



Metropolitan Transportation Commission

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

Meeting Agenda

Metropolitan Transportation Commission

Alfredo Pedroza, Chair Nick Josefowitz, Vice Chair

Wednesday, October 26, 2022

9:35 AM

HYBRID (In-Person Option Available)

Joint Meeting with the Bay Area Housing Finance Authority (BAHFA)

The Metropolitan Transportation Commission is scheduled to meet jointly with BAHFA on Wednesday, October 26, 2022 at 9:35 a.m., in the Bay Area Metro Center (HYBRID with In-person option available). In light of Governor Newsom's State of Emergency declaration regarding COVID-19 and in accordance with Assembly Bill 361's (Rivas) provisions allowing remote meetings, this meeting will be accessible via webcast, teleconference, and Zoom for all participants. A Zoom panelist link for meeting participants will be sent separately to committee, commission, or board members.

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

The meeting webcast will be available at

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

Attendee Link: <https://bayareametro.zoom.us/j/89271100764>

Or iPhone one-tap: US: +13462487799,,89271100764# or +14086380968,,89271100764#

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: 892 7110 0764

International numbers available: <https://bayareametro.zoom.us/j/89271100764>

Detailed instructions on participating via Zoom are available at:

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

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

Commission / BAHFA Roster:

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

***Non-Voting Members**

1. Call to Order / Roll Call / Confirm Quorum

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

2. Pledge of Allegiance/ Acknowledgement of the Flag

3. Compensation Announcement

4. Joint MTC and BAHFA Consent Calendar

- 4a.** [22-1364](#) Minutes of the September 28, 2022 Joint MTC w/ BAHFA meeting and October 6, 2022 Special Commission meeting

Action: Commission Approval

Attachments: [4a 22-1364 09-28-2022 Draft Commission w-BAHFA Minutes.pdf](#)
[4a 22-1364 10-06-2022 Draft Special Commission Minutes.pdf](#)

- 4b.** [22-1365](#) MTC Resolution No. 4541, and BAHFA Resolution No. 21 - Providing for Remote Meetings Pursuant to Assembly Bill 361

Action: Commission Approval; and Authority Approval

Attachments: [4b 22-1365 MTC Reso 4541 AB 361.pdf](#)
[4b 22-1365 BAHFA-Reso-21 AB 361.pdf](#)

5. Public Comment / Other Business

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

7. Chair's Report (Pedroza)

8. Policy Advisory Council Report (Randi Kinman)

9. Executive Director's Report (McMillan)

[22-1508](#) Executive Director's Report

10. Commissioner Comments

11. Consent Calendar:

- 11a. [22-1240](#) MTC Resolution No. 4516, Revised. FY 2022-23 Overall Work Program (OWP) Amendment No. 1
- Action:** Commission Approval
- Attachments:** [11a 22-1240 MTC-Reso 4516 FY2022-23 OWP Amendment 1.pdf](#)
[11a 22-1240 MTC Reso 4516 Attachment A FY2022-23 OWP Amendmen](#)

Administration Committee

- 11b. [22-1453](#) MTC Resolution No. 4546. Delegation of Authority Regarding Settlement of Claims and Lawsuits and Contracts for Legal Services
- Action:** Commission Approval
- Attachments:** [11b 22-1453 MTC Reso 4546 Authorizing Settlement of Claims.pdf](#)
- 11c. [22-1370](#) MTC Resolution No. 1198, Revised. Revisions to MTC's Conflict of Interest Code to Update List of Designated Positions - Release for Public Comment
- Action:** Commission Approval
- Attachments:** [11c 22-1370 MTC Reso 1198 Conflict of Interest Code.pdf](#)

Programming and Allocations Committee

- 11d. [22-1432](#) MTC Resolution No. 4475, Revised. 2021 Transportation Improvement Program (TIP) Amendment 2021-28
- Action:** Commission Approval
- Attachments:** [11d 22 1432 MTC Reso 4475 TIP Amendment 2021-28.pdf](#)
- 11e. [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
- Attachments:** [11e 22-1452 MTC Resos 4202 4505 4540 OBAG Revisions and CRP.pdf](#)

- 11f. [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
- Attachments: [11f 22-1448 MTC Resos 4523 4524 TDA STA Allocations.pdf](#)
- 11g. [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
- Attachments: [11g 22-1459 MTC Reso 4519 Transit Transformation Action Plan.pdf](#)
- 11h. [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
- Attachments: [11h 22-1473 MTC Resos 4095 4250 Bay Bridge Forward.pdf](#)
- 11i. [22-1527](#) MTC Resolution No. 4547 and 4273, Revised. Low-Carbon Transit Operations Program (LCTOP) Corrective Action Plan (CAP)
- Action: Commission Approval
- Attachments: [11i 22-1527 MTC Reso 4547 4273 LCTOP and CAP.pdf](#)

Joint MTC ABAG Legislation Committee

- 11j. [22-1558](#) MTC Resolution No. 3931, Revised - Policy Advisory Council Appointment
- Action: Commission Approval
- Attachments: [11j 22-1558 MTC Reso 3931 Council Appointment.pdf](#)

Committee Reports

12. Administration Committee (Glover)

- 12a. [22-1242](#) MTC Resolution No. 4517, Revised. MTC FY 2022-23 Operating and Capital Budgets, Amendment No. 1

A request for Commission approval of MTC Resolution No. 4517, Revised, MTC FY 2022-23 Operating and Capital Budgets, Amendment No. 1.

Action: Commission Approval

Attachments: [12a 22-1242 MTC Reso 4517 FY2022-23 Agency Operating Budget Amer](#)

13. Programming and Allocations Committee (Rabbitt)

- 13a. [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

Attachments: [13a 22-1283 MTC Resos 4537 4130 MAP and TIRCP.pdf](#)
[13a Public Comment-Innovation Tri-Valley Leadership Group.pdf](#)
[13a Public Comment-Remi Tan.pdf](#)
[13a Public Comment-SPUR and Seamless Bay Area.pdf](#)
[13a Public Comment-Tri-Valley San Joaquin Valley Regional Rail Authority](#)
[13a-Public Comment-Harder and Swalwell.pdf](#)

14. Public Comment / Other Business

15. Adjournment / Next Meetings:

The next meeting of the Metropolitan Transportation Commission is scheduled to be held at 9:35 a.m. on Wednesday, November 16, 2022. Any changes to the schedule will be duly noticed to the public.

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-1364 **Version:** 1 **Name:**
Type: Minutes **Status:** Commission Approval
File created: 8/19/2022 **In control:** Metropolitan Transportation Commission
On agenda: 10/26/2022 **Final action:**
Title: Minutes of the September 28, 2022 Joint MTC w/ BAHFA meeting and October 6, 2022 Special Commission meeting
Sponsors:
Indexes:
Code sections:
Attachments: [4a 22-1364 09-28-2022 Draft Commission w-BAHFA Minutes.pdf](#)
[4a 22-1364 10-06-2022 Draft Special Commission Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Minutes of the September 28, 2022 Joint MTC w/ BAHFA meeting and October 6, 2022 Special Commission meeting

Recommended Action:

Commission Approval



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

Meeting Minutes

Metropolitan Transportation Commission

Alfredo Pedroza, Chair Nick Josefowitz, Vice Chair

Wednesday, September 28, 2022

9:35 AM

HYBRID (In-Person Option Available)

Call to Order the Joint Meeting of the Commission with the Bay Area Housing Finance Authority

1. Roll Call / Confirm Quorum

Present: 17 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Spering, and Commissioner Worth

Absent: 1 - Commissioner Liccardo

Non-Voting Member Present: Commissioner Giacomini

Non-Voting Member Absent: Commissioner El-Tawansy

2. Pledge of Allegiance/ Acknowledgement of the Flag

3. Compensation Announcement

4. Joint MTC and BAHFA Consent Calendar

Upon the motion by Commissioner Papan and seconded by Commissioner Glover, Consent Calendar items 4a and 4b were approved by the following vote:

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

Absent: 2 - Commissioner Liccardo and Commissioner Schaaf

- 4a.** [22-1342](#) Minutes of the June 22, 2022 BAHFA Meeting; and Minutes of the August 24, 2022 Special Joint MTC w/ BAHFA Meeting.

Action: Commission and Authority Approval

- 4b.** [22-1390](#) MTC Resolution No. 4539, and BAHFA Resolution No. 019 - providing for remote meetings pursuant to Assembly Bill 361

Action: Commission and Authority Approval

- 4c.** [22-1391](#) Contract - Web Design Services for BAHFA's Doorway Housing Portal Pilot: Exygy Inc. (\$1,000,000)

Authorization to negotiate and enter into a contract with Exygy Inc., in an amount not to exceed \$1 million, for web design services for BAHFA's Doorway Housing Portal Pilot

Action: Authority Approval

Commissioner Schaaf arrived during the vote for agenda item 4c.

Upon the motion by Commissioner Papan and seconded by Commissioner Abe-Koga, the Commission approved Consent Calendar agenda item 4c by the following vote:

Aye: 17 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

Absent: 1 - Commissioner Liccardo

4. Joint MTC and BAHFA Consent Calendar

Commissioner Papan was absent during the Authority's vote on the consent calendar.

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

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

Absent: 2 - Commissioner Liccardo and Commissioner Papan

5. Public Comment / Other Business

Written public comment was received from Ian Griffiths of Seamless Bay Area.

[22-1585](#) Public Comment

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

7. Chair's Report (Pedroza)

8. Policy Advisory Council Report (Randi Kinman)

Written public comments were received from Adina Levin (Policy Advisory Council) and Sprague Terplan.

The following were called to speak: Adina Levin and Warren Cushman (California Council of the Blind).

[22-1586](#) Public Comment

9. Executive Director's Report (McMillan)

[22-1341](#) Executive Director's Report

10. Commissioner Comments

11. Consent Calendar:

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

Aye: 17 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

Absent: 1 - Commissioner Liccardo

Programming and Allocations Committee

11a. [22-1030](#) MTC Resolution No. 4475, Revised. 2021 Transportation Improvement Program (TIP) Amendment 2021-26.

