- Attachment C - MTC staff's review of the Initial Project Report (IPR) for this project
- Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution allocates \$2.3 million in RM2 funds to the planning, environmental, and preliminary engineering phases of the Bay Bridge Forward project.

This resolution was amended via delegated authority on May 24, 2017 to allocate \$730,000 in RM2 funds for the study of High-Occupancy Vehicle Enforcement Pilot, and to allocate \$200,000 in RM2 funds for the final design of the West Grand HOV/Bus Only Lane project. Both are part of the Bay Bridge Forward program.

This resolution was amended via Commission Action on June 28, 2017 to allocate \$750,000 in RM2 funds for the Flexible Transit Pilot, part of the Bay Bridge Forward program.

This resolution was amended via Commission Action on December 20, 2017 to allocate \$2.5 million in RM2 funds for the construction of the West Grand HOV/Bus-Only Lane (Phase 1), and \$168,000 for the final design phase of the Commuter Parking project, both part of the Bay

Bridge Forward program. Allocation for the commuter parking project is conditioned on approval of the environmental document, expected in early December.

This resolution was amended via delegated authority on February 28, 2018 to allocate \$417,000 in RM2 funds for the final design of the Commuter Parking project, \$200,000 for the study of Vehicle Occupancy Detection pilot, and \$100,000 for the study of High-Occupancy Vehicle Enforcement pilot, all of which are part of the Bay Bridge Forward program.

This resolution was amended via delegated authority on June 27, 2018 to allocate \$880,000 in RM2 funds for the construction of the Commuter Parking project, and \$120,000 in additional RM2 funds for the construction of the West Grand HOV/Bus-Only Lane (Phase 1) project, both part of the Bay Bridge Forward program.

This resolution was amended via Commission action on July 25, 2018 to allocate \$700,000 in additional RM2 funds for the construction of the West Grand HOV/Bus-Only Lane (Phase 1) project, \$310,000 for the study phase of the CHP Enforcement Pilot, and \$1,250,000 for the environmental and project study phases of various Bay Bridge Forward projects, all of which are part of the Bay Bridge Forward program.

This resolution was amended via delegated authority on September 26, 2018 to allocate \$1 million in additional RM2 funds for the construction of the Commuter Parking project, part of the Bay Bridge Forward program.

This resolution was amended via Commission action on July 24, 2019 to allocate \$2.3 million in additional RM2 funds for the construction of the Commuter Parking project, part of the Bay Bridge Forward program.

This resolution was amended via Commission action on January 22, 2020 to allocate \$600,000 in RM2 funds for the environmental and preliminary engineering phases of the West Grand HOV/Bus-Only Lane (Phase 2) project, part of the Bay Bridge Forward program.

This resolution was amended via delegated authority on November 20, 2020 to rescind a total of \$847,010 in RM2 funds from three allocations originally for the CHP Enforcement Pilot, and to

allocate \$550,000 in RM2 funds for the final design phase of the West Grand HOV/Bus-Only Lane (Phase 2) project, part of the Bay Bridge Forward program.

This resolution was amended via Commission action on July 28, 2021 to allocate \$3,770,000 in RM2 funds for the construction phase of the West Grand HOV/Bus-Only Lane (Phase 2) project, part of the Bay Bridge Forward program.

This resolution was amended via Commission action on October 26, 2022 to update the funding plan for the West Grand HOV/Bus-Only Lane (Phase 2) project, part of the Bay Bridge Forward program.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated December 14, 2016, June 14, 2017, December 13, 2017, July 11, 2018, July 10, 2019, January 8, 2020, July 14, 2021, and October 12, 2022.

Date: December 21, 2016
W.I.: 1255
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 Funds for the Bay Bridge Forward Project

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4250

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 lists specific capital projects and programs and transit operating assistance eligible to receive RM2 funding as identified in Streets and Highways Code Sections 30914(c) & (d); and

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, specifying the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636); and

WHEREAS, the Alameda Contra Costa Transit (AC Transit), Alameda County Transportation Commission, the Dumbarton Bridge Regional Operations Consortium member agencies, and MTC are

the project co-sponsors, and MTC will be the lead project sponsor and implementing agency for the Bay Bridge Forward project; and

WHEREAS, MTC has submitted a request for the allocation of RM 2 funds for the Bay Bridge Forward project; and

WHEREAS, the Bay Bridge Forward project is an element of the Regional Measure 2 Express Bus South program, identified as capital project number 29 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c)(29); and

WHEREAS, the project sponsor has submitted an Initial Project Report (IPR), as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the project sponsor is requesting RM2 funding and the reimbursement schedule and amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM2 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff's review of the Initial Project Report ("IPR") for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM2 funds and complementary funding for the deliverable/useable RM2 project segment; 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 MTC staff's review of the project sponsor's IPR for this project as set forth in Attachment C; and be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM2 funds in accordance with the amount and reimbursement schedule for the phase, and activities as set forth in 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 forth in length in MTC Resolution 3636; 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 B; and, be it further

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and be it further

RESOLVED, that reimbursement of RM2 funds as set forth in Attachment A is subject to the availability of RM2 funding; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



David Correse, 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 December 21, 2016.

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Bay Bridge Forward
Sponsor: Metropolitan Transportation Commission
Project Number: 29.7

Activities to be funded with Allocation #1:

This allocation will fund the planning, environmental, and preliminary engineering phase for the Bay Bridge Forward suite of projects, including but not limited to (1) West Grand HOV/Bus-Only Lane; (2) Sterling Street Express Lane and HOV Enforcement; (3) Casual Carpool; (4) Integrated Bridge Corridor; (5) Commuter Parking; and (6) Flexible On-Demand Transit.

Funding Information:

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
17425001	21-Dec-16	\$ 2,312,000	ENV/PE	FY 2016-17	\$ 2,312,000

Activities to be funded with Allocation #2:

Allocation 17425002 will fund the study of high-occupancy vehicle enforcement pilot by the California Highway Patrol. The study will measure the impacts of increased CHP enforcement at specific HOV on-ramps and produce a study for future use.

Allocation 17425003 will fund the final design phase of the West Grand HOV/Bus Only Lane (approach to the San Francisco-Oakland Bay Bridge) in Oakland.

Funding Information:

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
17425002	24-May-17	\$ 730,000	ENV/PE	FY 2016-17	\$ 3,042,000
17425003	24-May-17	\$ 200,000	PS&E	FY 2016-17	\$ 3,242,000

Activities to be funded with Allocation #3:

Allocation 17425004 will fund the study of Flexible Transit Pilot among large employers in San Francisco, for underserved routes between San Francisco and the East Bay.

Funding Information:

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
17425004	28-Jun-17	\$ 750,000	ENV/PE	FY 2016-17	\$ 3,992,000

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Bay Bridge Forward
Sponsor: Metropolitan Transportation Commission
Project Number: 29.7

Activities to be funded with Allocation #4:						
Allocation 18425005 will fund the construction of the West Grand Avenue HOV/Bus-Only Lane project (Phase 1), and allocation 18425006 will fund the final design of the BBF Commuter Parking project.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
18425005	20-Dec-17	\$ 2,500,000	CON	FY 2017-18	\$	6,492,000
18425006	20-Dec-17	\$ 168,000	PS&E	FY 2017-18	\$	6,660,000

Activities to be funded with Allocation #5:						
Allocation 18425007 will augment allocation 18425006 to fund the final design of the BBF Commuter Parking project; allocation 18425008 will fund the study of Vehicle Occupancy Detection (VOD) pilot; and allocation 18425009 will augment allocation 17425002 to fund the study of high-occupancy vehicle enforcement pilot by the California Highway Patrol.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
18425007	28-Feb-18	\$ 417,000	PS&E	FY 2017-18	\$	7,077,000
18425008	28-Feb-18	\$ 200,000	ENV/PE	FY 2017-18	\$	7,277,000
18425009	28-Feb-18	\$ 100,000	ENV/PE	FY 2017-18	\$	7,377,000

Activities to be funded with Allocation #6:						
Allocation 18425010 will fund the construction of the BBF Commuter Parking project; and Allocation 18425011 will augment allocation 18425005 for the construction of the West Grand Avenue HOV/Bus-Only Lane project (Phase 1).						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
18425010	27-Jun-18	\$ 880,000	CON	FY 2017-18	\$	8,257,000
18425011	27-Jun-18	\$ 120,000	CON	FY 2017-18	\$	8,377,000

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

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Bay Bridge Forward
Sponsor: Metropolitan Transportation Commission
Project Number: 29.7

Activities to be funded with Allocation #7:						
Allocation 19425012 will augment allocations 18425005 and 18425011 for the construction of the West Grand Avenue HOV/Bus-Only Lane project (Phase 1); Allocation 19425013 will augment allocations 17425002 and 18425009 to fund the study of high-occupancy vehicle enforcement pilot by the CHP; and Allocation 19425014 will augment allocation 17425001 for the planning, environmental, and preliminary engineering phases for the Bay Bridge Forward suite of projects.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
19425012	25-Jul-18	\$ 700,000	CON	FY 2018-19	\$	9,077,000
19425013	25-Jul-18	\$ 310,000	ENV/PE	FY 2018-19	\$	9,387,000
19425014	25-Jul-18	\$ 1,250,000	ENV/PE	FY 2018-19	\$	10,637,000

Activities to be funded with Allocation #8:						
Allocation 19425015 will augment allocation 18425010 for the construction of the BBF Commuter Parking project.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
19425015	26-Sep-18	\$ 1,000,000	CON	FY 2018-19	\$	11,637,000

Activities to be funded with Allocation #9:						
Allocation 20425016 will augment allocations 18425010 and 19425015 for the construction of the BBF Commuter Parking project.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
20425016	24-Jul-19	\$ 2,300,000	CON	FY 2019-20	\$	13,937,000

Activities to be funded with Allocation #10:						
Allocation 20425017 will fund the environmental and preliminary engineering phases of the West Grand HOV/Bus-Only Lane (Phase 2) project.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
20425017	22-Jan-20	\$ 600,000	ENV/PE	FY 2019-20	\$	14,537,000

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

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Bay Bridge Forward
Sponsor: Metropolitan Transportation Commission
Project Number: 29.7

Activities to be funded with Allocation #11:

Allocations 17425002, 18425009, and 19425013 rescinds funds originally dedicated to the CHP enforcement pilot.
Allocation 20425017 will fund the final design phase of the West Grand HOV/Bus-Only Lane (Phase 2) project.

Funding Information:

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
17425002	20-Nov-20	\$ (437,010)	ENV/PE	FY 2016-17	\$ 14,099,990
18425009	20-Nov-20	\$ (100,000)	ENV/PE	FY 2017-18	\$ 13,999,990
19425013	20-Nov-20	\$ (310,000)	ENV/PE	FY 2018-19	\$ 13,689,990
21425018	20-Nov-20	\$ 550,000	PS&E	FY 2020-21	\$ 14,239,990

Activities to be funded with Allocation #12:

Allocation 22425019 will fund the construction phase of the West Grand HOV/Bus-Only Lane (Phase 2) project.

Funding Information:

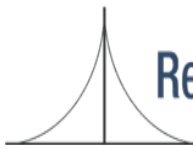
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
22425019	28-Jul-21	\$ 3,770,000	CON	FY 2021-22	\$ 18,009,990

REGIONAL MEASURE 2 PROGRAM Project Specific Conditions

Project Title: Bay Bridge Forward
Sponsor: Metropolitan Transportation Commission
Project Number: 29.7

The allocation and reimbursement of RM2 funds for the above project are conditioned upon the following:

1. Allocation 18425006 is conditioned upon the approval of the environmental document for the Commuter Parking project.



Regional Measure 2 Regional Traffic Relief Plan

02/28/18-DA; 06/27/18-DA; 07/25/18-C; 09/26/18-DA; 01/22/20-C; 11/20/20-DA; 07/28/21-C; 10/26/22-C

December 21, 2016

Attachment C

MTC Resolution No. 4250

Revised: 06/28/17-C; 12/20/17-C

RM2 Project Number: 29.7 Bay Bridge Forward

Lead Sponsor	Other Sponsors(s)	Implementing Agency (if applicable)
Metropolitan Transportation Commission	None.	Metropolitan Transportation Commission
Legislated Project Description		
Regional Express Bus Service and Operational Improvements for San Mateo, Dumbarton, and Bay Bridge Corridors. Expand park and ride lots, improve HOV and express lane access, construct ramp improvements, purchase rolling stock, deploy corridor management technologies, and improve transit and carpooling between the East Bay and San Francisco. The project sponsors are AC Transit, Alameda County Transportation Commission, the Dumbarton Bridge Regional Operations Consortium member agencies, and the Metropolitan Transportation Commission.		
RM2 Legislated Funding (in \$1,000)	Total Estimated Project Cost (in \$1,000)	
Total Overall Funding \$54,933	\$33,800	
29.1 AC Transit Rolling Stock (\$5,300)		
29.2 Route 84 WB-Newark Boulevard HOV On-ramp (\$39)		
29.3 Route 84 WB - HOV Lane Extension between I-880/Newark Blvd (\$4,063)		
29.4 Grand-MacArthur Express Bus Corridor (\$3,515)		
29.5 Ardenwood Boulevard Park and Ride Lot (\$6,173)		
29.6 Dumbarton Express Bus Replacement (\$10,042)		
29.7 Bay Bridge Forward (\$21,000)		
29.X Reserve (\$4,801)		
Project Purpose and Description		
Implementation of near-term, cost-effective operational improvements that offer travel time savings and reliability for carpooling and transit use will not only increase person throughput but also reduce congestion, incidents, and emissions in the San Francisco-Oakland Bay Bridge corridor.		
Funding Description		
Committed Funds: Fully funded by RM2, federal, and other regional funds.		
Uncommitted Funds: None.		
Operating Capacity: Caltrans will own and operate improvements on the State Highway System, while MTC and local agencies would cooperatively maintain improvements on streets off the State Highway System.		

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Environmental Document/Preliminary Engineering	11/2016	2/2020	\$5,674
2	Designs, Plans, Specs, & Estimates	3/2017	7/2020	\$1,635
3	Right-of-Way Acquisition	n/a	n/a	\$0
4	Construction	6/2017	12/2023	\$26,491

Total: \$33,800

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	Bay Bridge Forward	Project No.	29.7
Lead Sponsor	Metropolitan Transportation Commission	Last Updated	10/26/2022

Fund Source	Phase	Prior	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Future	Total
Committed										
RM2 (Res 4250)	Env./ PE		3,792	300	1,560	600	-847			5,405
Local/Regional	Env./ PE		269							269
RM2 (Res 4250)	PS&E		200	585			550	300		1,635
RM2 (Res 4250)	CON			3,500	1,700	2,300		6,460		13,960
RM2 (Res 4095)	CON								700	700
Federal Funds	CON				2,500					2,500
Local/Regional	CON				9,331					9,331
Total:		0	4,261	4,385	15,091	2,900	-297	6,760	700	\$ 33,800
Uncommitted										
										0
Total:		0	0	0	0	0	0	0	0	\$ -
Total Project Committed and Uncommitted										
		Prior	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Future	Total
Total:		0	4,261	4,385	15,091	2,900	-297	6,760	700	\$ 33,800

REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: Bay Bridge Forward
Sponsor: Metropolitan Transportation Commission
RM2 Project Number: 29.7

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

RM2 Project No. 29.7	PRIOR	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21+	TOTAL
RM2 (Res 4250) Funds Total							
		3,992,000	4,385,000	3,260,000	2,900,000	4,172,990	18,709,990
Environmental, PE	0	4,061,000	300,000	1,560,000	600,000	-847,010	5,673,990
RM2 (Res 4250)		3,792,000	300,000	1,560,000	600,000	-847,010	5,404,990
Local/Regional Funds		269,000					269,000
Final Design (PS&E)	0	200,000	585,000	0	0	550,000	1,335,000
RM2		200,000	585,000			550,000	1,335,000
							0
							0
Right of Way	0	0	0	0	0	0	0
							0
							0
Construction	0	0	3,500,000	13,531,000	2,300,000	4,470,000	23,801,000
RM2 (Res 4250)			3,500,000	1,700,000	2,300,000	3,770,000	11,270,000
RM2 (Res 4095)						700,000	700,000
Federal Funds				2,500,000			2,500,000
Other Local Funds				9,331,000			9,331,000
TOTAL FUNDING							
Environmental	0	4,061,000	300,000	1,560,000	600,000	-847,010	5,673,990
Final Design (PS&E)	0	200,000	585,000	0	0	550,000	1,335,000
Right of Way	0	0	0	0	0	0	0
Construction	0	0	3,500,000	13,531,000	2,300,000	4,470,000	23,801,000
PROJECT TOTAL	0	4,261,000	4,385,000	15,091,000	2,900,000	4,172,990	30,809,990



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-1527 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 9/19/2022 **In control:** Programming and Allocations Committee

On agenda: 10/12/2022 **Final action:**

Title: MTC Resolution No. 4547 and 4273, Revised. Low-Carbon Transit Operations Program (LCTOP) Corrective Action Plan (CAP)

Sponsors:

Indexes:

Code sections:

Attachments: [2h 22-1527 MTC Reso 4547 4273 LCTOP and CAP.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution No. 4547 and 4273, Revised. Low-Carbon Transit Operations Program (LCTOP)
Corrective Action Plan (CAP)

Presenter:
Anne Spevack

Recommended Action:
Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

October 12, 2022

Agenda Item 2h - 22-1527

**MTC Resolution No. 4547 and 4273, Revised. Low-Carbon Transit Operations Program
(LCTOP) Corrective Action Plan (CAP)**

Subject:

Staff seek Commission approval of a Low-Carbon Transit Operations Program (LCTOP) Corrective Action Plan (CAP) to be submitted to Caltrans requesting a transfer of \$4.6 million in population-based LCTOP funds from MTC to SamTrans for its 15 Battery/Electric Bus procurement and charging infrastructure project, pursuant to the funding plan and LCTOP programming action approved by the Commission in June 2022. This item also recommends revising the SamTrans project title in the LCTOP programming, MTC Resolution No. 4273, Revised, to align with a change in the SamTrans project.