Action: Commission Approval

Presenter: Adam Crenshaw

11b. [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

- 11c. [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

- 11d. [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

Operations Committee

- 11e. [22-1255](#) MTC Resolution No. 4538: 2021 MTC Multi-Jurisdictional Hazard Mitigation Plan

Action: Commission Approval

Presenter: Stephen Terrin

Committee Reports

12. Programming and Allocations Committee (Rabbitt)

- 12a. [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 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

Upon the motion by Commissioner Rabbitt and seconded by Commissioner Glover, the Commission unanimously adopted MTC Resolution Nos. 4444, Revised, 4510, Revised, 4513, Revised, and 4169, Revised. The motion carried by the following vote:

Aye: 17 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Sperling and Commissioner Worth

Absent: 1 - Commissioner Liccardo

12b. [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

Commissioner Sperling left during agenda item 12b.

Upon the motion by Commissioner Rabbitt and seconded by Commissioner Worth, the Commission unanimously adopted MTC Resolution No. 4505, Revised. The motion carried by the following vote:

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

Absent: 2 - Commissioner Liccardo and Commissioner Sperling

12c. [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 Rabbitt and seconded by Commissioner Glover, the Commission unanimously adopted MTC Resolution Nos. 4544 and 4545. The motion carried by the following vote:

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

Absent: 2 - Commissioner Liccardo and Commissioner Spering

12d. [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 Rabbitt and seconded by Commissioner Papan, the Commission unanimously adopted MTC Resolution No. 4504, Revised. The motion carried by the following vote:

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

Absent: 2 - Commissioner Liccardo and Commissioner Spering

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

13a. [22-1253](#) MTC Resolution No. 4530: Transit-Oriented Communities (TOC) Policy

Adoption of TOC Policy.

Action: MTC Commission Approval

Presenter: Kara Vuicich

Written public comments were received from Amy Thomson, Anite Lusebrink, the Baty Family, Bill Kirsch, Coalition of Organizations (as listed in header), Dave Severy, Debbie Notkin, Edgardo Laber, Geoffrey Morgan, Gordon Douglas, Linda Henigan, Robert Means, Robert Raburn, and Vicki Tripoli.

The following members of the public were called to speak: Vinay Pimple, Howard Wong, Jonathan Kaas (SPUR), Amy Thompson (TransForm), Kenneth Javier Rosales (Silicon Valley at Home), Amiel Leano Atanacio (Enterprise Community Partners), Louis Mirante (Bay Area Council), and Jordan Grimes (Greenbelt Alliance).

Commissioner Spering returned during agenda item 13a.

Upon the motion by Commissioner Spering and seconded by Commissioner Ahn, the Commission adopted MTC Resolution No. 4530. The motion carried by the following vote:

Aye: 13 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Ahn, Commissioner Canepa, Commissioner Connolly, Commissioner Fleming, Commissioner Glover, Commissioner Miley, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

Absent: 1 - Commissioner Liccardo

Abstain: 4 - Commissioner Abe-Koga, Commissioner Chavez, Commissioner Dutra-Vernaci and Commissioner Papan

14. Joint MTC ABAG Legislation Committee (Vice Chair Liccardo)**14a. [22-1444](#) Proposition 30: Clean Cars & Clean Air Act**

Recommendation for MTC and ABAG to endorse Proposition 30 on the November 8, 2022 ballot.

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

Presenter: Rebecca Long

Written public comment was received from C/CAG Board of Directors.

The following members of the public were called to speak: Gretchen Newson (IBEW and the California State Association of Electrical Workers), Woody Hastings (The Climate Center), Dr. Robert Gould (San Francisco Bay Physicians for Social Responsibility), Joel Koppel (San Francisco Planning), Oscar Garcia, Amy Thomson (TransForm), Augustina Ullman (SPUR), and Sandra Lowe (City of Sonoma Council Member).

Upon the motion by Chair Pedroza and seconded by Commissioner Worth, the Commission adopted a support position on Proposition 30. The motion carried by the following vote:

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

Nay: 2 - Commissioner Dutra-Vernaci and Commissioner Papan

Absent: 1 - Commissioner Liccardo

Abstain: 1 - Commissioner Spering

15. Public Comment / Other Business**16. Adjournment / Next Meetings:**

The next meeting of the Metropolitan Transportation Commission is scheduled to be held at 9:35 a.m. on Wednesday, October 26, 2022. Any changes to the schedule will be duly noticed to the public.



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

Meeting Minutes

Metropolitan Transportation Commission

Alfredo Pedroza, Chair Nick Josefowitz, Vice Chair

Thursday, October 6, 2022

3:00 PM

REMOTE

Special Meeting

Call Meeting to Order

1. Roll Call / Confirm Quorum

Present: 17 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Liccardo, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Spering, and Commissioner Worth

Absent: 1 - Commissioner Miley

Non-Voting Members Absent: Commissioner El-Tawansy and Commissioner Giacomini

2. Pledge of Allegiance/ Acknowledgement of the Flag

3. Compensation Announcement

4. Closed Session

4a. [22-1613](#) Closed Session Public Comment

Written public comment was received from ABAG President, Jesse Arreguin and Vice President, Belia Ramos.

4b. [22-1614](#) Closed Session - PUBLIC EMPLOYEE APPOINTMENT/PUBLIC EMPLOYMENT - Title: Executive Director

The Commission will meet in closed session pursuant to Government Code Section 54957(b) to consider Public Employee Appointment/Public Employment for the MTC Executive Director position.

4c. [22-1615](#) Open Session

5. Public Comment / Other Business

6. Adjournment / Next Meetings:

The next meeting of the Metropolitan Transportation Commission is scheduled to be held at 9:35 a.m. on Wednesday, October 26, 2022. Any changes to the schedule will be duly noticed to the public.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-1365 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 8/19/2022 **In control:** Metropolitan Transportation Commission

On agenda: 10/26/2022 **Final action:**

Title: MTC Resolution No. 4541, and BAHFA Resolution No. 21 - Providing for Remote Meetings Pursuant to Assembly Bill 361

Sponsors:

Indexes:

Code sections:

Attachments: [4b 22-1365 MTC Reso 4541 AB 361.pdf](#)
[4b 22-1365 BAHFA-Reso-21 AB 361.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4541, and BAHFA Resolution No. 21 - Providing for Remote Meetings Pursuant to Assembly Bill 361

Recommended Action:

Commission Approval; and Authority Approval

Metropolitan Transportation Commission

October 26, 2022

Agenda Item 4b - 22-1365

MTC Resolution No. 4541 Providing for Remote Meetings Pursuant to AB 361

Subject:

Approval of MTC Resolution No. 4541 Regarding Remote Meetings Pursuant to AB 361

Background:

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

Issues:

Findings in support of MTC Resolution No. 4541 are found in the attached. Given the continuing state of public health emergency and the improved public access afforded by holding public meetings of regional bodies in a virtual setting, the resolution under AB 361 is supportable.

Recommended Action:

The Commission is requested to adopt MTC Resolution No. 4541, authorizing its committees and related entities, to meet remotely pursuant to the provisions of AB 361.

Attachments:

- Attachment A: MTC Resolution No. 4541



Therese W. McMillan

Date: October 26, 2022
Referred By: Commission

ABSTRACT

Resolution No. 4541

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

Further discussion of this subject is contained in the Metropolitan Transportation Commission Summary Sheet dated October 26, 2022.

Date: October 26, 2022
Referred By: Commission

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4541

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

WHEREAS, the State of Emergency remains in effect; and

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on October 26, 2022.

Bay Area Housing Finance Authority
BAHFA

October 26, 2022

Agenda Item 4b - 22-1365

BAHFA Resolution No. 21 Providing for Remote Meetings Pursuant to AB 361

Subject:

Approval of BAHFA Resolution No. 21 Regarding Remote Meetings Pursuant to AB 361

Background:

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

Issues:

Findings in support of Resolution No. 21 are found in the attached. Given the continuing state of public health emergency and the improved public access afforded by holding public meetings of regional bodies in a virtual setting, the resolution under AB 361 is supportable.

Recommended Action:

The Bay Area Housing Finance Authority is requested to adopt Resolution No. 21, authorizing its committees and related entities, to meet remotely pursuant to the provisions of AB 361.

Attachments:

- BAHFA Resolution No. 21



Therese W. McMillan

Date: October 26, 2022
Referred By: BAHFA

ABSTRACT

Resolution No. 0021

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

Further discussion of this subject is contained in the BAHFA Summary Sheet dated October 26, 2022.

Date: October 26, 2022
Referred By: BAHFA

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

BAY AREA HOUSING FINANCE AUTHORITY
RESOLUTION NO. 0021

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

WHEREAS, the State of Emergency remains in effect; and

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

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

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

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

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

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

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

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

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

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

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

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

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

BAY AREA HOUSING FINANCE AUTHORITY

Alfredo Pedroza, Chair

The above resolution was entered into by the Bay Area Housing Finance Authority at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on October 26, 2022.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-1508 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 9/15/2022 **In control:** Metropolitan Transportation Commission

On agenda: 10/26/2022 **Final action:**

Title: Executive Director's Report

Sponsors:

Indexes:

Code sections:

Attachments:

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-1240 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 7/18/2022 **In control:** Administration Committee

On agenda: 11/9/2022 **Final action:**

Title: MTC Resolution No. 4516, Revised. FY 2022-23 Overall Work Program (OWP) Amendment No. 1

Sponsors:

Indexes:

Code sections:

Attachments: [11a 22-1240 MTC-Reso 4516 FY2022-23 OWP Amendment 1.pdf](#)
[11a 22-1240 MTC Reso 4516 Attachment A FY2022-23 OWP Amendment 1.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4516, Revised. FY 2022-23 Overall Work Program (OWP) Amendment No. 1

Presenter:

Derek Hansel

Recommended Action:

Commission Approval

Metropolitan Transportation Commission

October 26, 2022

Agenda Item 11a - 22-1240

MTC Resolution No. 4516, Revised FY 2022-23 Overall Work Program (OWP) Amendment No. 1

Subject:

Staff requests approval of MTC Resolution No. 4516, Revised, for the MTC FY 2022-23 Overall Work Program (OWP), Amendment No. 1, which reconciles unexpended Consolidated Planning Grant (CPG) carryover as of June 30, 2022, incorporates a new grant awarded by the Federal Transit Administration, and includes modifications to the OWP scope of work, transportation planning tasks and deliverables, as well as revisions to revenue and expense line items.

Background:

The Overall Work Program (OWP) is an annual or biennial statement of work identifying the transportation planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, an OWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds. Metropolitan Planning Organizations (MPOs) are required to develop an OWP to govern work programs for the expenditure of Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and State planning funds pursuant to Title 23 Code of Federal Regulations (CFR) 450.308(b). The FY 2022-23 OWP is developed, monitored, and amended in consultation and coordination with the regions transit operators, county transportation agencies (CTAs), the Association of Bay Area Governments (ABAG), Caltrans, the FHWA, and the FTA. The FY 2022-23 OWP also includes Caltrans' Overall Work Program and transportation and air quality related planning activities proposed for the nine-county San Francisco Bay Area region for the state fiscal year, July 1, 2022 through June 30, 2023.

On November 15, 2021, President Joe Biden signed into law the Infrastructure Investment and Jobs Act, or IIJA. This new Bipartisan Infrastructure Law is intended to rebuild and improve roads, bridges, rails, ports, airports and more. This five-year bill replaced the Fixing America's Surface Transportation Act, or the FAST Act, which expired in 2020 but was extended through fiscal year 2021. The legislation provides states and MPOs funding from the Highway Trust Fund and General Fund over the next five years. Grant funding provided through the infrastructure law is included in the FY 2022-23 OWP under the Consolidated Planning Grant (CPG).

The Metropolitan Transportation Commission (MTC), as the federally designated MPO for the nine-county San Francisco Bay Area region, and pursuant to the Bipartisan Infrastructure Law (BIL) annually develops, maintains, and amends the OWP, which is the principal document governing the budget, allocation, and use of federal and state transportation planning funds under the Consolidated Planning Grant (CPG).

The OWP is subject to periodic adjustments resulting from changes in activities, scope of work, transportation planning tasks and deliverables as well as revisions to revenue and expense line items during the fiscal year. The proposed FY 2022-23 OWP Amendment No. 1 includes the following revisions:

- reconciles unexpended carryover apportionment adjustments of Federal Highway Administration Planning (FHWA PL), Federal Transit Administration (FTA) 5303, Senate Bill 1 (SB1) Sustainable Communities, and State Highway Account (SHA) transportation planning funds. Projected carryover funding was included in the FY 2022-23 OWP and the MTC operating budget in the amount of \$7,419,283, the amendment reconciles the carryover funding to the allocation that was actually available as of June 30, 2022 in the amount of \$4,999,306.20. Therefore, there is an overall funding decrease of \$2,419,976.80. Unencumbered expense line items were also reduced;
- includes a Caltrans rescission of the FY 2022-23 Senate Bill 1 (SB1) Sustainable Communities Formula funding from \$2,106,140 to \$2,099,814, resulting in an overall decrease of \$6,326;
- revenue and expense line item changes as a result of actual carryover funding being less than projected;
- Work element tasks and scope changes;
- new grant award for \$500,000 for San Francisco Municipal Transportation Agency (SFMTA) Muni Metro Modernization Planning Study;
- two new work elements: 1522 for the SFMTA Muni Metro Modernization Planning Study; and 1162 for Websites Services;
- in compliance with the IIJA requirement, the FY 2022-23 OWP Amendment No. 1 dedicates at least 2.5% of FHWA Planning (PL) funding for Active

Transportation/Multimodal/Complete Streets related tasks and deliverables in work element 1125; and

- incorporation of transportation projects and activities of regional significance which are funded by federal, state, and local sources.

Subsequent to Commission approval of MTC Resolution No. 4516, Revised, FY 2022-23 OWP Amendment No. 1, Caltrans will review and approve the amendment. Any revisions to the FY 2022-23 OWP Amendment No. 1 proposed by Caltrans will be incorporated in the final OWP amendment. FY 2022-23 OWP revenue and expenses revisions are included in the MTC FY 2022-23 Operating and Capital Budget Amendment No. 1.

An electronic version of the FY 2022-23 OWP and amendments are available to view/download at the following link: <https://mtc.ca.gov/about-mtc/administrative-requirements/overall-work-program-owp>.

Recommendation:

Staff recommends that the Commission approve MTC Resolution No. 4516, Revised, MTC FY 2022-23 Overall Work Program (OWP) Amendment No. 1.

Attachments:

MTC Resolution No. 4516, Revised, FY 2022-23 Overall Work Program (OWP) Amendment No. 1



Therese W. McMillan

Date: April 27, 2022
W.I.: 1121
Revised: October 26, 2022 - C

ABSTRACT

Metropolitan Transportation Commission (MTC) Resolution No. 4516. Revised

This resolution approves the Metropolitan Transportation Commission's FY 2022-23 Overall Work Program (OWP) for transportation planning activities in the nine-county San Francisco Bay Area, authorizes the Metropolitan Transportation Commission (MTC to monitor, direct and update the OWP for FY 2022-23, and authorizes MTC's Executive Director or designee to apply for grants and execute agreements to secure federal and state funds for transportation planning activities, execute and file assurances as requested by the California Department of Transportation (DOT) and to make administrative changes to grant applications.

Amendment No. 1 to the FY 2022-23 OWP reconciles unexpended Consolidated Planning Grant (CPG) carryover as of June 30, 2022, incorporates a new grant awarded by the Federal Transit Administration, and includes modifications to the OWP scope of work, transportation planning tasks and deliverables, as well as revisions to revenue and expense line items.

Date: April 27, 2022

W.I.: 1121

Re: FY 2022-23 Overall Work Program (OWP) Planning Process Self-Certification, Authorization to the Administration Committee to monitor the OWP and take related actions, and Authorization to the Executive Director for Execution of Agreements for Federal and State Planning Grants, Execution of Amendments to Grant Applications and Filing of Assurances.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4516

WHEREAS, MTC is the federally designated Metropolitan Planning Organization (MPO) for the Bay Area and maintains a continuing, comprehensive, and cooperative metropolitan transportation planning and programming process required to preserve the region's eligibility for federal and state funds for transportation planning, capital improvements, and operations; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is also the Regional Transportation Planning Agency (RTPA) 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, MTC has developed, in cooperation with the State of California Department of Transportation (Caltrans) and with publicly-owned operators of mass transportation services, a work program for carrying out continuing, comprehensive, and cooperative transportation planning; and

WHEREAS, an Overall Work Program (OWP) for planning activities in the Bay Area for FY 2022-23 has been prepared by MTC, the Association of Bay Area Governments, the California Department of Transportation (Caltrans), the Federal

Highway Administration (FHWA), the Federal Transit Administration (FTA), and public transportation operators; and

WHEREAS, the OWP for Fiscal Year 2022-23 includes Caltrans' Overall Work Program for the fiscal year to achieve the goals and objectives in MTC's Regional Transportation Plan (RTP); and

WHEREAS, MTC's Administration Committee has reviewed and referred approval of the OWP for FY 2022-23; and

WHEREAS, 23 Code of Federal Regulations (CFR) 450.308 requires that the designated MPO shall document metropolitan transportation planning activities performed with funds provided under title 23 U.S.C. and title 49 U.S.C. Chapter 53 in a unified planning work program; and

WHEREAS, MTC desires to apply for and execute one or more agreements with the United States Department of Transportation (DOT) for a grant(s) to aid in the financing of MTC's Overall Work Program for fiscal year 2022-23; now, therefore, be it

RESOLVED, that MTC does hereby adopt the FY 2022-23 OWP, which authorizes the programming for approximately \$20 million in transportation funds and , attached hereto as Attachment A to this Resolution and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC's Administration Committee shall monitor, direct, and update the OWP as necessary during Fiscal Year 2022-23 and shall incorporate any amendments into appropriate supplements to the OWP; and be it further

RESOLVED, that the Executive Director or designee is authorized to apply for and execute any agreements with the DOT for grants to aid in the financing of MTC's Overall Work Program included in Attachment A to this Resolution; and be it further

RESOLVED, that the Executive Director or designee is authorized to execute and file with such application assurances or other documentation requested by DOT of

MTC's compliance with applicable federal statutory and regulatory requirements; and be it further

RESOLVED, that the Executive Director or designee is authorized to make administrative changes to the grant application(s) for the Overall Work Program included as Attachment A so long as such changes do not affect the total amount of the grant or scope of work.

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 April 27, 2022.

Date: April 27, 2022
W.I.: 1121
Revised: October 26, 2022 - C

Attachment A
Resolution No. 4516
Page 1 of 1

Attachment A is the FY 2022-23 Overall Work Program Amendment No. 1 for Planning Activities in the San Francisco Bay Area. Copies are on file at the MTC library.

Attachment B
Resolution No. 4516
Page 1 of 1

In accordance with 23 CFR part 450, the California Department of Transportation and the Metropolitan Transportation Commission (MTC), the designated Metropolitan Planning Organization for the San Francisco Bay Area urbanized area(s), hereby certify that the transportation planning process is being carried out in accordance with all applicable requirements including:

- 1) 23 U.S.C. 134, 49 U.S.C. 5303, and subpart C of 23 CFR part 450;
- 2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- 3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, origin in employment or business opportunity;
- 5) Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- 8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Date: April 27, 2022
W.I.: 1121
Referred by: Administration Committee
Revised: October 26, 2022

Attachment C
Resolution No. 4516
Page 1 of 1

Attachment C includes all amendments and supplements to the FY 2022-23 Overall Work Program for Planning Activities in the San Francisco Bay Area. Copies are on file at the MTC offices.

Amendment No. 1 to the FY 2022-23 OWP reconciles unexpended Consolidated Planning Grant (CPG) carryover as of June 30, 2022, incorporates a new grant awarded by the Federal Transit Administration, and includes modifications to the OWP scope of work, transportation planning tasks and deliverables, as well as revisions to revenue and expense line items.

Overall Work Program

Includes Transportation Planning Activities for the
Nine-County San Francisco Bay Area Region



DRAFT
October 2022



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION



FY 2022–2023

OVERALL WORK PROGRAM

for the

San Francisco Bay Area,

Amendment No. 1

Jesse Arreguín, President
Therese W. McMillan, Executive Director
Association of Bay Area Governments
Bay Area Metro Center
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OCTOBER 2022

The preparation of this document was financed cooperatively by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) of the United States Department of Transportation (U.S. DOT), the California Department of Transportation (Caltrans), and local units of government within the Metropolitan Transportation Commission (MTC) region. The opinions, findings and conclusions expressed in this document are those of the author and are not necessarily those of the U.S. DOT. This report does not constitute a standard, specification or regulation.