Background:

In January 2022, 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 purchase of Caltrain right of way. In June 2022, the Commission approved a funding plan for this repayment that included \$4.6 million in population-based LCTOP funds. At that time, the Commission also adopted MTC Resolution No. 4273, Revised, reprogramming \$4.6 million in FY 2021-22 LCTOP funds from the Clipper START reduced fare program to SamTrans for Zero-Emission Bus procurement.

As was noted in June when the Commission approved the repayment plan described above, the LCTOP funds that are being redirected to SamTrans 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. It was also noted that given the slow uptake in the pilot due to the onset of the COVID-19 pandemic, the proposed redirection of funds was not expected to hinder current or on-going implementation of means-based fare programs.

Clipper START remains a regional priority and the remaining LCTOP funds after the transfer to SamTrans will continue to be used for Clipper START, and in future years LCTOP funds will be sought as needed for continued and expanded Clipper START reduced fares.

SamTrans plans to use the \$4.6 million in LCTOP funds on their existing 15 Battery/Electric Buses and Charging Infrastructure project. MTC is required to submit a Corrective Action Plan to Caltrans requesting their approval of the transfer of LCTOP funds to SamTrans. Likewise, SamTrans will adopt a corresponding resolution this month and complete required Caltrans documentation to accept the funds. Staff recommends the Commission approve the draft CAP and direct staff to submit the CAP to Caltrans through adoption of MTC Resolution No. 4547.

Staff also recommend revising Resolution No. 4273, Revised, to update the SamTrans project title in the LCTOP programming to match the SamTrans LCTOP project title.

Attachments:

- Attachment A: MTC Resolution No. 4547
- Attachment B: MTC Resolution No. 4273, Revised



Therese W. McMillan

Date: October 26, 2022
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 4547

This resolution authorizes submission of a Corrective Action Plan for MTC's Low Carbon Transit Operations Program (LCTOP) FY 2021 – 2022 award.

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheet dated October 12, 2022.

Date: October 26, 2022
W.I.: 1515
Referred by: PAC

RE: AUTHORIZATION FOR THE SUBMISSION OF A CORRECTIVE ACTION PLAN FOR THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) FOR THE FY 2021-2022 ALLOCATION TO THE REGIONAL MEANS-BASED TRANSIT FARE PILOT PROGRAM

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4547

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

WHEREAS, MTC is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) 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 received \$6,220,716 in FY2021-22 LCTOP Population-Based funds for the Regional Means-Based Transit Fare Pilot program, also known as the Clipper Reduced Fares Program or Clipper START; and

WHEREAS, MTC wishes to revise the FY 2021-22 LCTOP project Regional Means-Based Transit Fare Pilot; and

WHEREAS, MTC adopted MTC Resolution No. 4273, Revised on June 22, 2022 to reprogram \$4.6 million from the FY 2021-22 LCTOP project MTC Regional Means-Based

Transit Fare Pilot to the SamTrans 15 Battery/Electric Buses and Charging Infrastructure project;
now, therefore be it

RESOLVED that the fund recipient 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 a Corrective Action Plan for the FY 2021-22 LCTOP project Regional Means Based Transit Fare Pilot to transfer \$4,600,000 to the SamTrans 15 Battery/Electric Buses and Charging Infrastructure project.

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 October 26, 2022.

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 10/26/22-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.

This resolution was revised through Commission Action on October 26, 2022 to revise the title of the FY2021-22 SamTrans Zero-Emission Bus Replacement project to Battery/Electric Buses and Charging Infrastructure.

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, June 8, 2022, and October 12, 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 10/26/22-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 10/26/22-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 Project	\$ 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 10/26/22-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.

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 10/26/22-C

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 10/26/22-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 10/26/22-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 10/26/22-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	Battery/Electric Buses and Charging Infrastructure ⁴	\$ 4,600,000	10/26/22
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 #: 22-1283 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 8/9/2022 **In control:** Programming and Allocations Committee
On agenda: 10/12/2022 **Final action:**
Title: MTC Resolution Nos. 4537 and 4130, Revised. Major Projects Advancement Policy and Transit and Intercity Rail Capital Program Framework.

- i. Adoption of the Regional Major Project Advancement Policy (MAP); and
- ii. Revision to MTC's Cap and Trade Framework updating the regional Transit and Intercity Rail Capital Program Framework.

Sponsors:

Indexes:

Code sections:

Attachments: [3a 22-1283 MTC Resos 4537 4130 Major Projects Advancement Policy.pdf](#)
[3a 22-1283 Attachment-A Major Project Advancement Policy Presentation.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4537 and 4130, Revised. Major Projects Advancement Policy and Transit and Intercity Rail Capital Program Framework.

- i. Adoption of the Regional Major Project Advancement Policy (MAP); and
- ii. Revision to MTC's Cap and Trade Framework updating the regional Transit and Intercity Rail Capital Program Framework.

Presenter:

Kenneth Folan

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

October 12, 2022

Agenda Item 3a - 22-1283

**MTC Resolution Nos. 4537 and 4130, Revised. Major Projects Advancement Policy
and Transit and Intercity Rail Capital Program Framework**

Subject:

- i. Adoption of the Major Project Advancement Policy (MAP); and
- ii. Revision to MTC's Cap and Trade Framework updating the regional Transit and Intercity Rail Capital Program (TIRCP) Framework

Background:

The MAP will be a regional policy to support implementation of Plan Bay Area 2050, aimed at delivering the next round of major transportation projects, building off the Bay Area's previous Regional Transit Expansion Program, MTC Resolution No. 3434. For large, regionally significant projects in Plan Bay Area 2050, the MAP will seek to achieve regional coordination on federal, state, and regional discretionary funding requests and develop MTC's role in risk management and ensuring consistency with regional policies. The MAP will also preserve funding opportunities for smaller, high performing projects and for projects that fall within programmatic categories, the advancement of which are Plan Bay Area 2050 priorities.

Following discussion of the MAP Framework at recent PAC meetings and the Commission Workshop, staff have updated the draft funding endorsement matrix and prepared a proposed MAP resolution focusing on the project list and funding recommendations. This item also includes a revision to the region's TIRCP framework that reflects the funding recommendations in the MAP.

Timing

The following schedule is proposed for initial adoption and future updates to the MAP.

1. October 2022: Initial adoption of funding endorsements and update to MTC TIRCP Framework in advance of TIRCP Fall 2022 Augmentation Call for Projects

2. Beginning Fall 2022: Ongoing refinement of projects within specific programmatic categories including Express Lanes, Grade Separations, and Zero Emission, in line with parallel planning and prioritization processes underway in those areas. In November, staff plans to bring forward an information item to the Bay Area Infrastructure and Finance Committee (BAIFA) that will lay out initial steps for advancement of Express Lanes Network implementation.
3. Fall 2022 to Spring 2023: TIRCP Augmentation 1 competitive call for projects is expected to be released November 15th, with applications due in winter and award announcements expected early 2023. Staff may recommend updates to the MAP as the program guidelines are finalized.
4. Winter 2022-23: Adoption of Policy Reinforcements and Risk Management Principles – potentially as part of a stage gate process; Endorsement Table refresh following first round of Bipartisan Infrastructure Law (BIL) and TIRCP Augmentation grant awards
5. Annual Updates: Refine and update Endorsement Table as federal and state funding rounds award grants, as new funding rounds become available, and to maintain alignment with long range plan projects and priorities

Adjustments to this schedule may be required to balance funding plans based on federal or state awards or changes to the funding landscape.

Funding Priorities

The MAP is proposed to focus on three major funding priorities.:

1. Deliver Megaprojects including:
 - *Level 1 (Projects In, Nearing Construction):* Caltrain Electrification, BART Core Capacity, BART to Silicon Valley Phase 2
 - *Level 2 (Projects Emerging from Project Development and Ready for Construction):* Caltrain Downtown Extension, Valley Link Rail Project Initial Operating Segment (IOS)

2. Deliver high performing, low-cost smaller projects to improve local and regional transit networks and multi-modal facilities
3. Transition the transit fleet to Zero Emission consistent with state policies and mandates

Although Megaprojects are largest in size and funding need, the subsequent two priorities listed above are of high importance to the region and our local partners. The proposed MAP funding framework has been developed to balance all three of these priorities.

Major Project Advancement Policy Adoption

As has been presented at previous Committee meetings, the MAP will consist of three components: the funding strategy, policy reinforcements, and risk management. To keep up with state and federal funding opportunities, staff have focused on completing the funding strategy first, with the other two components to follow shortly after. To facilitate adoption of the funding framework and completion of the policy and risk management components, staff have prepared MTC Resolution No. 4537, the Major Project Advancement Policy, including the funding endorsement matrix and associated background information and placeholders for additional components. The proposed resolution and attachments containing details of the project list and funding framework are attached to this item.

MAP Levels

At the July PAC meeting, staff presented an approach for sequencing and endorsing projects and draft level assignments for megaprojects proposed to be included in the MAP. All projects in Levels 1 through 3 are contained in Tier 1 (FYs 2021 – 2035) of Plan Bay Area 2050. Staff have continued to develop the MAP incorporating these Level assignments as presented in July:

- Level 1 – Projects In, or Nearing Construction:
 - Projects with more than 50% committed funding and construction start by 2028 (based on the expectation that projects receiving BIL funds in the initial 5-year period would start construction by 2028); or

- Transit Megaprojects with approved Federal Transit Administration (FTA) Capital Investment Grants (CIG) Full Funding Grant Agreement or FTA Letter of Intent issued for funding in the Expedited Project Delivery (EPD) pilot program
- Level 2 – Projects Emerging from Project Development and Readying for Construction
 - Projects with more than 30% committed funding and construction start by 2035
- 4. Level 3 – Pipeline Projects in Development
 - Projects with less than 30% committed funding
- 5. Optional Tier 2/Level 4/Future Projects Level: Tier 2 PBA 2050 projects competing for Project Development funding only

Additional thresholds or requirements may be added as the risk management and policy consistency components are adopted into the MAP.

Projects assigned to any level within the MAP must be included in or consistent with Plan Bay Area 2050 or future adopted Plan Bay Area iterations. The primary evaluation of projects for regional priority is through the Plan Bay Area process, which is effectively the first step for being included in the MAP. The Plan Bay Area project performance evaluation included assessments of benefit-cost, equity, and alignment with Plan Bay Area 2050 Guiding Principles. The MAP is an implementation tool intended to help deliver projects identified as regional priorities through Plan Bay Area 2050. These projects are expected to advance through the MAP levels as funding, readiness, risk, and policy thresholds are met throughout the life of the project. In this way, the MAP levels will assist in sequencing projects for capital funding. Initial MAP level placement is not a determination of regional significance or commitment to the project.

MAP Funding Endorsement Matrix

At the July PAC meeting, staff presented a draft funding endorsement matrix including discretionary funding endorsements for level 1 projects. Based on commissioner and stakeholder feedback, staff have made the following updates to the matrix:

- Revise funding targets for major capital funding programs based on updated information and projections
- Level 2 Funding Areas: Because of remaining uncertainty around availability and timing of funding programs, and significant remaining need for Level 1 projects, staff recommends only specifying endorsement amounts in Level 2 for TIRCP funding to correspond with the framework update described below. Staff does not recommend specifying other funding sources and amounts for Level 2 projects at this time. However, to facilitate discussions about Level 2 funding, staff have indicated in the Funding Endorsement Table, what sources funds for Level 2 projects are likely to come from. Level 2 projects are expected to be assigned a higher proportion of anticipated funding compared to Level 1 projects.
- Level 3: Staff do not recommend endorsing funding sources for Level 3 projects. Projects currently in Level 3 would be assigned funding when they meet the Level 2 requirements and are approved to move into Level 2.

TIRCP Framework Update

Staff also recommend updating MTC's TIRCP Framework (part of the Regional Cap and Trade Framework, MTC Resolution No. 4130, Revised), to include the funding recommendations in the MAP endorsement matrix. The TIRCP funding forecast used for the MAP funding matrix and TIRCP Framework is aspirational and assumes Cap and Trade legislation does not sunset in 2030.

The TIRCP funding targets in the MAP and recommended TIRCP framework update includes:

- TIRCP Baseline (\$2.5 billion): ongoing 2-year TIRCP funding cycles through 2040
- TIRCP Augment 1 (\$1.3 billion): Identified in the FY 2022-23 State budget and expected to be competitively distributed starting in fall 2022. The Augment 1 funding target assumes the Bay Area will receive 80% of funding available to non-Southern California regions.
- TIRCP Augment 2 (\$800 million): Identified in the FY 2022-23 State budget for which funding is not yet guaranteed, expected to be distributed over the next few years and requires further state approval. The Augment 2 funding target assumes the Bay Area will receive its population share (~20%) of the \$4 billion anticipated to be made available over the two-year period of Fiscal Year 2024 and 2025.

The TIRCP Augmentation 1 competitive call for projects is expected to be released November 15th, with applications due in winter and award announcements expected early 2023. Staff may recommend updates to the MAP as the program guidelines are finalized.

The framework includes a provision to endorse any project for up to \$25 million if the project is consistent with Plan Bay Area 2050. Project sponsors have requested an exception policy to this provision that would allow for a larger TIRCP endorsement. Beginning with the TIRCP Augmentation 1 funding round, staff recommends an exception process to allow for the consideration of endorsements for Grade Separation projects listed in the adopted MTC Bay Area regional priority Projects List - Bipartisan Infrastructure Law Endorsement Lists and multi-operator coordinated Zero-Emission Transition projects that exceed the \$25 million cap. Staff does not recommend any other immediate changes to the policy but will evaluate the exception process request and consider an exception policy that goes beyond Grade Separation and Zero Emission projects for future TIRCP funding rounds. To strike a balance between the named projects and other projects, the exception policy could allow for consideration of an endorsement of other projects that are likely to score significantly higher than competing projects in greenhouse gas reduction or other TIRCP evaluation areas.

Preview of Future Additions: Policy, Risk, and Stage-Gate Process

The policy reinforcement and risk management components are still under development but may include evaluation of progress on Plan Bay Area 2050 commitment letters, additional criteria for projects requesting to move between levels, a risk assessment and management program for some or all MAP projects, and terms and conditions for discretionary funding endorsements to ensure consistency with policy and risk management. Staff expect to recommend amendments to the MAP to incorporate these components in winter 2022-23.

Along with the risk management component, staff intend to develop a modified “stage-gate” process for recommending advancing projects up through the levels or down a level. The following process is proposed, to be refined in the next update of the MAP.