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LIST OF ACRONYMS

ABAG	Association of Bay Area Governments
AC Transit	Alameda-Contra Costa Transit District
ADA	Americans with Disabilities Act
ADAP	Airport Development Aid Program
AHSC	Affordable Housing and Sustainable Communities
Alameda CTC	Alameda County Transportation Commission
AMBAG	Association of Monterey Bay Governments
AOC	Arterial Operations Committee
APIs	Application Programming Interfaces
AQ	Air Quality
ARP	American Rescue Plan
AT	Active Transportation
ATCAS	Advanced Toll Collection and Accounting System
ATP	Active Transportation Program
BAAQMD	Bay Area Air Quality Management District
BAHA	Bay Area Headquarters Authority
BAHFA	Bay Area Housing Finance Authority
BAIFA	Bay Area Infrastructure Financing Authority
BARC	Bay Area Regional Collaborative
BART	San Francisco Bay Area Rapid Transit District
BASIS	Bay Area Spatial Information System
BATA	Bay Area Toll Authority
BCDC	San Francisco Bay Conservation and Development Commission
BIPOC	Black, Indigenous and people of color
BRTRTF	Blue Ribbon Transit Recovery Task Force
C/AV	Connected/Automated Vehicles
CalSTA	California State Transportation Agency
Caltrain	Peninsula Commuter Rail Service
Caltrans	California Department of Transportation
CAP	Clean Air Plan

CARB	California Air Resource Board
CA S&H	California Streets and Highways Code
CARES Act	Coronavirus Aid, Relief, and Economic Security Act
CBA	Connected Bay Area
CBO	Community-based Organization
CBTP	Community Based Transportation Program
CCTV	Closed Circuit Television
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFAC	California Freight Advisory Committee
CFMP	California Freight Mobility Plan
CFPG	California Federal Programming Group
CFR	Code of Federal Regulations
CHP	California Highway Patrol
Clipper®	Regional Single Card Fare Payment System
CMA	Congestion Management Agency
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Program
CMS	Congestion Management System
CRM	Customer Relationship Management System
CRRSAA	Coronavirus Response and Relief Supplemental Appropriations Act
COG	Council of Governments
CPG	Consolidated Planning Grants
CS	Complete Streets
CTA	County Transportation Agency
CTC	California Transportation Commission
C/O	Carryover Funds from Prior Year
CWE	Commute with Enterprise
DA	Delegation Authority
DAC	Disadvantaged Community
DBE	Disadvantaged Business Enterprise
DBOM	Design-build-operate-maintain

DOD	Department of Defense
DOT	Department of Transportation
EDMM	Executive Director's Management Memorandum
EIR	Environmental Impact Report (state)
EIS	Environmental Impact Statement (federal)
EJ	Environmental justice
EL	Express Lanes
EMFAC	EMission FACtor Model
EN7	Plan Bay Area 2050 Environment Strategy 7
EPA	Environmental Protection Agency
EPC	Equity Priority Communities
EV	Electric Vehicle
EVSE	Electric vehicle supply equipment
FAST Act	Fixing America's Surface Transportation Act
FCH	First Community Housing
FHWA	Federal Highway Administration
FLMA	Federal Land Management Agency
FMS	Fund Management System
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FY	Fiscal Year
GAAP	Generally Accepted Accounting Principles
GASB	Governmental Accounting Standards Board
GGBH&TD	Golden Gate Bridge, Highway and Transportation District
GHG	Greenhouse Gas
GIS	Geographical Information System
GTFS	General Transit Feed Specification
HBP	Highway Bridge Program
HCD	California Department of Housing and Community Development
HESS	Housing Element Site Selection Tool
HOV	High-Occupancy Vehicle
HPMS	Highway Performance Monitoring System

HSIP	Highway Safety Improvement Program
HSR	High-Speed Rail
HUD	U.S. Department of Housing and Urban Development
ICAP	Indirect Cost Allocation Plan
ICM	Integrated Corridor Management
IDEA	Innovative Deployments to Enhance Arterials
IDEA SAV	Innovative Deployments to Enhance Arterials Shared Automated Vehicles
IGR	Intergovernmental Review
IIJA/BIL Act	Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law
IMS	Intermodal Management System
ITS	Intelligent Transportation Systems
LAVTA	Livermore Amador Valley Transportation Authority
LBSRP	Local Bridge Seismic Retrofit Program
LCTOP	Low Carbon Transit Operations Program
LEP	Limited English Proficient
LOS	Level of Service
LTP	Lifeline Transportation Program
MAP-21	Moving Ahead for Progress in the 21st Century
MARAD	Maritime Administration, U.S.
MCA	Mitigation Credit Agreement
MIRE	Model Inventory of Roadway Elements
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MTC	Metropolitan Transportation Commission
Muni	San Francisco Municipal Transportation Agency
NAAQS	National Ambient Air Quality Standards
NM	Network Management
NVTA	Napa Valley Transportation Authority
OA	Obligation Authority
OBAG	One Bay Area Grant Program
OMB	Office of Management and Budget, U.S.
OPR	California Office of Planning and Research

OWP	Overall Work Program
OWPA	Overall Work Program Agreement
PA/ED	Project Approval/Environmental Document Phase
PAC	Project Advisory Committee
PASS	Program for Arterial System Synchronization
PBA	Plan Bay Area
PCA	Priority Conservation Area
PDA	Priority Development Area
PEA	Planning Emphasis Area
PEL	Planning and Environment Linkages
PIP	Productivity Improvement Program
PM2.5	Particulate Matter 2.5
PMP	Pavement Management Program
PPA	Priority Production Area
PPP	Public Participation Plan
P-TAP	Pavement Management Technical Assistance Program
PTDM	Parking and Transportation Demand Management
PUC	California Public Utilities Code
RAMP	Regional Advance Mitigation Planning
RAPC	Regional Airport Planning Committee
RCIS	Regional Conservation Investment Strategy
RCSC	Regional Customer Service Center
REAP	Regional Early Action Planning
RM2	Regional Measure 2
RSR	Richmond-San Rafael Bridge
RTCI	Regional Transit Capital Inventory
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SACOG	Sacramento Council of Governments
SAFE	Service Authority for Freeways and Expressways
SAFETEA	Safe, Accountable, Flexible and Efficient Transportation Equity Act of 2004

SALCP	California Sustainable Agricultural Land Conservation Program
SamTrans	San Mateo County Transit District
SB 1	California Senate Bill 1: The Road Repair and Accountability Act of 2017
SB 375	California Senate Bill 375
SBE	Small Business Enterprise
SCC	Solutions for Congested Corridors Program
SCS	Sustainable Communities Strategy
SCTA	Sonoma County Transportation Authority
SFO	San Francisco International Airport
SFMTA	San Francisco Municipal Transportation Agency
SIP	State Implementation Plan (for air quality)
SMART	Sonoma-Marín Area Rail Transit
SMCEL JPA	San Mateo County Express Lanes Joint Powers Authority
SOV	Single-Occupancy Vehicle
SP&R	State Planning and Research
SRTP	Short-Range Transit Plan
STA	Solano Transportation Authority or State Transit Assistance
STBG	Surface Transportation Block Grant
STIP	State Transportation Improvement Program
STRAHNET	Strategic Highway Network
TAC	Technical Advisory Committee
TAM	Transportation Authority of Marin or Transportation Asset Management Program
TAP	Transportation Alternatives Program
TCC	Transportation Cooperative Committee
TCEP	Trade Corridor Enhancement Program
TCM	Transportation Control Measure
TCP	Transit Capital Priorities
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TDM	Transportation Demand Management
TETAP	Traffic Engineering Technical Assistance Program
TIES	Transit Integration and Efficiency Study

TIM	Traffic Incident Management
TIP	Transportation Improvement Program (federal requirement)
TIRCP	Transit and Intercity Rail Capital Program
TM2	Travel Model 2
TMC	Transportation Management Center
TMS	Transportation Management System
TOC	Transit-Oriented Communities
TOD	Transit-Oriented Development
Toll Credit	Non-Federal Share — Section 1905 of SAFETEA-LU
TOS	Traffic Operations Systems
TPI	Transit Priority Investment
TSMO	Transportation Systems Management and Operation
TSP	Transit Sustainability Project
USC	United States Code
USDOT ACR-IT	United States Department of Transportation's Architecture Reference for Cooperative and Intelligent Transportation
VMT	Vehicle Miles Traveled
VTA	Santa Clara Valley Transportation Authority
WE	Work Element
West CAT	Western Contra Costa Transit
WRCB	California Water Resources Control Board
WETA	Water Emergency Transit Authority
ZEV	Zero Emissions Vehicle

METROPOLITAN TRANSPORTATION COMMISSION PROSPECTUS

October 2022

FY 2022–2023

MTC PROSPECTUS

I. INTRODUCTION AND PURPOSE

The Overall Work Program (OWP) guides the collaborative metropolitan transportation planning process, which involves the Metropolitan Transportation Commission (MTC), the Association of Bay Area Governments (ABAG) and the California Department of Transportation (Caltrans), as well as more than 150 partner organizations in the nine-county San Francisco Bay Area Region (Region). Specifically, the OWP establishes the transportation planning objectives to be achieved and assigns the institutional responsibility and funding to complete the work for the Region. The OWP structure includes:

Section I - PROSPECTUS: In this section, MTC outlines objectives and institutional arrangements, as well as the schedule to achieve these objectives.

Section II – OVERALL WORK PROGRAM: In this section, Caltrans and MTC describe activities to be undertaken during the year to accomplish the objectives; and

Section III – BUDGET: This section summarizes the regional planning funds available to MTC during FY 2022-23.

The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL) was signed into law in November 2021 and it requires metropolitan planning organizations (MPOs) to work cooperatively with federal and state agencies, local transportation agencies, local governments, public transit operators, tribal governments and various stakeholders to develop regional transportation plans and transportation improvement programs for urbanized areas of the state.

The Region produces two periodically-updated major documents that comply with federal requirements: the *Regional Transportation Plan* (RTP) and the *Transportation Improvement Program* (TIP). The Commission adopted the current RTP, known as *Plan Bay Area 2050*, as well as the 2021 TIP, in October 2021. These documents provide for the development and integrated management and operation of transportation facilities that function as a regional system as well as the state and national intermodal transportation systems.

MTC maintains a website at mtc.ca.gov, which contains final reports for the work referenced in the OWP. The work elements provide additional links for specific work products.

Federal Planning Factors

The OWP works to accomplish the ten federal planning factors:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
- Enhance travel and tourism.

Each FY 2022-23 OWP work element references the relationship between the upcoming tasks and the federal planning factors. Additionally, staff has created the following table displaying the relationship between the planning factors and many of the work elements across the OWP.