- 1) Projects are initially assigned MAP Levels based on the level definitions above.
- 2) When changes to cost, funding, scope or schedule occur that may warrant a level reassignment, the project sponsor or MTC may initiate a request to review the project’s level assignment.
- 3) MTC staff will review the project with respect to the funding, policy, and risk thresholds and may recommend an amendment to the MAP to reassign a project into a different level.
 - a) Moving up from Level 3 to Level 2 or Level 2 to Level 1 will be subject to Gate A or Gate B evaluation, respectively
 - i) Gate A: Projects seeking to move from Level 3 to Level 2 will be subject to a Gate A evaluation, including a Plan Bay Area guiding principles screening, evaluation of the schedule and funding plan (both capital and operating) for reasonableness, evaluation of project risk and risk management, and examination of other project details such as public, funding partner and stakeholder engagement. MTC may work with project sponsors to refine

project scopes, funding plans, and other details before being approved to pass through Gate A.

- ii) Gate B: Projects seeking to move from Level 2 to Level 1 will be subject to a Gate B evaluation, focused on confirming the project has followed through on previous funding, policy, and risk commitments and expectations. The Gate B evaluation will assess project fundamentals as outlined in Gate A and may rely on other agencies' oversight processes or coordinated oversight processes to determine when a project should move into Level 1.

Future movement between levels will be informed by the Risk Management Program and Policy Reinforcements, once these are adopted into the MAP.

Issues:

- As reflected in the MAP funding targets, current federal and state opportunities present a once in a generation investment environment that will assist in achieving full funding plans in our region, the state and throughout the country. However, as the MAP Endorsement Table also demonstrates, there still is not funding reasonably expected to be available to move all the region's MAP projects forward and thus there is a need to prioritize and sequence projects using the MAP leveling approach. The MAP's proposed approach to sequence the funding and delivery of major projects will only be as effective as the region is unified in its advocacy to this end.
- To maximize their chances of filling project funding gaps some project sponsors are seeking grant awards from multiple fund sources, which if successfully acquired, may sum in their totality to more than the amount of the funding gap for a given project. This strategy is difficult to set forth in the MAP and the approach staff has taken is to assign funding endorsements to projects for fund sources where there is a reasonable expectation of an award only up to the amount needed to cover the project funding gap. In cases where projects receive grant awards from different sources or in greater amounts than what is reflected in the MAP,

staff will refresh the MAP endorsement strategy at the next available opportunity to reflect those awards and adjust the remaining endorsements. Project sponsors should not expect that staff will maintain federal, state, or regional funding endorsements that would ultimately supplant planned project funding from local sources.

- The successful delivery of transit capital expansion projects will result in new transit operating expense. As part of the FTA Capital Improvement Grants program process and anticipated MAP Risk Management requirements, project sponsors are required to demonstrate sustainable operating funding plans to pay for the new operational costs. This has become more difficult in the current environment for public transit where many operators in the region face upcoming fiscal cliffs that could have severe effects on the ability to operate their systems at current levels of service.
- As MTC continues to develop the MAP and looks towards the next Regional Plan adoption, the intersection of new capital expenses, transit operating fund sustainability, and ridership forecasts will need to be examined further and reflected in future investment decisions.

Recommendations:

Refer MTC Resolution Nos. 4537 and 4130, Revised, to the Commission for approval

Attachments:

- Attachment A: Presentation
- MTC Resolution No. 4537
- MTC Resolution No. 4130, Revised



Therese W. McMillan

Date: October 26, 2022
W.I.: 1512
Referred by: PAC

ABSTRACT

Resolution No. 4537

This resolution adopts MTC's Major Project Advancement Policy (MAP). The MAP consists of a set of principles and definitions guiding project selection and assignment of funds, a project list consistent with Plan Bay Area 2050, a funding endorsement matrix assigning discretionary funding to major projects, and terms and conditions to which these endorsements will be subject.

This resolution includes the following attachments:

Attachment A – MAP Principles

Attachment B – MAP Definitions

Attachment C – MAP List of Projects and Programs

Attachment D – MAP Funding Endorsement Matrix

Attachment E – MAP Terms and Conditions

Further discussion of this action is contained in the MTC Executive Director's Memorandum dated October 12, 2022.

Date: October 26, 2022
W.I.: 1512
Referred by: PAC

RE: Major Project Advancement Policy

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4537

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

WHEREAS, MTC has articulated goals and objectives for the region's transportation system through its current Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) entitled Plan Bay Area 2050, which was adopted in October 2021; and

WHEREAS, Plan Bay Area 2050 includes a list of transportation projects and programs to be advanced over the life of the Plan that will maintain and expand the region's transportation system consistent with the goals of Plan Bay Area 2050; and

WHEREAS, local, regional, state and federal discretionary funds will continue to be required to finance the transportation programs and projects identified in Plan Bay Area 2050, including those funds which are reasonably expected to be available under current conditions, and new funds which need to be secured in the future through advocacy with state and federal legislatures and the electorate; and

WHEREAS, MTC recognizes that coordinated regional priorities for transportation investment will best position the Bay Area to compete for limited discretionary funding sources now and in the future; and

WHEREAS, the Major Project Advancement Policy was developed through a process of regional coordination to identify funding priorities, policy reinforcements, and a risk management approach for delivery of the transportation capital projects identified in Plan Bay Area 2050 by; now, therefore, be it

RESOLVED, that MTC establishes principles to guide identification of projects and assignment of funding sources through the Major Project Advancement Policy (Attachment A), attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that MTC establishes eligibility, funding types, and levels for prioritizing projects through Major Project Advancement Policy Definitions (Attachment B), attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that MTC adopts the Major Project Advancement Policy List of Projects and Programs (Attachment C), consistent with the transportation project list adopted in Plan Bay Area 2050, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that MTC adopts the Major Project Advancement Policy Funding Endorsement Matrix (Attachment D), assigning funding as defined in Attachment B to projects identified in Attachment C, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that the discretionary funding assignments included in the funding matrix are subject to the terms and conditions outlined in Attachment E, including specific conditions for funding sources, policy reinforcements, and risk management, attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on October 26, 2022.

Major Project Advancement Policy (MAP) Principles

The MAP is intended to support implementation of Plan Bay Area 2050 and is aimed at delivering the Bay Area's major transportation projects. For large, regionally significant projects in Plan Bay Area 2050, the MAP will seek to achieve regional coordination on federal, state, and regional discretionary funding requests and develop MTC's role in risk management and ensuring consistency with regional policies.

Funding Strategy

1. The MAP should establish ambitious but realistic funding targets for current and future federal, state, and other funding sources to advance projects in the region. These targets should be revised as funding conditions change.
2. The MAP should reflect the importance of fulfilling funding commitments for regionally significant projects that have been prioritized in past and current funding frameworks prior to making new large-scale funding commitments – subject to Commission assessment of cost/schedule overruns and remaining project benefits.
3. The MAP is an endorsement framework and cannot commit specific fund sources for specific projects. Given that most of the fund sources in the MAP are competitive, the MAP will need to be adjusted as projects succeed or fail in securing funds as needed and proposed, or as state and federal programming objectives and guidelines change.

Risk Management

4. Projects in the MAP should be sequenced in a manner that considers project readiness and deliverability, cost and schedule risk, connectivity, and operational sustainability. Projects can advance in the sequencing by demonstrating they meet specific criteria associated with these considerations.
5. The MAP should recognize and reflect major project cost and schedule risks and incorporate appropriate requirements for the inclusion of project contingency costs.
6. The MAP risk management program should not duplicate existing federal, state, or local oversight efforts, but instead focus on risk earlier in the project development pipeline related to customer focused system connectivity and cost and schedule control.

Policy Reinforcements

7. Projects in the MAP should align with Plan Bay Area 2050 guiding principles and other regional policies to receive funding endorsements.
8. The MAP should reflect the importance that smaller, lower-cost, and high benefit modernization projects have in advancing the goals and objectives of Plan Bay Area 2050, and reserve funding for these types of projects. Modeling and performance assessments conducted during the development of Plan Bay Area 2050, reveal the importance of these smaller projects in reducing greenhouse gas emissions and congestion. The provision of major and mega project funding endorsements should not result in a dearth of funding for these important smaller projects.

Major Project Advancement Policy – Definitions

The Major Project Advancement Policy, or MAP, seeks to support the implementation of Plan Bay Area 2050, deliver the Bay Area's major transportation projects, achieve regional coordination on federal, state, and regional discretionary funding requests for regionally significant projects, develop MTC's role in risk management, and ensure consistency with regional policies. The MAP includes three components: a funding strategy, policy reinforcements, and risk management. The following are concepts and terms used throughout the MAP that establish the base eligibility and structure of the policy.

A. Map Eligibility

To be included in the MAP, a project must be:

- Seeking competitive federal, state, or other grant opportunities consistent with MTC's Federal BIL and state TIRCP strategies; **and**
- Included in Plan Bay Area 2050:
 - Tier 1 projects above \$1 billion.
 - Tier 2 projects above \$1 billion (for project development phases and funding opportunities only)
 - Programmatic categories with specific projects below \$1 billion (approved or consistent with Plan Bay Area 2050 Tier 1) that exceed \$1 billion when combined

Completed projects, fully funded projects or projects not seeking competitive federal, state, or other grants are not eligible for the MAP. Inclusion in the MAP is not necessary or appropriate for all projects.

B. Funding Definitions

Committed: Funding programmed or otherwise committed to a project by official action of the funding body. Committed funding is not enumerated in the MAP funding strategy; detail is available in individual project funding plans.

- "Funding Gap" is the total project cost minus the committed funding

Identified: known funding sources that have known or reasonably projected funding levels (for example, ongoing programs such as Federal CIG or grants with enacted legislation).

Anticipated: aggregated pot of unspecified future funds reasonably expected to become available, as estimated in PBA2050. Could include new local, county, regional, state, or federal funding streams not yet established.

Contingencies

1. Project contingencies are required for certain federal and state funding sources. MTC will screen projects for appropriate contingencies consistent with FHWA and FTA recommended contingency levels at project milestones during project development and construction.
2. Prior to completion of the contingency screen referenced in #1 above, the MAP will include a contingency reserve for megaprojects, identifying a percentage of target funding in several transit and non-transit funding categories.

Contingency levels in the draft framework are set at \$500 million for Level 1 and 20% of megaproject cost for Levels 2 and 3

Consistency with other MTC Funding Frameworks

1. MAP Funding Endorsements for federal Bipartisan Infrastructure Law (BIL) funding will be consistent with the MTC's Regional Grants Prioritization Endorsement List, adopted by the Commission on March 23, 2022, or as amended.
2. MAP Funding Endorsements for State Transit and Intercity Rail Capital Program (TIRCP) funding will be consistent with MTC Resolution 4130, the region's TIRCP Framework.
3. MAP funding endorsements may require changes to either the MTC's Regional Grants Prioritization Endorsement List for BIL or MTC Resolution 4130, the region's TIRCP Framework.

C. MAP Levels

The MAP establishes a sequence of projects for funding prioritization by sorting the projects into Levels based on readiness criteria.

Level 1 projects will be prioritized for discretionary funding first, with an emphasis on identified funding sources.

Level 2 projects will generally only be endorsed for smaller amounts of near-term funding. They may be endorsed for additional near-term funding only after Level 1 projects for over-subscribed or highly competitive fund sources. Level 2 projects will be assigned a higher proportion of anticipated funding.

Level 3 projects would generally not be prioritized for near-term funding except for early phases. Level 3 projects would primarily be assigned anticipated funding.

Where near-term program funding is constrained, endorsement and advocacy efforts will be focused on Level 1 projects to deliver ready to go infrastructure investments and provide early transit benefits.

Delivering Level 1 projects will provide funding capacity in the medium term for projects in Level 2 to advance to Level 1. Endorsements for Level 2 projects, especially for future federal and state funding rounds and specific project development funding opportunities establish a pipeline of regional priorities beyond Level 1.

Level 1 and 2 projects will also have expectations related to risk management and policy reinforcement, to be defined as work on the MAP progresses

Level Criteria

The following criteria define how projects are assigned to each MAP level. The resulting level assignments for project submitted through the MAP call for projects are detailed in Attachment B. All projects in Levels 1 through 3 are contained in Tier 1 (FYs 2021 – 2035) of Plan Bay Area 2050.

- Level 1 – Projects In, or Nearing Construction:
 - Projects with more than 50% committed funding and construction start by 2028*; **or**
 - Transit Megaprojects with approved Federal Transit Administration (FTA) Capital Investment Grants (CIG) Full Funding Grant Agreement or FTA Letter of Intent issued for funding in the Expedited Project Delivery (EPD) pilot program
- Level 2 – Projects Emerging from Project Development and Ready for Construction
 - Projects with more than 30% committed funding and construction start by 2035
- Level 3 – Pipeline Projects in Development
 - Projects with less than 30% committed funding

**based on expectation that projects receiving BIL funds in the initial 5-year period would start construction by 2028*

Alternative Level definitions may be established for programmatic categories if the projects or funding sources do not align well with the above criteria. For example, smaller projects may rely on a larger proportion of state or federal discretionary funding and would not be able to achieve the required levels of committed funding before seeking such funds. Additionally, exceptions may be made for megaprojects on a case-by-case basis.

The initial level definitions for the MAP are based on funding and timeline readiness criteria. Projects were evaluated with respect to these definitions, based on Plan Bay

Area 2050 information and information submitted by project sponsors. In the future, new projects may be evaluated on additional risk management and policy reinforcement criteria as those components are developed and adopted into the MAP.

Moving Between MAP Levels

When changes to cost, funding, scope or schedule occur that may warrant a level reassignment, the project sponsor or MTC may initiate a request to review the project's level assignment. A detailed process for initiating, reviewing, and adopting changes to a project's level will be adopted into the MAP at the next update.

Major Project Advancement Policy - List of Projects

This attachment lists and defines the categories of projects in the Major Project Advancement Policy (MAP), lists individual projects based on submittals by project sponsors, and establishes the Level assignments for some projects. Within each category and level, projects are listed in alphabetical order by sponsor and project title (no additional priority ranking within each level). Not all projects need to be in the MAP to be eligible for funding.

Megaprojects		
Project Title	Sponsor	Total Cost (\$millions)
Level 1		
BART Core Capacity Program	BART	\$4,400
Peninsula Corridor Electrification Project	Caltrain	\$2,443
Bart to Silicon Valley Phase II	VTA	\$9,000
Level 1 Megaprojects Contingency	N/A	\$500
Level 2		
Caltrain Downtown Extension	TJPA	\$5,000
Valley Link Rail Project - Initial Operating Segment (Dublin/Pleasanton BART to Mountain House)	Valley Link	\$1,864
Level 2 Megaprojects Contingency	N/A	\$375
Level 3		
BART Station Modernization & Transit-Oriented Development Program	BART	\$1,161
Muni Metro Modernization - Subway Renewal Program	SFMTA	\$1,200
SFMTA Building Progress	SFMTA	\$2,300
Level 3 Megaprojects Contingency	N/A	\$1,900
Megaprojects Total		\$30,143

ZEB Transition		
Project Title	Sponsor	Total Cost (\$millions)
Level 1		
Level 1 ZEB Projects - TBD	Varous	\$1,300
Level 2		
Level 2 ZEB Projects - TBD	Various	\$1,300
Level 3		
SFMTA Zero Emission Fleet and Facility Transition	SFMTA	\$1,080
Level 3 ZEB Projects - TBD	Various	\$1,300
ZEB Transition Total		\$4,980

BRT Program		
Project Title	Sponsor	Total Cost (\$millions)
Level 1		
Level 1 BRT Projects - TBD	Various	\$400
Level 2		
Level 2 BRT Projects - TBD	Various	\$300
Level 3		
San Pablo Ave Project	AC Transit	\$505
Level 3 BRT Projects - TBD	Various	\$300
BRT Program Totals		\$1,505

Transit Service Improvements and Modernization		
Project Title	Sponsor	Total Cost (\$millions)
Level 1		
Muni Metro Modernization - Train Control Upgrade Project	SFMTA	\$558
Eastridge to BART Regional Connector	VTA	\$530
Other Level 1 Transit Improvements	Various	\$250
Level 2		
Irvington BART Station	City of Fremont	\$282
Muni Forward/Five Minute Network	SFMTA	\$650
Other Level 2 Transit Improvements	Various	\$170
Level 3		
AC Transit Division Redevelopment Project	AC Transit	\$360
E 14th St/Mission St/Fremont Blvd Transit Corridor Project	AC Transit	\$840
Local Bus Service Frequency Boost AC Transit Systemwide	AC Transit	\$263
Multimodal Transportation Enhancements AC Transit and WETA Alameda Point	AC Transit	\$521
San Pablo Avenue Multimodal Corridor Improvements	Alameda CTC	\$144
Fleet of the Future Maintenance Facility	BART	\$415
Battery-Equipped Electric Multiple Units (BEMU)	Caltrain	\$206
Capitol Corridor South Bay Connect	Capitol Corridor	\$354
East Bay Dumbarton Corridor Program Combined Form	Multiple	\$598
Kirkland Yard BEB Conversion and Renovation	SFMTA	\$124
Muni Metro Modernization - Muni Core Capacity	SFMTA	\$700
South East San Francisco Transportation Improvements	SFMTA	\$635
ReX Blue Line	TBD	\$380
ReX Green Line	TBD	\$642
ReX Red Line	TBD	\$384
WETA Frequency Boost	WETA	\$341
Other Level 3 Transit Improvements	Various	\$650
Transit Service Improvements and Modernization		\$9,997

Grade Separations Program		
Project Title	Sponsor	Total Cost (\$millions)
Level 1		
Broadway Grade Separation Project	City of Burlingame	\$316
Other Level 1 Grade Separations	Various	TBD
Level 2		
South Linden Avenue - Scott Street Grade Separation Project	City of San Bruno	\$305
Caltrain Grade Separation at Mary Avenue	VTa	\$253
Rengstorff Avenue Caltrain Grade Separation	VTa	\$251
Other Level 2 Grade Separations	Various	TBD
Level 3		
Ravenswood, Oak Grove, Glenwood Caltrain Grade Separation Project	City of Menlo Park	\$335
Redwood City Grade Separations and Transit Center	City of Redwood City	\$938
Downtown San Mateo Grade Separations	City of San Mateo	\$1,000
Caltrain Grade Separation at Sunnyvale Avenue	VTa	\$251
Churchill Avenue Grade Separation	VTa	\$219
Lawrence Expressway Grade Corridor Improvements	VTa	\$455
Meadow Drive & Charleston Road Grade Separation	VTa	\$516
Monterey Corridor Grade Separations	VTa	\$403
Other Level 3 Grade Separations	Various	TBD
Grade Separations Program Total		\$5,241

Express Lanes Program		
Project Title	Sponsor	Total Cost (\$millions)
Level 1		
Level 1 Express Lanes Projects - TBD	Various	\$1,000
Level 2		
Level 2 Express Lanes Projects - TBD	Various	\$1,000
Level 3		
Level 3 Express Lanes Projects - TBD	MTC	\$1,300
Express Lanes Total		\$3,300

Other Roadway/Goods Movement/Bicycle and Pedestrian

Projects listed below have not been assigned MAP Levels and are listed alphabetically. MTC will continue working with project sponsors to develop Level definitions appropriate for these projects and that consider existing adopted regional funding priorities for certain federal and state funding categories.

Project Title	Sponsor	Total Cost (\$millions)
Bay Area Forward Program	MTC	\$774
Bay Skyway: Critical Link in Complete Streets Network	BATA	\$521
East Bay Greenway	Alameda CTC	\$266
I-280/Winchester Interchange Improvements	VTA	\$250
I-580/US-101/SMART Marin Resilience Project	TBD	\$890
I-80 Westbound Truck Scales	STA	\$250
I-80/I-680/SR12 Interchange Improvements	STA	\$498
Northbound US 101 to Eastbound I-580 Direct Connector	TAM	\$208
Oakland Army Base Infrastructure Improvements	City of Oakland/Port of Oakland	\$301
SF Managed Lanes US-101 and I-280	SFCTA	\$207
SR 37 Sears Point to Mare Island Improvement Project/Interim Project	MTC	\$420
SR 37 FLOOD REDUCTION PROJECT - FR. US-101 to ATHERTON AVENUE	TAM	\$318
SR 85 Transit Lane Project	VTA	\$220
US 101 Mabury-Berryessa-Oakland Rd Corridor Project	VTA	\$250
US 101 Managed Lanes North of I-380 Project	SMCTA	\$350
US 101/SR 25 Interchange Improvements	VTA	\$460
US 101/SR 84 Interchange Improvement	City of Redwood City	\$301
US 101/SR 92 Interchange Direct Connector Project	SMCTA	\$169
US-101/Zanker Rd/Skyport Dr/Fourth St Interchange Improvements	VTA	\$261
Yerba Buena Island (YBI) I-80 Interchange Improvements Project	SFCTA	\$272
Roadway Projects Total		\$7,185

Tier 2 Megaprojects - Early Phases Only		
Project Title	Sponsor	Total Cost (\$millions)
AC Transit Division Modernization Project	AC Transit	\$1,830
AC Transit Rapid Bus Network	AC Transit	\$1,766
BART Caldecott Tunnel Seismic Retrofit	BART	\$1,200
BART Electrical Mechanical Rehab Program (BART SGR)	BART	\$6,000
Caltrain Enhanced Growth Project	Caltrain	\$2,840
Group Rapid Transit Service Expansion Redwood City-Newark ("Dumbarton Rail Corridor Project")	SamTrans	\$3,249
Light Rail Service Expansion VTA Stevens Creek Blvd	VTA	\$2,830
Link21 (formerly New SF-Oakland Transbay Rail Crossing)	BART	\$28,800
San Jose Diridon Station	VTA	\$5,000
SR 37 Ultimate Sea Level Rise Adaptation Project	MTC	\$8,370
VTA Light Rail Modernization and Grade Separation (1st St Corridor North San Jose)	VTA	\$2,200
VTA Light Rail Modernization and Grade Separation (Diridon to Japantown Tunnel)	VTA	\$1,500
Tier 2 Megaprojects Subtotal		\$65,585

Major Project Advancement Policy
Proposed Funding Endorsement Table
October, 2022

In \$Billions

Project/Program Title	Sponsor	Cost	Funding Gap	CIG	Other Federal	TIRCP Base	TIRCP Augment 1	TIRCP Augment 2	SB1	Other State	Other Local/Regional	Anticipated	Total Endorsement
Revenue Envelope:		\$		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Level 1 -- Projects In, or Nearing Construction													
Peninsula Corridor Electrification Project	Caltrain	\$ 2.4	\$ 0.4	\$ 0.05	\$ 0.06	\$ -	\$ 0.30	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.4
BART Core Capacity Program	BART	\$ 4.4	\$ 0.7	\$ 0.06	\$ -	\$ -	\$ 0.25	\$ 0.35	\$ -	\$ -	\$ -	\$ -	\$ 0.7
BART to Silicon Valley Phase II	VTA	\$ 9.0	\$ 4.9	\$ 2.1	\$ -	\$ -	\$ 0.45	\$ 0.30	\$ -	\$ -	\$ 2.1	\$ -	\$ 4.9
Level 1 Megaprojects Contingency	N/A	\$ 0.5	\$ 0.4	\$ -	\$ 0.05	\$ -	\$ -	\$ 0.10	\$ -	\$ -	\$ -	\$ 0.3	\$ 0.4
Level 1 ZEB Projects		\$ 1.3	\$ 1.3	\$ -	\$ 1.11	\$ 0.10	\$ 0.10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1.3
Level 1 BRT Projects		\$ 0.4	\$ 0.4	\$ 0.3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.3
Transit Service Improvements and Modernization		\$ 1.3	\$ 0.8	\$ -	\$ 0.31	\$ 0.35	\$ -	\$ -	\$ 0.1	\$ -	\$ -	\$ -	\$ 0.8
Grade Separations		\$ 0.3	\$ 0.1	\$ -	\$ 0.05	\$ -	\$ 0.1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.2
Express Lanes Projects		\$ 1.0	\$ 1.0	\$ -	\$ 0.10	\$ -	\$ -	\$ -	\$ 0.3	\$ -	\$ -	\$ 0.6	\$ 1.0
Other Roadway/ATP Projects Under \$250 M		\$ 0.3	\$ 0.3	\$ -	\$ 0.10	\$ -	\$ -	\$ -	\$ 0.1	\$ 0.1	\$ -	\$ -	\$ 0.3
Level 1 Subtotal		\$ 20.9	\$ 10.1	\$ 2.4	\$ 1.7	\$ 0.5	\$ 1.2	\$ 0.8	\$ 0.4	\$ -	\$ 2.1	\$ 0.8	\$ 9.8
Level 2 -- Projects Ready for Construction													
Revenue Envelope:		\$		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Caltrain Downtown Extension (DTX)*	TJPA	\$ 6.5	\$ 4.2			\$ 0.50	\$ 0.06						\$ -
Valley Link Rail Project - Initial Operating Segment	Valley Link	\$ 1.9	\$ 1.2			\$ 0.30	\$ 0.04						\$ -
Level 2 Megaprojects Contingency	N/A	\$ 0.4	\$ 0.4										\$ -
Level 2 ZEB Projects		\$ 1.3	\$ 1.3			\$ 0.10		\$ 0.05					\$ -
Level 2 BRT Projects		\$ 0.3	\$ 0.3										\$ -
Transit Service Improvements and Modernization		\$ 1.0	\$ 0.7			\$ 0.30							\$ -
Grade Separations		\$ 0.8	\$ 0.7										\$ -
Express Lanes Projects		\$ 1.0	\$ 1.0										\$ -
Goods Movement		\$ 0.6	\$ 0.3										\$ -
Roadway-Other		\$ 0.7	\$ 0.7										\$ -
Level 2 Subtotal		\$ 14.4	\$ 10.7	\$ -	\$ -	\$ 1.2	\$ 0.1	\$ 0.1	\$ -	\$ -	\$ -	\$ -	\$ -

= Likely future endorsement areas

*The DTX project cost increase is attributable to inclusion of construction cost for the trainbox under the Salesforce Center that was completed in 2018.

**Level 3 and Tier 2 MAP Projects
Funding Assignment -- TBD**

Level 3 -- Pipeline Projects in Development	Cost (\$ billions)	Funding Gap
SFMTA Building Progress	\$ 2.3	\$ 2.1
BART Station Modernization & Transit-Oriented Development Program	\$ 1.2	\$ 1.1
Muni Metro Modernization - Subway Renewal Program	\$ 1.2	\$ 1.2
Level 3 Megaprojects Contingency	\$ 1.9	\$ 1.9
Level 3 ZEB Projects	\$ 2.4	\$ 2.4
Level 3 BRT Projects	\$ 0.8	\$ 0.8
Transit Service Improvements and Modernization	\$ 7.6	\$ 7.5
Grade Separations	\$ 4.1	\$ 4.1
Express Lanes Projects	\$ 1.3	\$ 1.3
Goods Movement	\$ 1.7	\$ 1.2
Bike/Ped	\$ 0.8	\$ 0.7
Roadway -- Other	\$ 3.1	\$ 3.0
Level 3 Subtotal	\$ 28.5	\$ 27.4
Tier 2 -- Early Project Development		
VTA Light Rail Modernization and Grade Separation (Diridon to Japantown Tunnel)	\$ 1.5	\$ 1.5
VTA Light Rail Modernization and Grade Separation (1st St Corridor North San Jose)	\$ 2.2	\$ 2.2
AC Transit Rapid Bus Network	\$ 1.8	\$ 1.8
Link21 (formerly New SF-Oakland Transbay Rail Crossing)	\$ 28.8	\$ 28.6
BART Electrical Mechanical Rehab Program (BART SGR)	\$ 6.0	\$ 5.3
Group Rapid Transit Service Expansion Redwood City-Newark ("Dumbarton Rail Corridor Project")	\$ 3.2	\$ 3.2
Caltrain Enhanced Growth Project	\$ 2.8	\$ 2.8
AC Transit Division Modernization Project	\$ 1.8	\$ 1.8
BART Caldecott Tunnel Seismic Retrofit	\$ 1.2	\$ 1.2
San Jose Diridon Station	\$ 5.0	\$ 4.9
Light Rail Service Expansion VTA Stevens Creek Blvd	\$ 2.8	\$ 2.8
SR 37 Ultimate Sea Level Rise Adaptation Project	\$ 8.4	\$ 8.4
Tier 2 Subtotal	\$ 65.6	\$ 64.5
Grand Total	\$ 94.0	\$ 92.0

MAP Terms and Conditions

E-1: Funding

a. Financial Forecasts and Specific Conditions by Funding Source

Federal and state-managed funding sources are subject to the guidelines and requirements of the funding agency. MTC's role is detailed in the table below.

Funding Source	Basis for Financial Forecast	MTC Role and Conditions
Federal		
CIG-New Starts/Core Capacity/Expedited Project Delivery	Assumes 10% bay area share plus additional funds from assumed FY23 appropriation and non-Bay Area contribution for megaregion projects	<p>FTA discretionary grant program</p> <p>MTC has identified priorities through the adopted BIL Strategy. Future priorities will be identified through future MAP updates.</p> <p>MTC will endorse applications based on the adopted BIL framework and MAP.</p>
CIG -Small Starts	10% Bay Area share of Small Starts program	<p>FTA discretionary grant program</p> <p>MTC may identify priority Small Starts projects through future MAP updates.</p> <p>MTC will consider endorsing applications for MAP Level 1 and Level 2 projects.</p>
Intercity Passenger Rail	Assumes 50% of program will be directed to High-Speed Rail expenditures. Bay Area share of remaining 50% is approximately 13% and is sized to estimates of endorsed project competitiveness	<p>FRA Discretionary Grant Program</p> <p>MTC has identified priorities through the adopted BIL Strategy. Future priorities will be identified through future MAP updates.</p>

Funding Source	Basis for Financial Forecast	MTC Role and Conditions
		MTC will endorse applications based on the adopted BIL framework and MAP.
Consolidated Rail Infrastructure and Safety Improvements (CRISI)	Approximately 6% of total program due to Bay Area positive train control needs	<p>FRA Discretionary Grant Program</p> <p>MTC's adopted BIL framework prioritizes grade separations and high-performing goods movement projects for these funds, and identifies specific priority grade separation projects.</p> <p>Additional prioritization of grade separation projects will be handled by future updates of the MAP or other regional processes.</p>
Railroad Crossing Elimination Program	Assumes 50% of program will be directed to freight only expenditures. Bay Area share of remaining 50% is based on proportion of Amtrak ridership.	<p>FRA Discretionary Grant Program</p> <p>MTC's adopted BIL framework prioritizes grade separations and high-performing goods movement projects for these funds, and identifies specific priority grade separation projects.</p> <p>Additional prioritization of grade separation projects will be handled by future updates of the MAP or other regional processes.</p>
MEGA (National Infrastructure Project Assistance) – Large and Small	Forecast assumes Bay Area will be competitive for two high-cost projects of approximately \$100M each	<p>USDOT Discretionary Grant Program</p> <p>MTC has identified priorities through the adopted BIL Strategy. Future priorities will be identified through future MAP updates.</p> <p>MTC will endorse applications based on the adopted BIL framework and MAP.</p>
Bridge Investment Program		FHWA Discretionary Grant Program

Funding Source	Basis for Financial Forecast	MTC Role and Conditions
		<p>MTC has identified priorities through the adopted BIL Strategy. Future priorities will be identified through future MAP updates.</p> <p>MTC will endorse applications based on the adopted BIL framework and MAP.</p>
INFRA	Forecast assumes Bay Area will be competitive for three high-cost projects of approximately \$100M each	<p>USDOT Discretionary Grant Program</p> <p>MTC has identified priorities through the adopted BIL Strategy. Future priorities will be identified through future MAP updates.</p> <p>MTC will endorse applications based on the adopted BIL framework and MAP.</p>
Rural Surface Transportation Program	Bay Area share of TIGER grants from 2009-2015 (2.51%).	<p>USDOT Discretionary Grant Program</p> <p>MTC has identified priorities through the adopted BIL Strategy. Future priorities will be identified through future MAP updates.</p> <p>MTC will endorse applications based on the adopted BIL framework and MAP.</p>
Protect (Surface Transportation Resilience)	Bay Area share estimated at 10% due to region's competitiveness in local match availability and planning emphasis	<p>FHWA Discretionary Grant Program</p> <p>MTC has identified priorities through the adopted BIL Strategy. Future priorities will be identified through future MAP updates.</p> <p>MTC will endorse applications based on the adopted BIL framework and MAP.</p>
Low- and Zero-Emission Bus Program	Midpoint of Bay Area share of 5307 and 5337 (~5%)	FTA Discretionary Grant Program

Funding Source	Basis for Financial Forecast	MTC Role and Conditions
		Future priorities and endorsements to be determined by the regional zero-emission transition strategy (in progress as of Sept 2022)
Bus and Bus Facilities Discretionary	Midpoint of Bay Area share of 5307 and 5337 (~5%)	FTA Discretionary Grant Program Future priorities and endorsements to be determined by the regional zero-emission transition strategy (in progress as of Sept 2022)
Transit Capital Priorities	Assumes 1/3 of total FTA formula funds available for MAP expenditures, including an increase in FY21 funding levels due to BIL	Federal formula funds and other regional revenues programmed by MTC MTC programs TCP revenues for transit capital maintenance and rehabilitation. TCP is programmed by MTC in coordination with the Transit Finance Working Group, and each programming cycle may include multiple years of funding.
State		
TIRCP	Augmentation 1: \$1 billion for previous TIRCP grantees plus \$200 million for other projects including \$100 million from the Project Development Reserve. Assumes Bay Area share is 80% of the \$1.5 billion total funding for non-Southern California regions, plus 30% of the statewide set-aside for Grade Separations. Augmentation 2: Assumes Bay Area population share of ~20% of \$4B over a two-year period. TIRCP Baseline: 30% Bay Area share of \$2.9B/year Cap and Trade auction proceeds plus	CalSTA discretionary grant program MTC identifies regional priorities for TIRCP through the TIRCP Framework (found within the regional Cap and Trade framework, MTC Resolution No 4130, Revised) MTC endorses projects based on the adopted TIRCP framework.. Endorsement amounts will be specific to Augmentation and baseline funding rounds.