Federal Planning Factor	FY 2022-23 OWP Work Elements Supporting Federal Planning Factor
Support the economic vitality of the metropolitan area	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1212, 1511, 1512, 1517, 1611, 1614, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1120, 1310, 1314, 1515, 1522, 1612, 1615</p> <p>WEs Funded by State and Local Sources 1114, 1124, 1131, 1132, 1311, 1412, 1618, 1620</p> <p>Other WEs 1255, 6031, 6032, 6840, 6860</p>
Increase the safety of the transportation system for motorized and non-motorized users	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1125, 1127, 1212, 1512, 1517, 1520, 1611, 1614, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1120, 1128, 1223, 1233, 1234, 1235, 1237, 1238, 1240, 1310, 1515, 1522, 1612</p> <p>WEs Funded by State and Local Sources 1124, 1131, 1132, 1618</p> <p>Other WEs 1255, 6031, 6032</p>
Increase the security of the transportation system for motorized and non-motorized users	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1125, 1512, 1517, 1520, 1611</p> <p>WEs Funded by Federal/State Grants and Local Sources 1124, 1223, 1515, 1522, 1612</p> <p>WEs Funded by State and Local Sources 1131, 1132</p> <p>Other WEs 1255</p>

Federal Planning Factor	FY 2022-23 OWP Work Elements Supporting Federal Planning Factor
<p>Increase the accessibility and mobility of people and for freight</p>	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1125, 1127, 1212, 1413, 1512, 1517, 1520, 1611, 1614, 1621, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1128, 1222, 1223, 1233, 1234, 1235, 1237, 1238, 1239, 1310, 1314, 1515, 1522, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1124, 1131, 1132, 1311, 1312, 1514, 1618</p> <p>Other WEs 1161, 1255, 6032, 6840, 6860</p>
<p>Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns</p>	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1125, 1127, 1212, 1413, 1512, 1517, 1520, 1611, 1614, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1120, 1128, 1222, 1223, 1233, 1235, 1237, 1240, 1515, 1522, 1612, 1615,</p> <p>WEs Funded by State and Local Sources 1114, 1124, 1131, 1132, 1412, 1618, 1620</p>
<p>Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight</p>	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1125, 1127, 1413, 1511, 1512, 1517, 1520, 1521, 1611, 1614, 1621, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1223, 1234, 1235, 1237, 1238, 1239, 1310, 1515, 1522, 1612</p> <p>WEs Funded by State and Local Sources 1124, 1131, 1132, 1311, 1514, 1618</p> <p>Other WEs 1161, 1255, 6840, 6860</p>
<p>Promote efficient system management and operation</p>	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1212, 1511, 1512, 1517, 1520, 1521, 1611, 1621, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1223, 1233, 1234, 1235, 1237, 1238, 1314, 1515, 1522</p> <p>WEs Funded by State and Local Sources 1131, 1132, 1156</p> <p>Other WEs 1161, 1255, 6031, 6032, 6840, 6860</p>

Federal Planning Factor	FY 2022-23 OWP Work Elements Supporting Federal Planning Factor
Emphasize the preservation of the existing transportation system	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1212, 1413, 1511, 1512, 1517, 1520, 1611, 1614, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1128, 1222, 1223, 1233, 1235, 1237, 1522, 1612</p> <p>WEs Funded by State and Local Sources 1131, 1132, 1514, 1618</p>
Improve the resiliency and reliability of the transportation system; reduce or mitigate storm water impacts of surface transportation	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1121, 1122, 1125, 1413, 1511, 1512, 1520, 1621, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1120, 1128, 1223, 1233, 1237, 1240, 1310, 1522, 1612</p> <p>WEs Funded by State and Local Sources 1131, 1132</p>
Enhance travel and tourism	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1121, 1122, 1125, 1127, 1413, 1517, 1520, 1614</p> <p>WEs Funded by Federal/State Grants and Local Sources 1223, 1224, 1235, 1239, 1240</p> <p>WEs Funded by State and Local Sources 1131, 1132, 1514, 1618</p> <p>Other WEs 6031, 6032</p>

Planning Emphasis Areas (PEAs)

FHWA and FTA have released the Planning Emphasis Areas (PEAs) for 2021. These are areas that are encouraged for incorporation in the FY 2022-23 OWP and should be considered for future development during the regional planning process per 23 CFR 450. The 2021 PEAs are:

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future;
- Equity and Justice⁴⁰ in Transportation Planning;
- Complete Streets;
- Public Involvement;
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD);
- Federal Land Management Agency (FLMA) Coordination;
- Planning and Environment Linkages (PEL); and
- Data in Transportation Planning.

Each FY 2022-23 OWP work element references the relationship between the upcoming tasks and these PEAs. Additionally, staff has created the following table displaying the relationship between the PEAs and many of the work elements across the OWP.

PEA	FY 2022-23 OWP Work Element Supporting PEA
Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1121, 1125, 1127, 1413, 1512, 1611, 1614, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1120, 1128, 1222, 1233, 1237, 1238, 1310, 1515, 1522, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1124, 1131, 1132, 1412, 1618</p>
Equity and Justice⁴⁰ in Transportation Planning	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1127, 1413, 1512, 1517, 1520, 1611, 1614, 1621, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1120, 1233, 1235, 1237, 1238, 1310, 1314, 1522, 1612, 1615</p> <p>WEs Funded by State and Local Sources 1114, 1124, 1131, 1132, 1311, 1312, 1412, 1514, 1618, 1620</p> <p>Other WEs 1153, 6031, 6032, 6840, 6860</p>
Complete Streets	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1125, 1127, 1512, 1611, 1614</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1234, 1310, 1515, 1522, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132</p> <p>Other WEs 1255</p>
Public Involvement	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1127, 1512, 1517, 1520, 1611, 1614, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1120, 1240, 1310, 1314, 1515, 1522, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156</p> <p>Other WEs 1255, 6031</p>
Strategic Highway Network	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1512</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233</p>

PEA	FY 2022-23 OWP Work Element Supporting PEA
Federal Land Management Agency (FLMA) Coordination	WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1512
Planning and Environment Linkages (PEL)	WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1121, 1512, 1520 WEs Funded by Federal/State Grants and Local Sources 1237, 1515, 1612 WEs Funded by State and Local Sources 1131, 1132, 1412
Data in Transportation Planning	WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1127, 1212, 1511, 1512, 1517, 1521, 1622 WEs Funded by Federal/State Grants and Local Sources 1120, 1224, 1233, 1234, 1235, 1237, 1238, 1239, 1310, 1314, 1522, 1612 WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1412 Other WEs 1161, 6032, 6840, 6860

II. PLAN BAY AREA 2050 GUIDES REGIONAL PLANNING PRIORITIES

In February 2018, MTC and ABAG initiated a new cycle of long-range planning for the San Francisco Bay Area with the *Horizon* initiative, designed to prioritize resilient and equitable strategies in an increasingly uncertain future. Stress-testing strategies for the region's future — against a broad range of external forces like telecommuting adoption, economic boom-bust cycles, and changing land use preferences — helped create a solid foundation for *Plan Bay Area 2050*, the Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) for the nine-county San Francisco Bay Area.

Starting in late 2019, the *Plan Bay Area 2050 Blueprint* phase further enhanced strategies to accelerate equitable outcomes through deep public and stakeholder engagement — both in-person and virtual. As the COVID-19 pandemic impacted the Bay Area throughout 2020, Blueprint strategies were further refined to account for this new reality, even as the pandemic underscored the need to tackle the region's continued crises related to housing unaffordability, climate change, and more. After the MTC Commission and ABAG Executive Board advanced the Final Blueprint into the environmental phase in early 2021, staff then focused on translating each of the Blueprint's 35 long-term strategies into more than 80 near-term implementation actions, working in partnership with public private, and non-profit partners to create a comprehensive Implementation Plan for the next five years.

Ultimately, *Plan Bay Area 2050* — adopted by the MTC Commission and ABAG Executive Board in October 2021 — is ready to serve as a resilient and equitable next-generation plan for the San Francisco Bay Area, laying out a pathway toward a better future for all residents through specific strategies, policies

and investments related to transportation, housing, the economy and the environment. The final plan was informed by the input from over 23,000 Bay Area residents who submitted over 234,000 comments at over 450 public and stakeholder meetings and events held over the four-year planning process. Most importantly, more than 60 percent of public engagement activities targeted communities, including residents of Equity Priority Communities and other underserved groups, who have been historically underrepresented in planning processes.

Plan Bay Area 2050 works to ensure that the Bay Area of 2050 is more affordable, connected, diverse, healthy and vibrant for all through its 35 strategies to be implemented at the local, county, regional and state levels over the next three decades. Totalling approximately \$1.4 trillion, the plan's strategies rely on existing and reasonably-anticipated new monies, but fully realizing those revenues will be critical in the decade ahead to fully implement the adopted plan. If implemented, the final plan would significantly reduce housing and transportation costs for a typical household, shift approximately one-fifth of the workforce away from commuting by auto, provide more affordable housing in historically-exclusionary cities and towns, meet the state-mandated greenhouse gas target, and improve intraregional jobs-housing balances, among other beneficial outcomes. Last, but certainly not least, the final plan would make greater headway in addressing challenges for households with low incomes and Equity Priority Communities — addressing long-standing disparities in housing, transportation, and more.

Pivoting Toward Implementation in 2022

The *Plan Bay Area 2050 Implementation Plan* outlines more than 80 specific implementation actions that MTC and ABAG are slated to advance in partnership with other entities over the next five years. Adoption of *Final Plan Bay Area 2050* allows MTC and ABAG staff to begin advancing some key initiatives specifically over the next year. High-priority actions for next year include, but are not limited to:

- Providing guidance for local jurisdictions through the Transit-Oriented Development (TOD) Policy Update;
- Advancing transit recovery through implementation of the Blue Ribbon Transit Recovery Task Force priorities, as well as further progress on the Major Project Advancement Policy and completion of the Fare Coordination and Integration Study;
- Conducting deep community engagement on the future of Bay Area freeways, and how pricing can play a role, through the Next-Generation Freeways Study; and
- Expanding coordination with the Bay Area Air Quality Management District to accelerate implementation of all climate mitigation strategies, from sustainable commute targets to electric vehicle subsidies and marketing to travel demand management programs.

III. MTC ORGANIZATION

This section provides a description of the planning area and the MTC organization structure (including its committees, citizen-based advisory council and task forces) and illustrates the transportation planning decision-making process. It also includes a description of the four-agency Bay Area Regional Collaborative (BARC).

Planning Area

The Bay Area region encompasses the nine counties that touch San Francisco Bay (Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma) and includes 101 municipalities. More than 7.7 million people reside within its 7,000 square miles.

The region MTC serves is unique in that there are seven primary public transit systems, as well as numerous other local transit operators, which together carried nearly 500 million passengers per year prior to the Covid-19 pandemic. The region's varied geography has given rise to a diverse range of public transit modes: antique cable cars and historic streetcars; high-speed ferries; diesel commuter rail and electric-powered rapid transit rail; diesel and natural gas buses; and electric trolley buses. The combined annual operating budget of the transit agencies is over \$2 billion, placing this region among the top transit centers in the nation. In addition, there are numerous specialized services for elderly and disabled travelers (referred to as paratransit service), nearly 20,000 miles of local streets and roads, 1,400 miles of highway, six public ports and three major commercial airports.

Metropolitan Transportation Commission

Created by the state Legislature in 1970 (California Government Code § 66500 et seq.), MTC is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area. MTC functions as both the regional transportation planning agency — a state designation — and, for federal purposes, as the region's metropolitan planning organization (MPO). The Commission Procedures Manual, which is dated November 25, 1981 and as revised periodically by MTC resolution action, sets forth the agency's bylaws and rules. The Commission Procedures Manual outlines the Commission and commissioners, Commission officers, Commission meetings and the conduct of business, and Commission committees (see MTC Resolution No. 1058, Revised).

The Commission's work is guided by a 21-member policy board, eighteen of whom are voting members. Oakland and San José each have a seat appointed by the respective city's mayor. Fourteen commissioners are appointed directly by local elected officials (each of the five most populous counties has two representatives appointed by board of supervisors and the mayors of the cities within that county, respectively; the four remaining counties' respective board of supervisors appoint one commissioner each, selected from a list of three nominees furnished by the respective Mayor's Selection Committee to represent both the cities and the board of supervisors of that county). In addition, two members represent regional agencies — the Association of Bay Area Governments (ABAG) and the San Francisco Bay Conservation and Development Commission (BCDC). BCDC's appointee is required to be a resident of San Francisco and approved by the mayor of San Francisco. The ABAG representative may not be from the counties of Alameda or Santa Clara or from the City and County of San Francisco. Finally, three non-voting members have been appointed to represent federal and state transportation agencies and the federal housing department, i.e., the California State Transportation Agency (CalSTA), the U.S. Department of Transportation and the U.S. Department of Housing and Urban Development.

In July 2017, MTC and ABAG staff were consolidated. The staff consolidation was completed pursuant to a contract for services between the ABAG Executive Board and the Metropolitan Transportation Commission. Now a single staff serves two independent bodies with unique statutory requirements, policy positions, programs, assets and debts.

The commissioners also serve as the policy board for several MTC-affiliated agencies, including the Bay Area Toll Authority (BATA), the Service Authority for Freeways and Expressways (SAFE) and the Bay Area Housing Finance Authority (BAHFA).

MTC Standing Committees

Seven standing committees (comprising seven or more commissioners each) consider a wide range of questions on policies, planning, and programs, and make recommendations to the full Commission. The seven committees are Administration, Bay Area Housing Finance Authority (BAHFA) Oversight, Bay Area Toll Authority (BATA) Oversight, Joint MTC/ABAG Legislation, Operations, Planning, and Programming and Allocations. The responsibilities of these seven committees are listed below.

MTC Standing Committee	Responsibilities
Administration Committee	Oversees and approves MTC administrative tasks, including staff oversight, consultant contracts, budgeting and financial policies, reports and audits.
BAHFA Oversight Committee	Oversees the work of the authority that is addressing the Bay Area's chronic housing challenges.
BATA Oversight Committee	Oversees the work of the authority that administers revenue from the region's seven state-owned toll bridges.
Joint MTC/ABAG Legislation Committee	Brings together members from MTC and ABAG to oversee both agencies' priorities, policies and positions.
Operations Committee	Oversees many of the programs MTC runs for the public, including MTC's traveler services like 511 and Clipper®, as well as highways and major roads.
Planning Committee	Oversees MTC's planning studies and programs and recommends revisions to Plan Bay Area — the region's long-range transportation plan.
Programming and Allocations Committee	Develops the policies and recommendations about how to spend state and federal funds.

MTC Interagency Committees

MTC works with many partners to manage a transportation system that ranges from sidewalks to regional rail, and that is owned and operated by dozens of government agencies. Strong collaboration creates better transportation systems for the Bay Area. The responsibilities for MTC's various interagency committees are described in the table below:

MTC Interagency Committee	Responsibilities
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Active Transportation Working Group	Working to get more people moving by foot, bike, skateboard, scooter, wheelchair and other forms of active transportation or “micromobility.”
Air Quality Conformity Task Force	Determines whether transportation projects and plans comply with state or federal air quality regulations.
Arterial Operations Committee	Discusses issues related to the major arterial streets and roads that connect us.
Bay Area Regional Collaborative	Addresses issues of regional significance, including climate change and social and economic injustice.
Bay Area Partnership Board	Gathers top executives from the region’s many transportation-related agencies in order to improve safety, mobility and air quality.
Bay Area Vision Zero Working Group	Strives to make the region’s streets safer for everyone, especially pedestrians and bicyclists.
Blue Ribbon Transit Recovery Task Force	Works to guide the future of the Bay Area’s public transportation network as the region recovers from and adjusts to new conditions created by the COVID-19 pandemic.
Clipper® Executive Board	Policy, oversight, direction and authorization of significant business matters for the Clipper® fare payment system.
Fare Integration Task Force	Oversight for the Transit Fare Coordination & Integration Study.
Joint ABAG/MTC Governance Committee	Discusses whether MTC and ABAG should restructure their governing boards.
Joint MTC Planning Committee with the ABAG Administrative Committee	Considers planning activities and works on issues assigned by the Board.
Local Streets and Roads Working Group	A forum for cities to advocate for pavement maintenance funding.
Mega-Region Working Group	A forum in which the Bay Area, the Sacramento Metro Area, and San Joaquín County and its cities join forces to tackle shared transportation challenges and achieve shared goals.
Partnership Technical Advisory Committee	Formed to advise participating agencies’ top executives on a wide range of transportation issues.
Regional Advisory Working Group	Provides input on updates to Plan Bay Area.
Regional Equity Working Group	Supports social equity planning and analysis in the development of Plan Bay Area.

Regional Airport Planning Committee	Oversees the development of policies for commercial and general aviation airports.
Transit Finance Working Group	Discusses new funding opportunities and issues that may affect transit agencies' operating costs.
Transportation Response Planning Committee	Prepares for disasters that could affect the Bay Area's transportation infrastructure.

Authorities

MTC Authorities carry out projects to make the Bay Area better — like expanding the network of freeway Express Lanes, operating the Freeway Service Patrol and managing toll revenue to keep the seven state-owned bridges safe. An MTC Authority is created by law to carry out specific duties or projects for residents of the Bay Area. Sometimes these projects have been voted on and approved by the public, and sometimes they are passed into law by the California State Legislature. MTC Authorities will often work together with other agencies. These are called “joint powers authorities” and are partnerships between similar agencies across separate local or state governments.

Authority	Responsibilities
Bay Area Headquarters Authority (BAHA)	Manages and maintains the Bay Area Metro Center building in San Francisco.
Bay Area Housing Finance Authority (BAHFA)	First-of-its-kind regional authority created to address the Bay Area's chronic housing challenges.
Bay Area Infrastructure Financing Authority (BAIFA)	Oversees the financing, planning and operation of MTC Express Lanes and related transportation projects.
Bay Area Toll Authority (BATA)	Manages the toll revenues from the Bay Area's seven state-owned bridges. BATA also manages FasTrak®, the electronic toll payment system.
Service Authority for Freeways and Expressways (SAFE)	Manages the Freeway Service Patrol tow trucks and the emergency roadside call box programs.

Policy Advisory Council

The Policy Advisory Council was created by the Commission in November 2009 to incorporate and supersede several MTC citizen advisory committees. The 27 council members are recruited from diverse backgrounds from all nine Bay Area counties and serve a 4-year term. The mission of the Policy Advisory Council is to advise the Commission on transportation policies in the Bay Area, incorporating diverse perspectives relating to the environment, the economy and equity. The Council advises the Commission and its staff through the appropriate MTC standing committees on matters within MTC's jurisdictions and as assigned by the Commission.

Membership of the Policy Advisory Council is structured around interests related to the economy, the environment and social equity.

In the areas of economy and the environment, there are a total of nine members, with four members representing economic interests and four bringing an environmental perspective; the ninth member represents either category. In addition, at least five of the nine are from each of the five most populous Bay Area counties — Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara.

In the area of social equity, nine members (one from each county) represent communities of color and issues affecting low-income communities or environmental justice. Of these, four members represent communities of color, and four members represent environmental justice/low-income communities; the ninth member represents either category.

In addition, nine members (one from each county) represent issues related to transportation for older adults and persons with disabilities. Four members represent older adults, and four members represent people with disabilities; the ninth member represents either category.

The Bay Area Partnership Board

The Bay Area Partnership Board is a confederation of the top staff of various transportation agencies in the region (MTC, public transit operators, county congestion management agencies, city and county public works departments, ports, Caltrans, U.S. Department of Transportation) as well as environmental protection agencies. The Partnership works by consensus to improve the overall efficiency and operation of the Bay Area's transportation network, including developing strategies for setting funding priorities for transportation improvements. This institutional framework ensures that widely varying local needs are recognized, but also requires that the partner agencies work with each other to coordinate services where their systems intersect or overlap. The Bay Area Partnership is a forum for communication at many levels: at ad hoc meetings of the committee of the whole and regular meetings of its staff technical committees.

Transit Representation on MTC Commission

In September 2016, MTC updated its Commission Procedures Manual to set forth the process for designating transit representatives for the Commission, as follows:

Effective September 28, 2016, any sitting commissioner who also serves on the board of a public transit agency shall be deemed to be a representative of a provider of public transportation within the meaning of the FAST Act ("Transit Representative"). Subsequent to September 28, 2016, at the beginning of each Commission term, the Chair shall designate, and the Commission shall approve, any sitting commissioner who also serves on the board of a public transit agency as a Transit Representative. Upon a vacancy occurring during a Commission term of a commissioner then serving as a Transit Representative, the Chair shall designate, and the Commission shall approve, one or more representatives not then currently designated, if any, from the commissioners then currently on the board who are also serving on a board of a transit agency as a Transit Representative.