Funding Source	Basis for Financial Forecast	MTC Role and Conditions
	SB1 revenue. Assumes no sunset to Cap and Trade proceeds.	
SB1 SCCP	30% Bay Area share of forecast consistent with Plan Bay Area 2050	<p>CTC discretionary grant program</p> <p>MTC and Caltrans are responsible for nominating Bay Area projects for the program. MTC staff works in partnership with the Bay Area County Transportation Agencies (BACTAs), transit operators, Caltrans, and the applicable state agencies to develop nomination prioritization principles and project nominations (MTC Resolution No. 4533).</p>
SB1 TCEP	20% Bay Area share of forecast consistent with Plan Bay Area 2050	<p>CTC discretionary grant program</p> <p>MTC is responsible for compiling Bay Area project nominations (MTC Resolution No. 4534) and confirming consistency with MTC's adopted Regional Transportation Plan/Sustainable Communities Strategy.</p>
State Bridge Formula	20% Bay Area share of forecast consistent with Plan Bay Area 2050	Distributed via a statewide process.
Active Transportation Program	Forecast is consistent with Plan Bay Area 2050. Includes both state and regional sub-programs. Assumes %15 Bay Area share of state sub-program	<p>State funded discretionary grant program; some funds distributed to MTC via regional formula.</p> <p>MTC administers the region's share of the State's Active Transportation Program (ATP) by establishing guidelines (MTC Resolution No. 4487) and a competitive selection process every two years.</p>
Regional/Local		

Funding Source	Basis for Financial Forecast	MTC Role and Conditions
Regional Measure 3	Assumes availability of RM3 funds for allocation during the MAP time period.	<p>Regional voter-approved measure. MTC does not anticipate approving any allocations of RM3 funds until and unless the ongoing legal challenge has reached a final, non-appealable resolution in favor of RM3.</p> <p>The investment plan including amounts for each project are identified in statute. Some programmatic categories will be programmed by MTC and/or listed project sponsors through a regional process.</p>

b. Operating Funding

Projects in the MAP assigned regional discretionary funds or endorsed for state or federal discretionary funds will be responsible for fully funding operations of the project. Assignment of capital funds by MTC in the MAP does not represent a commitment to fund operating costs for any project.

In addition to funding the capital projects in the MAP, transit operators with expansion projects in the MAP are expected to sustain levels of core services to Equity Priority Communities. Should the transit operator's financial stability deteriorate, or the expansion project in question experience significant cost increases, these financial capacity determinations will be considered a reevaluation of the project's MAP Level and funding assignments.

c. Cost Increases

Commitment of regional discretionary funds are capped at the amounts shown in Attachment D in year of expenditure dollars, unless they are increased via a Commission-approved update to the MAP. In general, project sponsors are responsible for funding any cost increases (including financing costs) above the estimates shown in in Attachment D

Date: October 26, 2022

Referred by: PAC

Attachment E

Resolution No. 4537

Page **7** of **9**

from other sources. If a cost increase results in a funding shortfall, the project may be reevaluated against the Level criteria and funding, risk management, and policy reinforcement conditions before MTC will consider assigning additional regional discretionary funds.

Date: October 26, 2022

Referred by: PAC

Attachment E

Resolution No. 4537

Page **8** of **9**

E-2 Policy Reinforcements

To Be Developed and Amended into the MAP by MTC Commission Action

Date: October 26, 2022

Referred by: PAC

Attachment E

Resolution No. 4537

Page 9 of 9

E-3 Risk Management

To Be Developed and Amended into the MAP by MTC Commission Action

Date: December 18, 2013
W.I.: 1515
Referred by: PAC
Revised: 04/27/16-C 11/20/19-C
02/23/22-C 10/26/22-C

ABSTRACT

Resolution No. 4130, Revised

This resolution establishes the Cap and Trade Funding Framework and Process Development Guidelines.

This resolution includes the following attachments:

A – Cap and Trade Funding Framework

B – Guideline Development Process

This resolution was revised on April 27, 2016 to update the Cap and Trade Funding Framework.

This resolution was revised on November 20, 2019 to update the Transit and Intercity Rail Capital Program sections of the Cap and Trade Funding Framework.

This resolution was revised on February 23, 2022 to update the Transit and Intercity Rail Capital Program sections of the Cap and Trade Funding Framework.

This resolution was revised on October 26, 2022 to update the Transit and Intercity Rail Capital Program sections of the Cap and Trade Funding Framework.

Further discussion of these actions is contained in the Programming and Allocations Summary Sheets dated November 13, 2013, December 11, 2013, April 13, 2016, November 13, 2019, February 9, 2022, and October 12, 2022, and the Commission handouts of December 18, 2013.

Date: December 18, 2013
W.I.: 1515
Referred by: PAC

RE: Cap and Trade Funding Framework and Process Development Guidelines

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4130

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, the Plan directs a significant portion of the revenue generated from Cap and Trade funding be dedicated to unmet transit needs as a robust and efficient public transit network is critical for the Plan's compact land use strategy focused around existing and planned transit nodes; now therefore be it

RESOLVED, that the Cap and Trade Funding Framework is a comprehensive strategy for reducing greenhouse gas emissions as outlined in Attachment A, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that Attachment B sets forth the Project Selection Process Development Guidelines for all funding categories with the exception of the Transit Core Capacity Challenge Grant Program; and be it further

RESOLVED, that the Transit Core Capacity Challenge Grant Program is detailed in Resolution No. 4123; and be it further

RESOLVED, that the funding framework established in Attachment A is subject to state statute and regulations governing the availability and use of the Cap and Trade Funding.

METROPOLITAN TRANSPORTATION COMMISSION


A blue ink handwritten signature, 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 December 18, 2013

Date: December 18, 2013
W.I.: 1515
Referred by: PAC
Revised: 04/27/16-C 11/20/19-C
02/23/22-C 10/26/22-C

Attachment A
Resolution No. 4130
Page 1 of 4

Attachment A

Bay Area Cap and Trade Funding Framework

Cap and Trade Reserve Investment Principles

1. Cap and Trade Funds must have a strong nexus to Greenhouse Gas (GHG) reduction
2. Distribution of the available funds will serve to strategically advance the implementation of Plan Bay Area and related regional policies
3. Investment Categories and related Policy Initiatives will be structured to provide co-benefits and opportunities to leverage investments across categories and from multiple sources (public and private).
4. All Investment Categories should include funding that benefits disadvantaged communities in accordance with program guidelines from the applicable state agencies.

Cap and Trade Reserve Funding Categories

The following chart summarizes the framework including amounts from each category, with additional details following.

Funding Category	Amount (\$ millions)
1. Transit Core Capacity Challenge Grants Program/ TIRCP	3,000
2. Transit Operating and Efficiency Program/ LCTOP	1,136
3. One Bay Area Grants/ AHSC	5,000
4. High Speed Rail	TBD
5. Climate Initiatives	TBD
6. Goods Movement	TBD
TOTAL	TBD

1. Transit and Intercity Rail Capital Program/ Transit Core Capacity Challenge Grants Program

To support implementation of Plan Bay Area 2050, MTC developed the Major Project Advancement Policy (MAP), aimed at delivering the next round of major transportation projects. Through the MAP, MTC has prioritized and sequenced regionally-significant projects for federal, state, and regional discretionary funding, including endorsing projects for projected regional shares of the Transit and Intercity Rail Capital Program (TIRCP) base and augmentation funds. The MAP is expected to be updated frequently to reflect actual awards, changes to discretionary funding availability and eligibility, and changes to or advancement of projects.

The TIRCP framework is revised to reflect the funding forecast and endorsements in the MAP. Through October 2022, \$1.9 billion of the original \$3 billion TIRCP framework, developed in 2013 based on the previous Plan Bay Area, has been awarded. The remaining \$1.1 billion unfunded commitment is proposed to be carried over into the revised TIRCP framework, which will reset the funding window to start in 2022 and extend through the life of Plan Bay Area 2050. The original framework showing this remainder is included in Attachment A-1 after the revised framework.

The revised TIRCP Framework will::

- Invest a total of \$4.6 billion in projected TIRCP funds, over the life of Plan Bay Area 2050. This includes
 - \$2.5 billion in base TIRCP funds expected to be distributed through regular competitive rounds, estimated based on the expected Bay Area share of Cap and Trade and SB1 revenues and assuming Cap and Trade revenues are renewed and do not sunset
 - \$1.3 billion in Augmentation 1 funds identified in the state FY 2022-23 budget and expected to be distributed in winter 2022-23
 - \$0.8 billion in Augmentation 2 funds identified in the state FY 2022-23 budget but for which funding is not yet guaranteed, expected to be distributed in the following years
- Maintain the commitments previously adopted by MTC through the TIRCP framework, including implementation of the Transit Core Capacity Challenge Grant Program:
 - Accelerate fleet replacement and other state of good repair projects from Plan Bay Area, including “greening” the fleet and other strategic capital enhancements
 - Focus on BART, SFMTA, AC Transit, VTA, and Caltrain – transit operators that carry 91% of region’s passengers, account for approximately 88% of the plan’s estimated transit capital shortfall, and serve PDAs that are expected to accommodate the lion’s share of the region’s housing and employment growth
 - Achieve roughly \$7 billion in total state of good repair investment by leveraging other regional discretionary funds and requiring a minimum approximate 30% local match from the three operators
 - Requires that participating operators meet the Transit Sustainability Project’s performance objectives outlined in MTC Resolution No. 4060
- Add additional TIRCP funding for existing TIRCP framework projects with additional funding need, as adopted in the MAP
- Add new regional priority projects identified in the MAP, including:
 - Caltrain Downtown Rail Extension
 - Valley Link
- Support Grade Separation and Zero-Emission Transition projects as a major regional need and priority: MTC will consider endorsing Grade Separation projects seeking Augment 1 TIRCP funding based on the Grade Separation Projects listed in the adopted MTC Bay Area regional priority Projects List - Bipartisan Infrastructure Law

Endorsement Lists and multi-operator coordinated Zero-Emission Transition projects. MTC endorsements for projects in these categories may exceed the \$25M cap described below.

- Support other small transit expansion projects not named in the MAP: MTC will consider endorsing requests up to \$25 million for projects not explicitly in the framework, conditioned on consistency with the region's long range plan and the MAP.
- See Attachment A-1 for full TIRCP framework

2. Low Carbon Transit Operations Program

Plan Bay Area fully funds existing transit service levels at nearly \$115 billion over the three decade period, with an assumption that the largest transit operators achieve near-term performance improvements. However, the plan also identifies the importance of a more robust and expanded public transit network, anchored by expanded local service, as a key ingredient for success of Plan Bay Area's growth strategy. In particular, the plan falls short of the funding necessary to meet the performance target of growth in the non-auto mode share to 26 percent of all trips.

Proposal:

- Invest \$302 million in Low Carbon Transit Operations Program (LCTOP) population-based funds over the life of Plan Bay Area as follows:
 - \$102 million to North Counties / Small Operators, distributed in same manner as State Transit Assistance population-based Northern Counties/Small Operators category as defined in MTC Resolution No. 3837
 - \$100 million to Clipper and fare policy investments
 - \$100 million to investments in key transit corridors, similar to the Transit Performance Initiative program, with AC Transit, SFMTA, and VTA receiving at minimum the following percentages based on ridership (50%) and service area population (50%):
 - AC Transit: 16%
 - SFMTA: 28%
 - VTA: 17%
 - These percentages would be achieved over a five year period, provided that the three operators have eligible, ready to go projects during a five year cycle.
 - The remaining 39% would be available to any operator with suitable projects, including AC Transit, SFMTA, and VTA.
 - All projects would be selected through a regional process.
- Full LCTOP framework is shown in Attachment A-2.

3. One Bay Area Grants/ Affordable Housing and Sustainable Communities Program

Plan Bay Area invests over \$14 billion in transportation improvements concentrated near high quality transit and higher density housing – through the One Bay Area grant program – focusing on complete streets, bicycle and pedestrian facilities, and streetscape improvements. The Plan

identifies a remaining need of \$20 billion over the next three decades to achieve a PCI score of 75, the Plan's adopted performance target for pavement; of this, roughly 45% is for non-pavement infrastructure, critical for complete streets that would serve alternative modes and transit-oriented development that is a key part of Plan Bay Area's growth strategy. Further, the provision of housing for low and moderate income households in areas that provide access to jobs was identified in Plan Bay Area as critical to sustaining the region's economic growth and attaining the Plan's GHG and Housing Targets.

Proposal:

- Target award of 40% of statewide Affordable Housing and Sustainable Communities program funding for projects in the Bay Area, equaling \$5 billion over the life of Plan Bay Area.

4. High Speed Rail

Plan Bay Area includes several projects related to the California High Speed Rail project, including the electrification of Caltrain, and extension into downtown San Francisco. Twenty-five percent of Cap and Trade revenues are continuously appropriated to the California High Speed Rail Authority for planning and capital costs of the high speed rail project.

Proposal:

- Advocate for High Speed Rail investment in Bay Area elements of the system, including the Caltrain corridor and Transbay Transit Center / Caltrain Downtown Extension.

5. Climate Initiatives

The Climate Initiatives Program is a multi-agency program focused on investments in technology advancements and incentives for travel options that help the Bay Area meet the GHG emission reduction targets related to SB375.

Proposal:

- Advocate for Cap and Trade funding program out of the 40% of uncommitted revenues from which Climate Initiatives projects could be funded.

6. Goods Movement

Goods movement investments fall into two categories: (1) projects focused on improving the efficiency of the movement of goods within and through the region, and (2) mitigation projects that reduce the associated environmental impacts on local communities. MTC recently adopted a regional goods movement plan that should form the basis for advocacy and project development.

Proposal:

- Advocate for Cap and Trade funding program out of the 40% of uncommitted revenues from which goods movement projects could be funded.

Date: December 18, 2013
W.I.: 1515
Referred by: PAC
Revised: 04/27/16-C

Attachment B
Resolution No. 4130
Page 1 of 2

Attachment B

Cap and Trade Guideline Development Process

Following adoption of the Cap and Trade Funding Framework, and in conjunction with the timing for the applicable state program, staff will convene stakeholders to develop the project selection process and criteria for individual categories, summarized below:

- TIRCP/ Core Capacity Challenge Grant program*
- Transit Operating and Efficiency Program/ LCTOP
- One Bay Area Grants/ AHSC
- High Speed Rail
- Climate Initiatives (if available)
- Goods Movement (if available)

The Transit Core Capacity Challenge Grant Program would also follow the process and project selection included in MTC Resolution No. 4123.