There are currently 13 transit/rail operators represented on the MTC Commission:

1. Caltrain: Cindy Chavez
2. Capital Corridor Joint Powers Board: Jim Sperring
3. County Connection: Amy Worth
4. Marin Transit: Damon Connolly
5. NVTa: Alfredo Pedroza

6. Santa Clara Valley Transit Authority: Margaret Abe-Koga, Cindy Chavez, Sam Liccardo
7. Soltrans: Jim Spering
8. Sonoma Marin Area Rail Transit: Damon Connolly, David Rabbitt
9. Santa Rosa City Bus: Victoria Fleming
10. Sonoma County Transit: David Rabbitt
11. Tri-Delta Transit: Federal Glover
12. Union City Transit: Carol Dutra-Vernaci
13. Golden Gate Bridge, Highway and Transportation District: David Rabbitt

IV. OVERVIEW OF PUBLIC PARTICIPATION AND INVOLVEMENT

The Metropolitan Transportation Commission's public involvement process aims to give the public ample opportunities for early and continuing participation in critical transportation projects, plans and decisions, and to provide full public access to key decisions. Engaging the public early and often in the decision-making process is critical to the success of any transportation plan or program, and is required by numerous state and federal laws, as well as by the Commission's own internal procedures.

Federal law requires MTC, when developing the Regional Transportation Plan and the Transportation Improvement Program (TIP), to coordinate transportation plans with expected growth, economic development, environmental protection and other related planning activities within our region. Toward this end, [MTC's Public Participation Plan](#) outlines key decision points during the development process for consulting with affected local, regional, state and federal agencies and Tribal governments.

In addition, under state law (revised most recently in 2008 by SB 375, Steinberg), MTC and the Association of Bay Area Governments must develop a regional Sustainable Communities Strategy (SCS) to integrate planning for growth and housing with long-range transportation investments, including goals for reducing greenhouse gas emissions for cars and light-duty trucks. SB 375 requires a separate Public Participation Plan for development of the Sustainable Communities Strategy and the regional transportation plan. This plan is rooted in the principles that are included in MTC's federally-required Public Participation Plan, along with the requirements outlined in SB 375.

MTC's public engagement program aims to meet the following objectives:

- Involve the interested public in transportation planning, fund programming and allocation processes, including those from under-represented groups.
- Inform the media and public about current transportation activities, including regional operations projects, such as 511, Clipper®, FasTrak®, Express Lanes and Freeway Service Patrol.
- Provide opportunities for early and continuous public participation in the transportation planning process in accordance with federal policy, including the 2021 Bipartisan Infrastructure Law and reauthorization of the Fixing America's Surface Transportation Act (FAST Act), by means of organized public outreach and involvement activities and through the Policy Advisory Council.
- Provide opportunities for public participation in the development of regional plans and initiatives (e.g., Plan Bay Area 2050, next RTP/SCS, etc.).
- Conduct government-to-government consultation with Tribal governments of federally recognized Native American Tribes regarding planning and programming activities.

V. CONSULTATION WITH NATIVE AMERICAN TRIBAL GOVERNMENTS

There are six federally recognized Native American Tribes in the San Francisco Bay Area. Throughout the regional transportation planning process and the companion Transportation Improvement Program, MTC routinely invites each of the six federally recognized Native American Tribes to participate in government-to-government consultations. MTC lays the groundwork for consultation early in the process of developing the regional transportation plan, and generally includes a “Tribal summit” for all six Tribal governments. Each Tribe is also asked to identify a preferred point of contact for future engagement meetings.

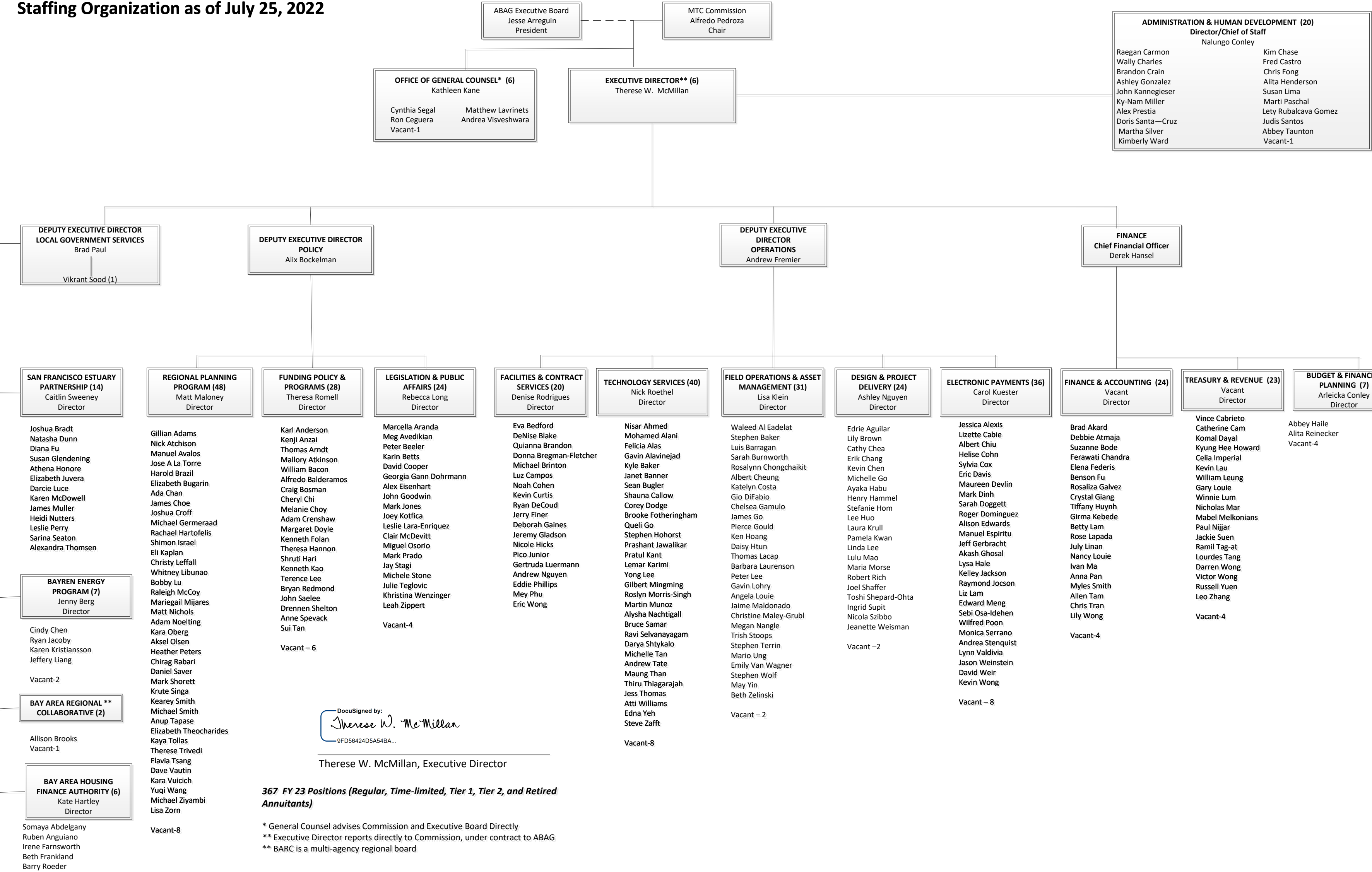
MTC board members and executive staff participate in consultation with the Tribal governments. MTC conducts consultation and associated activities in locations convenient for the Tribal governments. Past meetings have been held in Sonoma County, where most of the federally recognized Tribal governments are located. During the COVID-19 pandemic, consultation meetings have been held virtually via Zoom.

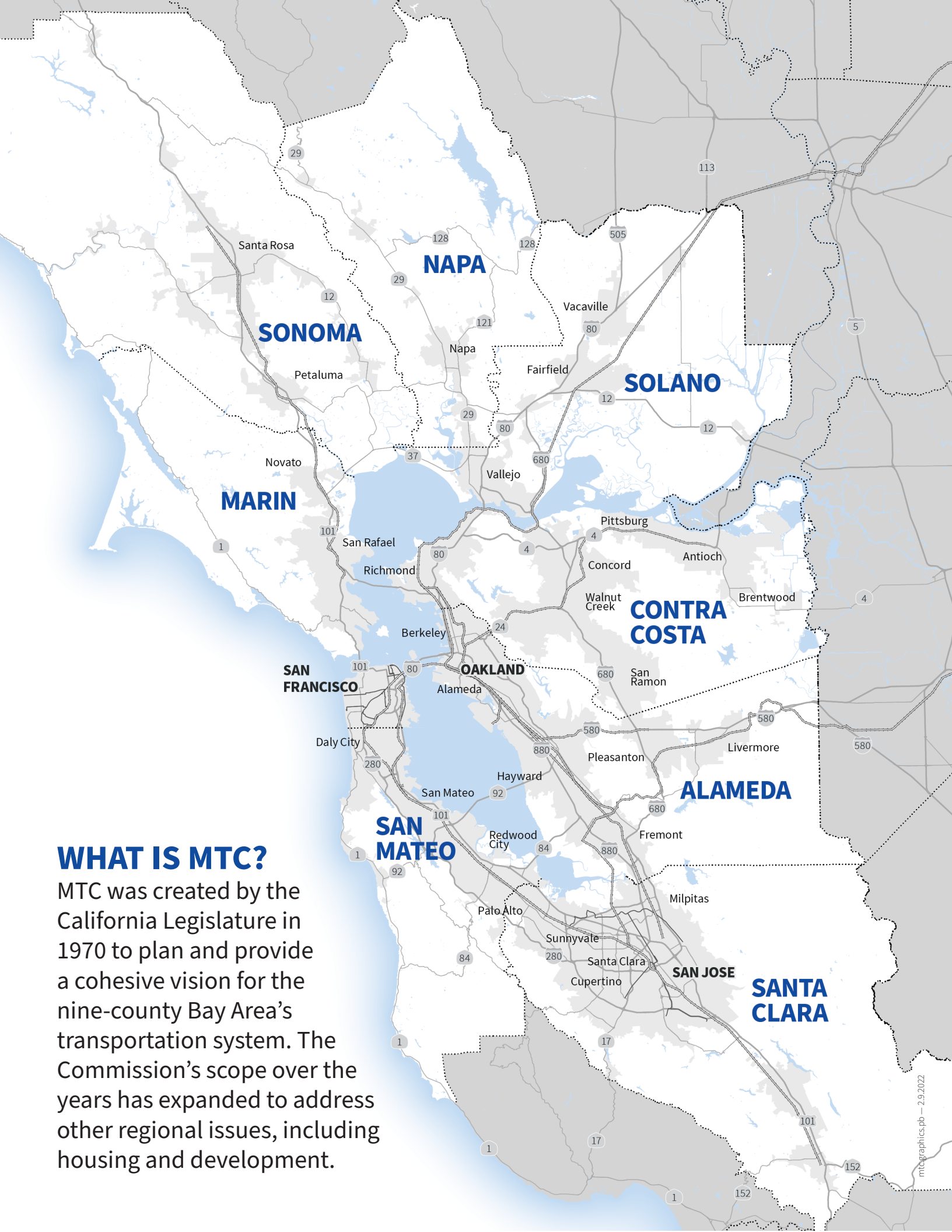
The Tribal summit is a forum with the purpose of facilitating conversation and fostering collaboration between Tribal governments and other state, regional and local government agencies. The state Department of Transportation and the appropriate county transportation agencies are invited and often participate. It includes discussion about how the Tribal governments can participate in development of the long-range plan, as well as how they can engage in individual government-to-government consultation with the participating agencies. The Tribal summit also serves to introduce Tribal governments to MTC and partner agencies, and to establish channels for receiving communications and material from MTC throughout the long-range planning effort. The Tribal summit also may include facilitation by an individual or organization known to the Tribal governments.