Stakeholder Involvement: Staff will provide information and develop processes with the Regional Advisory Working Group (RAWG), the Partnership Board and working groups, and the Policy Advisory Council (or their working groups), as appropriate. In addition, certain subject matter experts or stakeholders may be added to the standing working groups to provide information for specific categories of funding.

Development of Program Guidelines: Where MTC has discretion within the state programs, the development of project selection process and criteria is proposed to occur in conjunction with state program timelines, and will generally:

- Review studies/efforts completed to-date
- Develop draft guidelines
- Release the draft guidelines for stakeholder review
- Conduct project selection process
- Seek Commission approval for projects/program

Process Steps	Work Plan and Timeframe																				
Review Studies and Efforts Completed To-Date	<p>Staff will consider and review with stakeholders recent efforts completed for each of the Cap and Trade categories. Possible studies by category include:</p> <table><tr><td><i>Transit Operating and Efficiency/ LCTOP</i></td><td><i>OneBayArea Grants/ AHSC</i></td><td><i>Climate Initiatives</i></td><td><i>Goods Movement</i></td></tr><tr><td>1) Transit Sustainability Project</td><td>1) Plan Bay Area</td><td>1) Plan Bay Area</td><td>1) Plan Bay Area</td></tr><tr><td>2) Short Range Transit Plans or similar plans</td><td>2) Cycle 1 Evaluation</td><td>2) Innovative Grants Evaluation</td><td>2) Regional Goods Movement Plan and update</td></tr><tr><td></td><td></td><td>3) Air District Plans and programs</td><td>3) California Freight Mobility Plan</td></tr><tr><td></td><td></td><td>4) CARB programs</td><td></td></tr></table>	<i>Transit Operating and Efficiency/ LCTOP</i>	<i>OneBayArea Grants/ AHSC</i>	<i>Climate Initiatives</i>	<i>Goods Movement</i>	1) Transit Sustainability Project	1) Plan Bay Area	1) Plan Bay Area	1) Plan Bay Area	2) Short Range Transit Plans or similar plans	2) Cycle 1 Evaluation	2) Innovative Grants Evaluation	2) Regional Goods Movement Plan and update			3) Air District Plans and programs	3) California Freight Mobility Plan			4) CARB programs	
<i>Transit Operating and Efficiency/ LCTOP</i>	<i>OneBayArea Grants/ AHSC</i>	<i>Climate Initiatives</i>	<i>Goods Movement</i>																		
1) Transit Sustainability Project	1) Plan Bay Area	1) Plan Bay Area	1) Plan Bay Area																		
2) Short Range Transit Plans or similar plans	2) Cycle 1 Evaluation	2) Innovative Grants Evaluation	2) Regional Goods Movement Plan and update																		
		3) Air District Plans and programs	3) California Freight Mobility Plan																		
		4) CARB programs																			
Develop the Guidelines	<p>The guidelines should consider the information gathered in the process steps above as well as state program guidelines and include the following:</p> <ul style="list-style-type: none">1) Eligible project types2) Individual project review and scoring3) Funding amount and timing4) Consistency with other initiatives5) Potential leverage opportunities/local match requirements6) Other requirements specified for funding eligibility (state requirements)																				
Release the Draft Guidelines for Stakeholder Review	<p>Stakeholders would have an opportunity to review the draft guidelines and provide additional comments. Staff would review comments and finalize the guidelines accordingly.</p>																				
Conduct Project Selection	<ul style="list-style-type: none">• Conduct call for projects/information solicitation in accordance with MTC guidelines or state program guidelines• Seek Commission approval of projects/programs, or of an endorsement strategy• Submit information as required to applicable state agency																				

Attachment A-1

Transit and Intercity Rail Capital (TIRCP) Framework (all values in \$ millions)

Revised TIRCP Framework

Agency	Project/Category	Base TIRCP	Augment 1	Augment 2	Total
BART	Transbay Corridor Core Capacity and Facilities		250	350	600
SFMTA	<i>Fleet Expansion and ZEB Transition</i>	368			368
	<i>Facilities</i>	67			67
	<i>Core Capacity Study Projects/ BRT</i>	79.3			79
	SFMTA Total	514			514
AC Transit	<i>Fleet Expansion and ZEB Transition</i>	76			76
	<i>Facilities</i>	50			50
	<i>Major Corridors</i>	200			200
	AC Transit Total	326			326
VT	BART to Silicon Valley Phase II		450	300	750
Caltrain	Peninsula Corridor Electrification Project		300		300
TJPA	Downtown Rail Extension*	500	60		560
TVSJVRRRA	Valley Link*	300	40		340
Multiple Operators	Grade Separations**; Zero-Emission Transition Projects**; TBD Transit Modernization and Expansion Projects***; Regional Contingency	860	200	150	1,210
Region Total		2500	1300	800	4,600

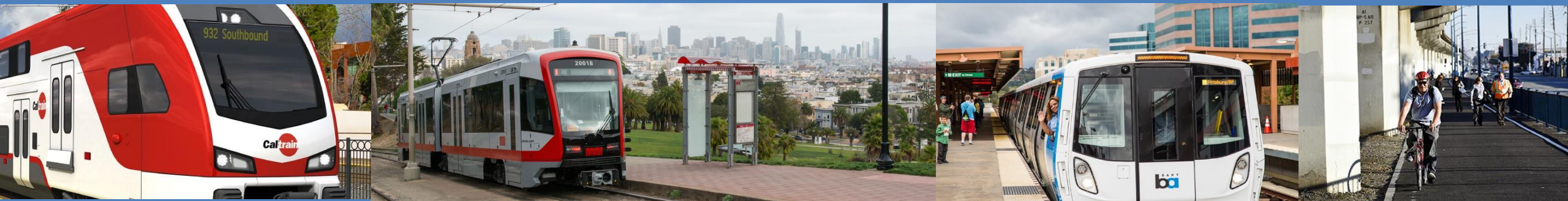
*The Downtown Rail Extension and Valley Link projects are Level 2 projects in the Major Projects Advancement Policy. MTC supports TIRCP awards in the amounts listed over the lifetime of these projects, but advocates for \$50 million for each project to be awarded immediately for project development.

**MTC will consider endorsing Grade Separation projects seeking Augment 1 TIRCP funding based on the Grade Separation projects listed in the adopted MTC Bay Area regional priority Projects List - Bipartisan Infrastructure Law Endorsement Lists and multi-operator coordinated Zero-Emission Transition projects.

***MTC will consider endorsing requests up to \$25 million for other projects that are not explicitly in the framework if they are consistent with the region's long range plan.

Original TIRCP Framework - Superseded October 2022

Agency	Project/Category	TIRCP Framework Amount	Total Awarded Rounds 1 - 5	Balance October 2022
BART	Train Control	250	174	
	Hayward Maintenance Center	50		
	Fleet Expansion	200	252	
	BART Total	500	426	74
SFMTA	Fleet Expansion and ZEB Transition	481	113	
	Facilities	67		
	Core Capacity Study Projects/ BRT	237	157.7	
	SFMTA Total	785	271	514
AC Transit	Fleet Expansion and ZEB Transition	90	14	
	Facilities	50		
	Major Corridors	200		
	AC Transit Total	340	14	326
VTA	BART to Silicon Valley Phase II	750	750	0
Caltrain	Electrification	100	20	
	EMUs	125	165	
	Caltrain Total	225	185	40
Multiple Operators	TBD Expansion Projects on High Ridership Bus, Rail and Ferry Corridors and ZEB Transition Projects	400	206	194
Region Total		\$3,000	\$1,852	\$1,148



Major Project Advancement Policy and Transit and Intercity Rail Capital Program Framework

Programming and Allocations Committee
Item 3a, Attachment A
October 12, 2022

MAP Overview

- The MAP is intended to support implementation of Plan Bay Area 2050 and is aimed at delivering the Bay Area's major transportation projects
- For large, regionally significant projects in Plan Bay Area 2050, the MAP will seek to achieve regional consensus on project sequencing and coordination on federal, state, and regional discretionary funding requests
- Preserve funding opportunities for smaller, high performing projects and for projects that fall within programmatic categories, the advancement of which are Plan Bay Area 2050 priorities
- Develop MTC's role in risk management and ensuring consistency with regional policies in coordination with existing FTA and project sponsor risk management programs

MAP Timing

- October 2022 – Initial adoption of funding endorsements and update to MTC TIRCP Framework in advance of TIRCP Fall 2022 Augmentation Call for Projects
- Beginning Fall 2022: Ongoing refinement of programmatic categories and incorporating results of parallel planning and prioritization efforts into the MAP
- Fall 2022 – Spring 2023: TIRCP Augmentation 1 call for projects expected Nov. 15th with applications due in winter and award announcements early 2023
- Winter 2022-23 – Adoption of Policy Reinforcements and Risk Management Principles – potentially as part of a stage gate process; Endorsement Table refresh following first round of BIL and TIRCP Augmentation grant awards
- Annual Updates – Refine and update Endorsement Table as federal and state funding rounds award grants, as new funding rounds become available, and to maintain alignment with long range plan projects and priorities
- Adjustments may be required to balance funding plans based on federal or state awards or changes to the funding landscape

MAP Funding Priorities

- Deliver Megaprojects including:
 - Level 1: Caltrain Electrification, BART Core Capacity, BART to Silicon Valley II
 - Level 2: Caltrain Downtown Extension, Valley Link Rail Project IOS
- Deliver high performing, low-cost smaller projects to improve local and regional transit networks and multi-modal facilities
- Transition the transit fleet to Zero Emission consistent with state policies and mandates

MAP Level Definitions

Projects placement in MAP levels based on Readiness and Funding Commitments

- Plan Bay Area 2050 Tier 1
 - Level 1 – Projects In, or Nearing, Construction
 - More than 50% committed funding and construction start by 2028*; **or**
 - Transit Megaproject with approved FTA Capital Investment Grants (CIG) Full Funding Grant Agreement or FTA Letter of Intent issued for funding in the Expedited Project Delivery (EPD) pilot program
 - Level 2 – Projects Emerging from Project Development and Ready for Construction
 - More than 30% committed funding and construction start by 2035
 - Level 3 – Pipeline Projects in Development
 - Less than 30% committed funding
- Optional Tier 2/Level 4/Future Projects Level: Tier 2 PBA 2050 project competing for Project Development funding only

**based on expectation that projects receiving BIL funds in the initial 5-year period would start construction by 2028*

TIRCP Framework Update

- In October 2022, MTC staff will recommend updating the TIRCP Framework (MTC Resolution No. 4130, Revised) to include the funding recommendations in the MAP endorsement matrix
- TIRCP funding forecast is aspirational and assumes Cap and Trade legislation does not sunset in 2030
- TIRCP funding targets in the MAP and recommended TIRCP framework update includes:
 - **TIRCP Augment 1 (\$1.3B):** Identified in the FY2022-23 State budget – call for projects expected Nov. 15th with applications due in winter
 - **TIRCP Augment 2 (\$0.8B):** Identified in the FY2022-23 State budget but for which funding is not yet guaranteed, expected to be distributed over the next few years and requires further state approval
 - **TIRCP Baseline (\$2.5B):** ongoing 2-year TIRCP funding cycles – baseline through 2040

Proposed MAP Funding Endorsement Table (\$ Billions)

In \$Billions

Project/Program Title	Sponsor	Cost	Funding Gap	CIG	Other Federal	TIRCP Base	TIRCP Augment 1	TIRCP Augment 2	SB1	Other State	Local/Regional	Anticipated	Total Endorsement
Revenue Envelope:				\$ 5.8	\$ 8.8	\$ 2.5	\$ 1.30	\$ 0.8	\$ 2.3	\$ 2.1	\$ 3.8	\$ 10.6	\$ 38.1
Level 1 -- Projects In, or Nearing Construction													
Peninsula Corridor Electrification Project	Caltrain	\$ 2.4	\$ 0.4	\$ 0.05	\$ 0.06	\$ -	\$ 0.30	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.4
BART Core Capacity Program	BART	\$ 4.4	\$ 0.7	\$ 0.06	\$ -	\$ -	\$ 0.25	\$ 0.35	\$ -	\$ -	\$ -	\$ -	\$ 0.7
BART to Silicon Valley Phase II	VTA	\$ 9.0	\$ 4.9	\$ 2.1	\$ -	\$ -	\$ 0.45	\$ 0.30	\$ -	\$ -	\$ 2.1	\$ -	\$ 4.9
Level 1 Megaprojects Contingency	N/A	\$ 0.5	\$ 0.4	\$ -	\$ 0.05	\$ -	\$ -	\$ 0.10	\$ -	\$ -	\$ -	\$ 0.3	\$ 0.4
Level 1 ZEB Projects		\$ 1.3	\$ 1.3	\$ -	\$ 1.11	\$ 0.10	\$ 0.10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1.3
Level 1 BRT Projects		\$ 0.4	\$ 0.4	\$ 0.3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.3
Transit Service Improvements and Modernization		\$ 1.3	\$ 0.8	\$ -	\$ 0.31	\$ 0.35	\$ -	\$ -	\$ 0.1	\$ -	\$ -	\$ -	\$ 0.8
Grade Separations		\$ 0.3	\$ 0.1	\$ -	\$ 0.05	\$ -	\$ 0.1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.2
Express Lanes Projects		\$ 1.0	\$ 1.0	\$ -	\$ 0.10	\$ -	\$ -	\$ -	\$ 0.3	\$ -	\$ -	\$ 0.6	\$ 1.0
Other Roadway/ATP Projects Under \$250 M		\$ 0.3	\$ 0.3	\$ -	\$ 0.10	\$ -	\$ -	\$ -	\$ 0.1	\$ 0.1	\$ -	\$ -	\$ 0.3
Level 1 Subtotal		\$ 20.9	\$ 10.1	\$ 2.4	\$ 1.7	\$ 0.5	\$ 1.2	\$ 0.8	\$ 0.4	\$ -	\$ 2.1	\$ 0.8	\$ 9.8
Level 2 -- Projects Ready for Construction													
Revenue Envelope:				\$ 3.4	\$ 7.1	\$ 2.0	\$ 0.1	\$ 0.1	\$ 1.9	\$ 2.1	\$ 1.7	\$ 9.8	\$ 28.3
Caltrain Downtown Extension (DTX)*	TJPA	\$ 6.5	\$ 4.2			\$ 0.50	\$ 0.06						\$ -
Valley Link Rail Project - Initial Operating Segment	Valley Link	\$ 1.9	\$ 1.2			\$ 0.30	\$ 0.04						\$ -
Level 2 Megaprojects Contingency	N/A	\$ 0.4	\$ 0.4										\$ -
Level 2 ZEB Projects		\$ 1.3	\$ 1.3			\$ 0.10		\$ 0.05					\$ -
Level 2 BRT Projects		\$ 0.3	\$ 0.3										\$ -
Transit Service Improvements and Modernization		\$ 1.0	\$ 0.7			\$ 0.30							\$ -
Grade Separations		\$ 0.8	\$ 0.7										\$ -
Express Lanes Projects		\$ 1.0	\$ 1.0										\$ -
Goods Movement		\$ 0.6	\$ 0.3										\$ -
Roadway-Other		\$ 0.7	\$ 0.7										\$ -
Level 2 Subtotal		\$ 14.4	\$ 10.7	\$ -	\$ -	\$ 1.2	\$ 0.1	\$ 0.1	\$ -	\$ -	\$ -	\$ -	\$ -
= Likely future endorsement areas													

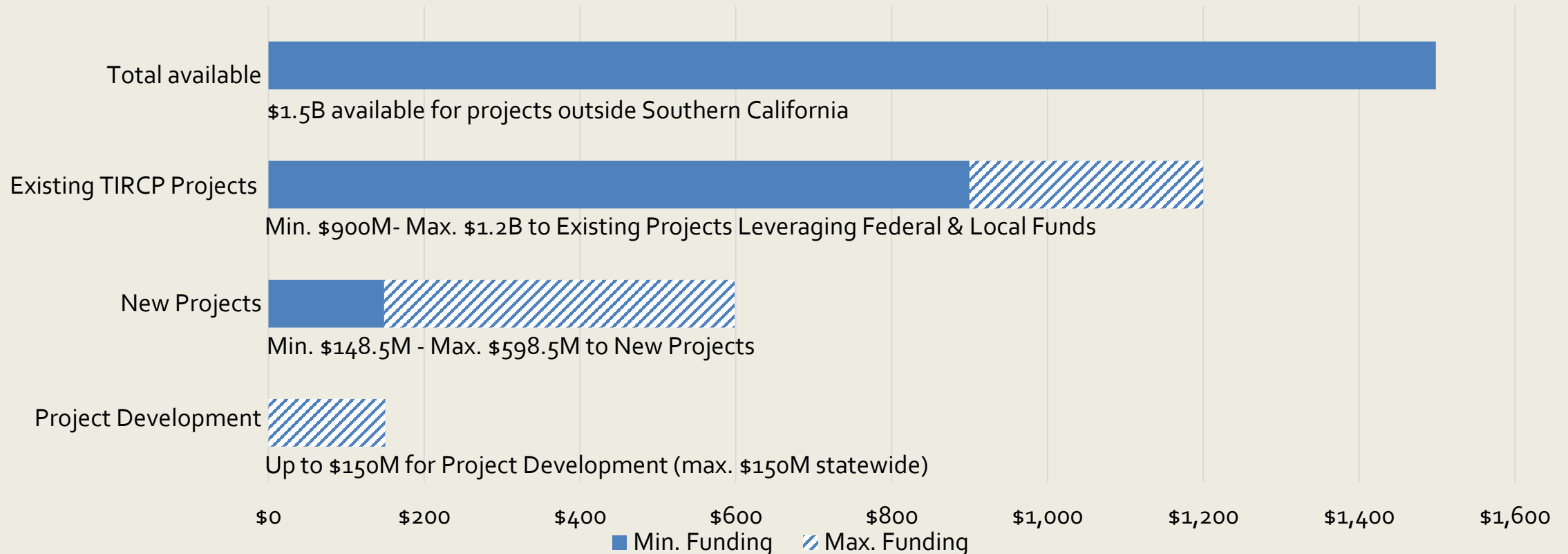
Proposed TIRCP Framework

Agency	Project/Category	TIRCP Framework Amount – Remaining Need (\$ millions)	Augment 1 (FY 22-23)	Augment 2 (FY23-24 & FY24-25 – requires further state action)	Base (Through 2040 – requires further state action to extend Cap and Trade)
BART	Transbay Corridor Core Capacity and Facilities	600	250	350	
SFMTA	Fleet Expansion, ZEB Transition, Facilities, Core Capacity Projects/BRT	515			515
AC Transit	Fleet Expansion and ZEB Transition, Facilities, Major Corridors	325			325
VTA	BART to Silicon Valley Phase II	750	450	300	
Caltrain	Electrification and EMUs	300	300		
TJPA	Downtown Rail Extension	560	60		500
TVSJVRRRA	Valley Link	340	40		300
Multiple Operators	Grade Separations; Zero-Emission Transition Projects; TBD Transit Modernization, Expansion, TOD Projects; Regional Contingency	1,210	200	150	860
Region Total		\$4.6B	\$1,300	\$800	\$2,500

Augment 1 Funding Parameters

Based on CalSTA TIRCP Draft Guidelines

Funding Available to Bay Area Projects for TIRCP Augment 1 (Cycle 6)*



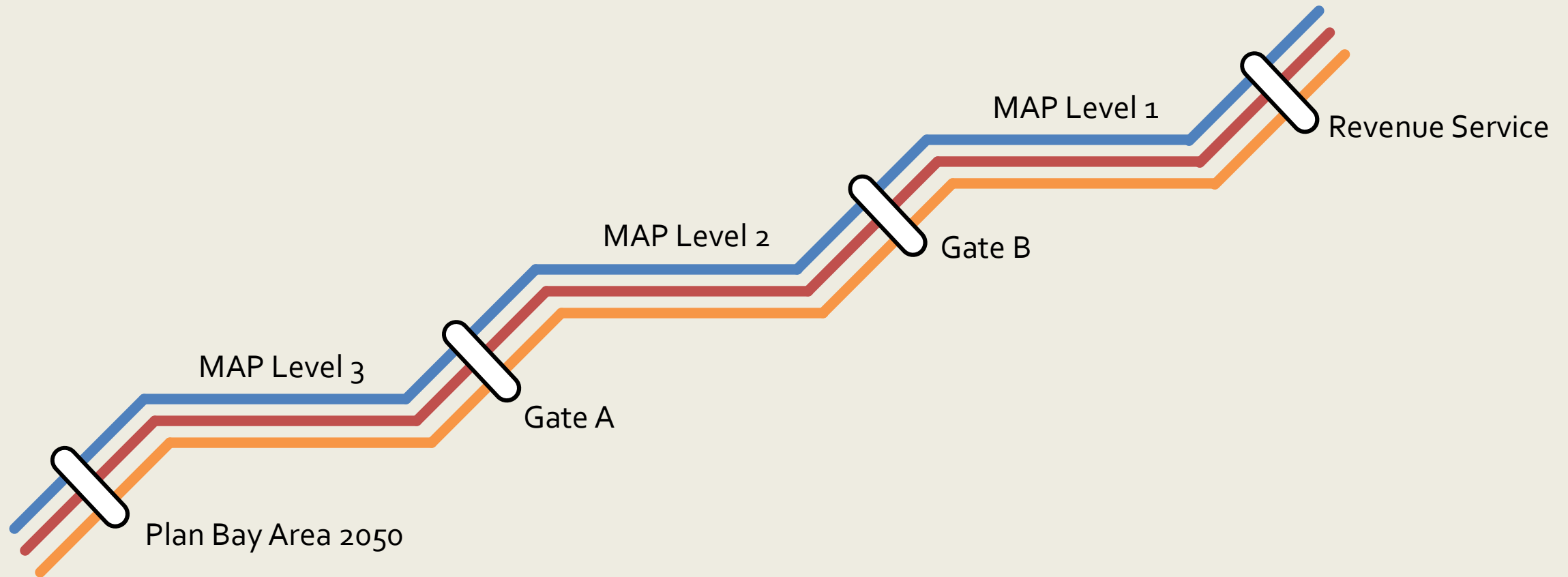
*Funding available but limited to Southern California projects is not included in this chart.

Source: 2022 TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM DRAFT GUIDELINES FOR GENERAL FUND AUGMENTATION - SEPTEMBER 30, 2022

Policy and Risk Components

- The policy reinforcement and risk management components are still under development but may include:
 - Evaluation of progress on Plan Bay Area 2050 commitment letters
 - Additional criteria for projects requesting to move between levels
 - Risk assessment and management program for some or all MAP projects
 - Terms and conditions for discretionary funding endorsements to ensure consistency with policy and risk management
- Staff expect to recommend amendments to the MAP to incorporate these components in late 2022

Moving Through the MAP



Proposed Process for Moving Between Levels

- 1) Projects are initially assigned MAP Levels based on level definitions
- 2) Project sponsor or MTC may initiate a request to review the project's level assignment in response to changes to project
- 3) MTC staff will review funding, policy, and risk thresholds; may recommend reassigning project into a different level (requiring amendment to the MAP)
 - Review of projects defined by Gates, detailed on the next slide

Future movement between levels will be informed by the Risk Management Program and Policy Reinforcements, once these are adopted into the MAP.

Proposed MAP Gates

- Gate A: Moving from Level 3 to Level 2
 - Evaluate project with respect to funding (capital and operations), Plan Bay Area 2050 guiding principles, risk management, other aspects such as engagement.
 - MTC may request changes to scope, funding plan, or other details before approving a move through Gate A.
- Gate B: Moving from Level 2 to Level 1
 - Assess project fundamentals as outlined in Gate A and confirm funding, policy, and risk commitments and expectations.
 - MTC may rely on other agencies' oversight processes or coordinated oversight processes to determine when a project should move into Level 1.

Considerations

- Even with unprecedented funding, demand outstrips financial envelope. Success in moving projects forward will require sequencing – proposed in MAP leveling approach – and regional unity in advocacy.
- MAP funding endorsements are assigned for reasonably-expected funding sources up to the funding gap for each project. Regular updates to the MAP endorsement strategy will reflect actual awards and adjustments to remaining endorsements.
- Transit capital expansion will result in new transit operating expense - sponsors must demonstrate sustainable operating plans for while addressing fiscal cliffs for existing service.
- Staff will monitor the intersection of new capital expenses, transit operating sustainability, and transit ridership as part of the MAP risk element.



Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 22-1475 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 9/9/2022 **In control:** Programming and Allocations Committee
On agenda: 10/12/2022 **Final action:**
Title: Regional Transportation Measure: Transit Operating Fiscal Challenges and Advocacy for State Support of Transit

An update on transit operating fiscal challenges to inform FY 2022-23 State Budget Advocacy and future regional transportation measure discussions.

Sponsors:

Indexes:

Code sections:

Attachments: [3b 22-1475 Regional Transportation Measure.pdf](#)
[3b 22-1475-Attachment-A Regional Transportation Measure Presentation.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Regional Transportation Measure: Transit Operating Fiscal Challenges and Advocacy for State Support of Transit

An update on transit operating fiscal challenges to inform FY 2022-23 State Budget Advocacy and future regional transportation measure discussions.

Presenter:

Melanie Choy and William Bacon

Recommended Action:

Information

**Metropolitan Transportation Commission
Programming and Allocations Committee**

October 12, 2022

Agenda Item 3b - 22-1475

**Regional Transportation Measure: Transit Operating Fiscal Challenges and Advocacy for
State Support of Transit**

Subject:

An update on transit operating fiscal challenges to inform FY 2022-23 State Budget Advocacy and future regional transportation measure discussions.

Background:

The COVID-19 pandemic and recent economic conditions have significantly impacted transit operations, ridership, and revenues. The decrease in ridership, changes in travel patterns and uncertainties in farebox revenues have created enormous planning and operational challenges for Bay Area transit operators. While federal relief funds provided a significant stop gap, it is anticipated that these funds will be exhausted within the next one to three years for major transit operators.

Plan Bay Area 2050 (PBA 2050) and the Transit Transformation Action Plan developed by the Blue Ribbon Transit Recovery Task Force recommend that MTC convene stakeholders to identify priorities and a funding framework by the end of 2023 for a future transportation ballot measure that includes new funding for transit. However, addressing the severity of the transit operating fiscal cliff is needed well before a future transportation measure would be taken to voters. It is critical to identify funding opportunities to bridge the time gap until more continuous, stable revenues are available.

Given California's strong policy emphasis on reducing vehicle miles traveled (VMT) and support for transit, a state funding strategy may be viable to stabilize transit especially if the region can demonstrate progress on policies to attract new riders and show that it is working towards long term solutions to augment transit operating funding at local and regional levels.

Over the next several months, Staff will provide a series of updates on the transit operating fiscal challenges and discuss advocacy, strategies, and timing of bridge funding to address the impending transit operating fiscal cliff.

Since 2020, transit agencies have continued their heightened level of coordination and collaboration to deliver high-impact meaningful customer focused operational improvements. Alongside this work, MTC and transit agencies continue to advance the initiatives from Transit Transformation Action Plan. At the October 26 MTC Executive Committee meeting, transit agencies will provide an update of their efforts.

Next Steps:

In the coming months, staff will return to the Programming and Allocations Committee with updates on the transit operating fiscal challenges and operator short range transit plans. These conversations can shape MTC's FY 2022-23 State Budget Advocacy platform to be advanced through the Joint MTC ABAG Legislation Committee starting in November 2022.

Issues:

None identified.

Recommendations:

Information

Attachments:

- Attachment A: Presentation



Therese W. McMillan



Regional Transportation Measure: Transit Operating Fiscal Challenges and Advocacy for State Support of Transit

Programming and Allocations Committee

October 12, 2022

Transit Operating Fiscal Challenge

2019



Situation Bad

- Declining ridership
- Operator structural deficits
- Labor shortages

2020
(COVID)



Situation Worse

- Plummeting Ridership
- Fare revenue decimated
- Operating shortfalls

2022
Today



Situation Dire

- Ridership still down
- Inflation
- Supply chain issues
- Labor shortages

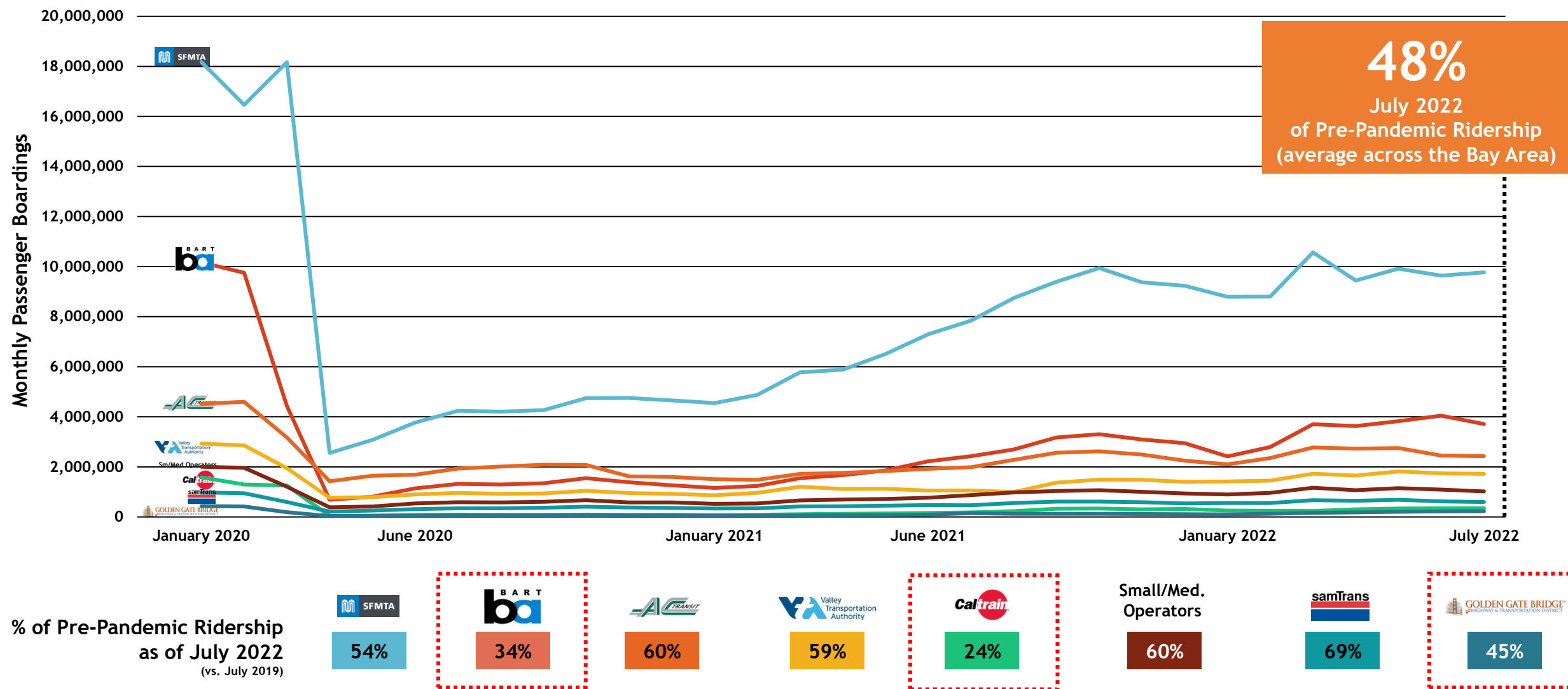
2023-2028?



Situation Uncertain

- Long term uncertainty
- Near term expectation of large percent of commute riders only 2-3 days/ week

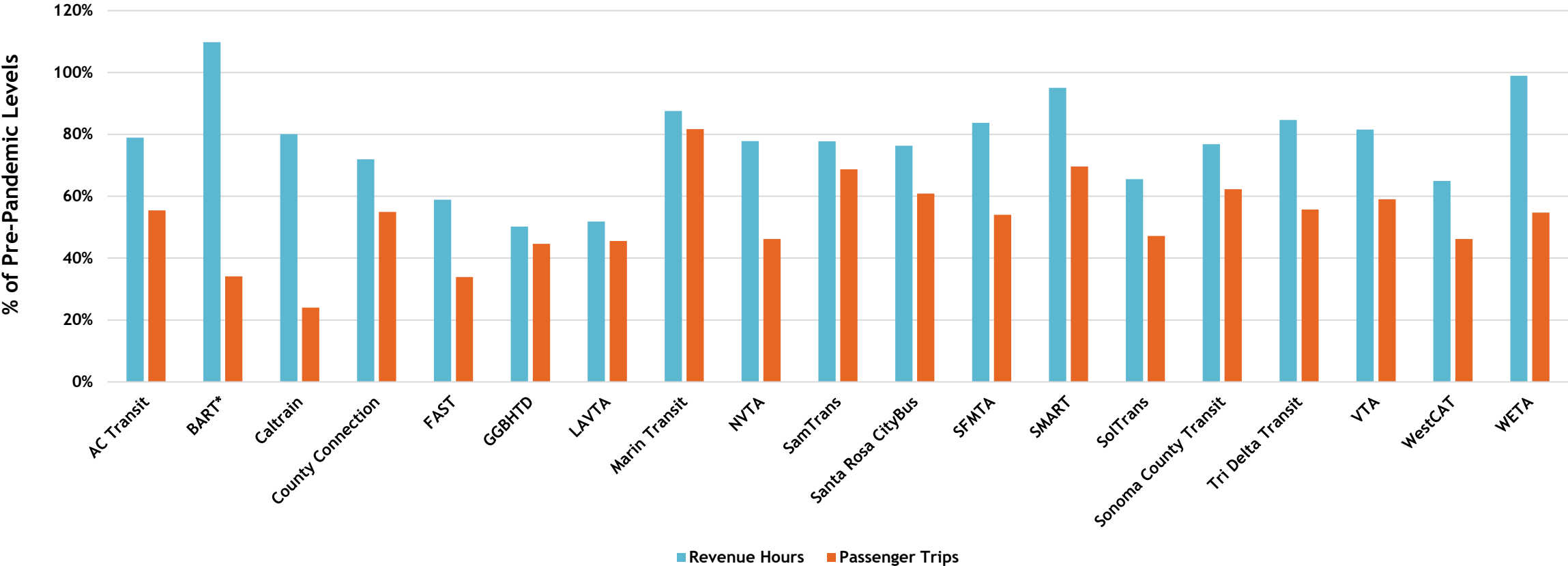
Transit Ridership: A Slow and Uneven Recovery



Source: National Transit Database - Monthly Module

Service Levels: Unique Circumstances Shape Restoration

% of Pre-Pandemic Revenue Hours vs. Pre-Pandemic Ridership



*The BART extension to Berryessa opened in summer 2020, increasing the size of the BART system by approx. 9%.
Source: National Transit Database - Monthly Module
July 2022 vs. July 2019

Multi-faceted Fiscal Crisis

Impact: Agencies affected differently

- Urban, Rail, Ferry heavily impacted
- Suburban, bus, small/med agencies

Response: Agencies have responded with different strategies

- Service adjustments
- Capital vs. operating investments

Situational Variability:

- Local funding measures
- Funding models



Intercity, Urban, Rail and Ferry Systems

- Fare revenue reliant
- Commuter dependent
- Fixed Costs

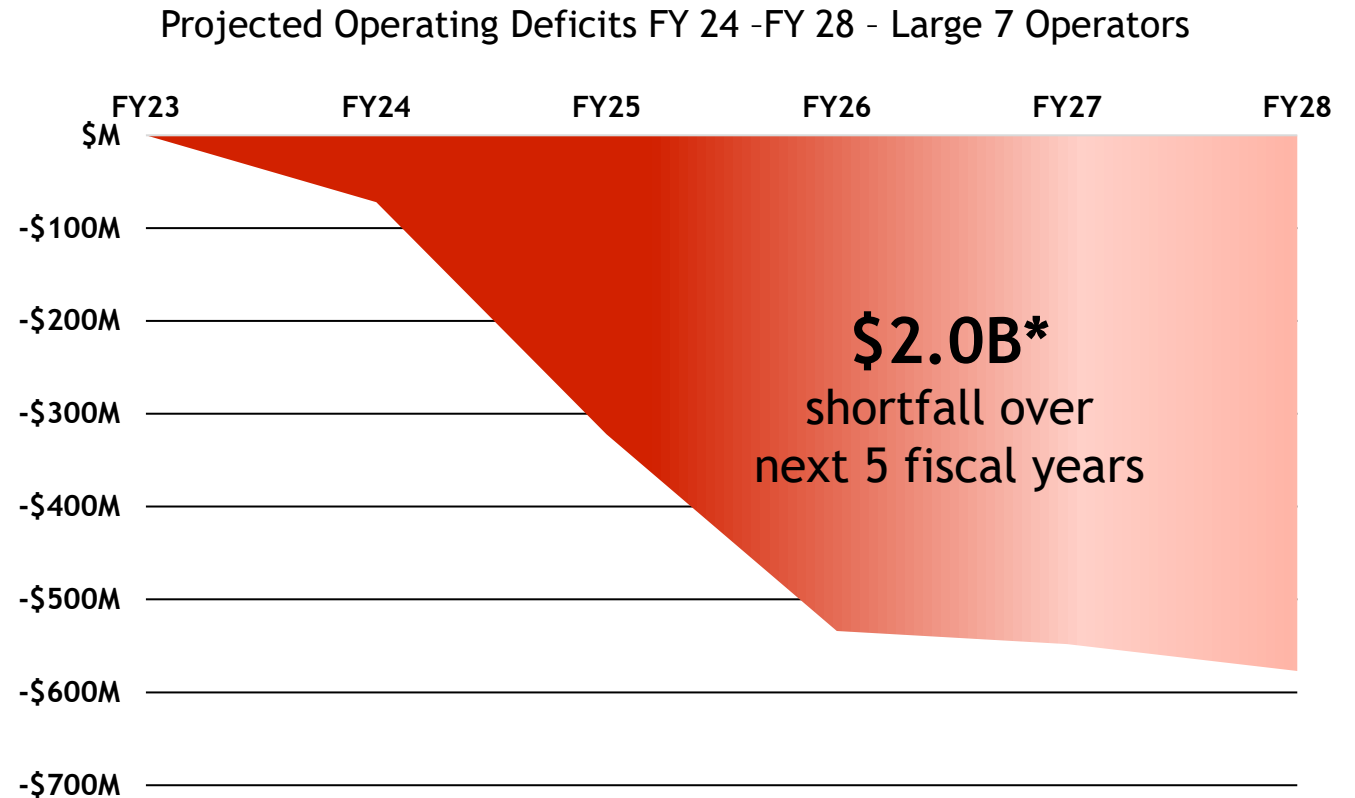


Suburban, Primarily Bus, smaller systems

- Transit reliant riders during pandemic
- Flexibility to adjust service

7 Largest Operators Face Near Term Operating Shortfall

- Bay Area faces an estimated operating shortfall of over \$2 billion over next 5 years.
- BART, Golden Gate, Caltrain, WETA, and SFMTA face the largest shortfalls as a % of total operating expenses.
- Small/Medium bus/rail operators are generally in better shape, however, they face significant cost pressure from zero-emission transition over coming decade.



Source: Transit operator data provided to MTC, October 2022.

*Note: Accuracy of shortfall estimate may diminish in later years due to operating environment uncertainty. 5-Year operating shortfall forecasts will be assessed in greater detail over the coming months.

Defining the Fiscal Cliff for State Advocacy

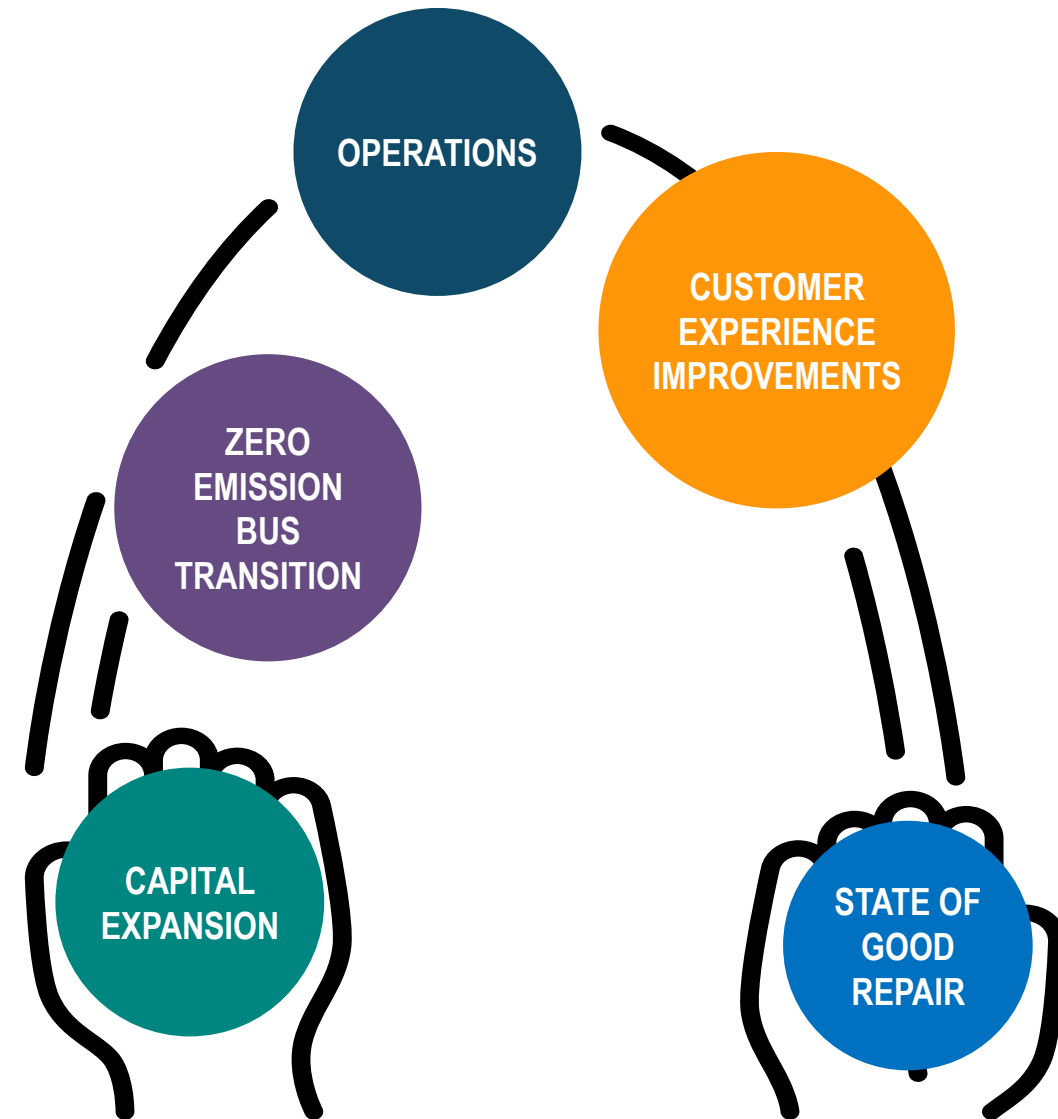
In the coming months, MTC will work with individual operators to assess their:

- **Level of service**
- **Ridership trends**
- **Labor shortages**
- **External factors**
(inflation, supply chain issues, etc.)
- **Strategies and response to balancing budgets**
- **Assumptions and baselines**



Balancing Act of Funding Needs

- **Existing Pre-pandemic challenges**
- **Inter-related mix of needs**
 - Operations
 - Capital Expansion (Mega and Major)
 - State of Good Repair
 - Zero Emission Bus Transition
 - Customer Experience Improvements



Recovery Strategies – Three Stages

Past – Immediate Response (2020)

Federal Relief Funding

- Nearly \$4 billion

State/ Regional Policy and Advocacy

Local Transit Agencies

- Service adjustments
- Ridership incentive promotions/ Fare discounts
- Safety and cleanliness measures
- Heightened coordination

Near Term (5 year)

Need:

- In the meantime: Gap funding while long term strategies are developed.

Strategies:

- FY 23-24 state budget advocacy
- State Transit Assistance funding formulas

Seek funding for:

- Operations
- Potential targeted programs (apprenticeship programs, free youth passes, programs to grow ridership, safety, etc.)
- Action Plan implementation

Long Term (6+ Years)

Need:

- A long term sustainable, nimble, resilient operating model

Strategies:

- Revamp funding models for funding service in the future
- Tailor service to emerging market needs
- Individual operator strategic planning

Seek funding for:

- Future regional funding measure
- State of good repair

Bridging Time Gap to a Regional Measure

- This transit operating fiscal cliff is not unique to the Bay Area. Operators across California also face untenable deficits.
- Given California's strong policy emphasis on reducing vehicle miles traveled (VMT) and support for transit, a state advocacy strategy holds promise.

Potential structure:



Operating Funding

Potential funding sources include the state's General Fund, Cap and Trade funds or other special funds not currently dedicated to public transit.



Ridership Recovery Enhancements

Competitive funding for enhancements aimed at increasing ridership, such as assisting with Transit Transformation Action Plan priorities.



Multi-year Request

Since a major deficit is forecast for at least the next five years, consider a multi-year ask to provide a reliable, albeit interim, bridge to a ballot measure.

Anticipated Next Steps:

Nov./Dec. 2022	Further Defining the Fiscal Challenge
	Initial Concepts for FY 22-23 State Budget Advocacy Strategy
January 2023	Continued discussion on FY 22-23 State Budget Advocacy Strategy
	Financial assessment from transit operators' Short Range Transit Plans

Thank You

A wide-angle photograph of a calm body of water, likely a bay or harbor, during the "golden hour" of sunset or sunrise. The sky is a gradient of soft orange and yellow near the horizon, fading into a pale blue. In the distance, a range of low mountains or hills is silhouetted against the bright sky. A long, dark pier or breakwater extends diagonally from the left side of the frame towards the center-right. In the lower foreground, a small, white and blue ferry boat is moving away from the viewer, leaving a white wake on the water's surface. The overall mood is peaceful and serene.

For more information:

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Legislation Details (With Text)

File #:	22-1466	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	9/7/2022	In control:		Programming and Allocations Committee	
On agenda:	10/12/2022	Final action:			
Title:	California Transportation Commission (CTC) and State Funding Programs Update				
	Update on California Transportation Commission (CTC) and state funding programs under the CTC's purview.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	4a 22-1466 PAC CTC Update.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

California Transportation Commission (CTC) and State Funding Programs Update

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

Presenter:

Kenneth Kao

Recommended Action:

Information

**Metropolitan Transportation Commission
Programming and Allocations Committee**

October 12, 2022

Agenda Item 4a - 22-1466

California Transportation Commission (CTC) and State Funding Programs Update

Subject:

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

Background:

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

The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has three (3) CTC members residing in its geographic area: Jay Bradshaw (Executive Secretary-Treasurer, Northern California Carpenters Regional Council), Darnell Grisby, and Vice-Chair Carl Guardino.

October CTC Meeting (October 12-13, Santa Barbara)

The CTC is scheduled to meet and discuss the following items of regional significance.

Equity and Planning Updates

CTC will receive updates on various statewide equity and planning efforts. On the Statewide Equity Listening Sessions, CTC has held six listening sessions throughout the state, including one in Richmond on July 13. The effort is intended to guide state agencies toward implementing equity-oriented change. CTC will also receive updates on upcoming planning and programming efforts, including an update to the Regional Transportation Plan and California Transportation

Plan Guidelines, implementation of the National Electric Vehicle Infrastructure Program (NEVI), and an update on the priority clean freight corridors identified through the SB 671 Clean Freight Corridor Workgroup.

Allocations, Extensions, and Amendments.

The CTC is scheduled to consider the following:

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

- Funding allocation for one Local Partnership Formulaic Program (LPP-F) project in Contra Costa County.

Extensions.

- Project contract award extensions for two Active Transportation Program (ATP) projects in Santa Clara and Solano Counties.
- Project contract award extensions for two Local Bridge Seismic Retrofit Program (LBSRP) projects, both in Contra Costa County.
- Project completion extension for one jointly funded SCCP and LPP-F project in Sonoma County.

Amendments.

- Allocation amendment to one LPP-F project in San Francisco County.
- Allocation amendment to one TCEP project in Alameda County.
- Amendment to add one LPP-F project sponsored by BART.

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

Next Steps:

The next CTC meeting is scheduled for December 7-8, 2022, to be held in Riverside and online.

Issues:

None identified.

Recommendations:

Information. No action required.



Therese W. McMillan