As a next step after the Tribal summit, MTC continues to encourage individual government-to-government consultation meetings with each Tribal government throughout development of the regional transportation plan to discuss issues and concerns specific to each Tribe. MTC offers to conduct consultation at a time and location convenient for the Tribe, which may include attendance at meetings of the Tribal council or committees. The governments also receive materials from MTC throughout the RTP planning effort.

Metropolitan Transportation Commission

Staffing Organization as of July 25, 2022





WHAT IS MTC?

MTC was created by the California Legislature in 1970 to plan and provide a cohesive vision for the nine-county Bay Area's transportation system. The Commission's scope over the years has expanded to address other regional issues, including housing and development.

OVERALL WORK PROGRAM
CALIFORNIA DEPARTMENT OF TRANSPORTATION

FY 2022–2023
OCTOBER 2022

OVERALL WORK PROGRAM — CALTRANS

Caltrans Work Elements

Goals and Objectives

The California Department of Transportation (Caltrans/Department) Work Elements support the 2020-2024 Caltrans Strategic Plan vision and goals of 1) Safety First, Cultivate Excellence, 2) Multimodal Network, 3) Stewardship and Efficiency, 4) Climate Action, and 5) Equity and Livability. Also, it seeks to provide a safe and reliable transportation network that serves all people and respects the environment. The Sustainability goal aims to achieve a 15 percent reduction of statewide per capita VMT relative to the 2010 baseline.

Caltrans Work Elements also promote the Department's objectives in its various transportation plans, including the California Transportation Plan 2050 (CTP 2050), California Freight Mobility Plan (2020), Smart Mobility Framework Guide (2020), Complete Streets and Interregional Transportation Strategic Plan. In addition, Caltrans Work Elements fulfill the Department's responsibility to steward federal transportation planning funds. The Work Elements stress the inclusion of the Tribal Governments and under-represented communities of concern in the State and regional transportation planning and programming processes.

Caltrans planning activities support goals established in the regional transportation planning guidelines adopted by the California Transportation Commission (CTC) and the climate change-related legislation closely linking transportation and land use planning. Integration of the two planning processes responds to Assembly Bill 32, Senate Bill 375, and subsequent legislation. Reducing greenhouse gases (GHG) has become one of the key priorities in the transportation planning process. They also improve transportation mobility, address federal air quality criteria pollutants, and ensure that the statewide and regional transportation planning activities address Tribal, local, regional and statewide mobility and economic needs.

Another key legislation guiding state planning is Senate Bill 391 (SB 391). SB 391 requires the CTP to identify the integrated multimodal transportation system needed to achieve maximum feasible GHG emissions reductions. Caltrans prepared CTP 2050 signed by the Secretary of the California State Transportation Agency (CalSTA) in February 2021. The CTP presents a long-term vision with a set of supporting goals, policies, and recommendations to help guide transportation-related decisions and investments to meet the State's future mobility needs and reduce greenhouse gas (GHG) emissions.

Moreover, the CTP addresses Equity by implementing statewide strategies that analyze transportation, economic, climate, and racial & social inequities that drastically impact vulnerable and underserved 26 communities. Caltrans acknowledges that historically and contemporary marginalized communities of color experience fewer benefits and a more significant share of negative impacts of our state's transportation system. Some of these disparities reflect a history of transportation decision-making, policy, processes, planning, design,

and construction that lack community consensus, place barriers, divide communities, and amplify racial inequities, particularly among Black/African American and Latino communities. Caltrans recognizes its leadership role and significant responsibility to eliminate barriers to provide more equitable transportation for all Californians.

The former Governor Jerry Brown signed Senate Bill 1 into law in April 2017, also known as the Road Repair and Accountability Act of 2017. This State transportation funding bill will provide revenues of roughly \$50 billion over the next ten years to maintain and integrate the State's multi-modal transportation system. SB 1 allocated \$25 million in additional Caltrans Sustainable Communities Grant fund beginning with the Fiscal Year 2017/18 grant cycle to aid regional and local planning efforts. Also, SB1 provided funding allocation in the FY 2018/19 and FY 2019/20 grant cycles. About half of the funding provided for each fiscal year was distributed to the MPOs on a formula basis. The formula grant funding is aimed to support and implement Regional Transportation Plans (RTP) and Sustainable Communities Strategies (SCS) efforts where appropriate and to help achieve the State's greenhouse gas (GHG) reduction target of 40 and 80 percent below 1990 levels by 2030 and 2050 respectively. SB 1 had also allocated \$20 million in climate change adaptation planning grants to local and regional agencies for adaptation planning through the FY 2019/20 funding cycle.

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TRANSPORTATION PLANNING

Work Element 6.1 – California Transportation Plan (CTP) – Regional Liaison

Objectives

To assist Caltrans headquarters Division of Transportation Planning (Sacramento) in meeting the goals and intent of Senate Bill (SB) 391 (Liu); and federal requirements for the development of a statewide California Transportation Plan (CTP) every 5 years.

To disseminate the latest information on any update of the state plan, new guidelines, annual implementation progress report, etc., to the Department's internal functional units and with external partners, including tribal governments.

To provide a liaison role and strengthen connections between the Department's long-range planning efforts and the Metropolitan Transportation Commission's (MTC) regional planning, programming, and project selection processes.

To work with Caltrans programs, divisions, districts, and state partners to track progress on CTP implementation and Climate Action Plan for Transportation Infrastructure (CAPTI) alignment efforts.

Similar to requirements for regional plans under SB 375 (Steinberg 2008), SB 391 (Liu 2009) requires the State's long-range transportation plan to meet California's climate change goals under Assembly Bill (AB) 32.

In response to these statutes, Caltrans prepares the California Transportation Plan (CTP) to articulate the State's vision for an integrated, multimodal, and interregional transportation system that complements regional transportation plans and land use visions. The CTP integrates the State's long-range modal plans and Caltrans-sponsored programs to achieve a safe, sustainable, and efficient system to enhance California's economy and livability over a 20-year horizon.

Previous and Ongoing Related Work

Work with HQ staff to continue sharing information on the state's initiatives relating to the update of the California Transportation Plan.

Tasks

Review & comment on Draft Materials.

Participate in Monthly Teleconference updates.

Share the CTP updates with the Metropolitan Transportation Commission and s other stakeholders including the Tribal Governments.

Assist HQ in coordinating HQ/District-MPO meeting (s).

Assist HQ in coordinating any public workshops held in the District in-person or virtually.

Products

CTP Implementation Element

Estimated Completion Date

N/A

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.2 – System Planning

Objectives

Continue to serve as the principal mechanism for Caltrans long-range transportation planning at the corridor and system levels.

Serve as Caltrans transportation planning liaisons with regional agencies and County Transportation Agencies (CTAs).

Incorporate and propose long-range solutions to the impacts of projected growth in the Bay Area in System Planning documents.

Analyze the multimodal system to integrate plans to enhance people and freight's interregional and regional movement.

Conduct transportation corridor planning that accomplishes the following: 1). defines how a travel corridor is performing, 2). understand why a travel corridor is performing in its current/historical condition, and 3). recommend system management strategies to address issues and challenges within the context of a collaborative long-range planning vision and advance social equity and the State's climate goals.

Incorporate Complete Streets in System Planning processes and products by addressing transportation needs, safety, and efficient access for all legal users of the system.

Support Sustainable Community Strategies (SCS) by incorporating Smart Mobility Framework principles into the System Planning process and products.

Identify and elevate emerging transportation issues, trends, and opportunities such as Transportation System Management and Operations (TSMO) as well as threats such as the impacts of Climate Change on transportation infrastructure.

Represent the State's interests by ensuring the region-to-region transportation needs are addressed, including the to-and-through movement of people and freight.

Integrate the Interregional Transportation Strategic Plan (ITSP) principles into the analysis and evaluation of all State highway corridors within District 4.

Assist Program Management in coordination and presentation of information on (1) the Interregional Improvement Program (IIP) through a focused analysis of the Interregional Road System (IRRS) corridors traversing District 4, and (2) the Regional Improvement Program (RIP) and corridors defined in coordination with MTC and the CTAs.

Respond to special assignments initiated at the federal, state, regional, or local level, including developing plans, priorities, and projects lists based on new funding and programming opportunities.

Work with the Office of Advance Planning on the development of Project Initiation Documents, which reflects long-term System Planning priorities in the following: Transportation Concept Report (TCRs), Comprehensive Multimodal Corridor Plans (CMCPs), and other districts, local, regional, and statewide planning documents such as the District System Management Plan (DSMP) and Managed Lane System Plan (MLSP).

Integrate State modal plans and District 4 active transportation plans into System Planning processes and products to support multimodal projects.

Help secure project funding from various federal and state programs, including, but not limited to, ITIP and SB 1 competitive programs.

Tasks

Update and lead the analysis and preparation of TCRs, CCPs, CMCPs, and other corridor plans for each of the District's 56 routes.

Represent Caltrans through regular attendance at monthly regional coordination meetings and CMA Technical Advisory Committee meetings, engage in the planning process, and respond to partner agencies and public requests.

In concert with appropriate District functional units and partner agencies, support activities related to the ongoing development and update of TCRs, Corridor System Management Plans (CSMP), CMCPs, the ITSP, the MLSP, (the DSMP), and accompanying Multi-Objective Non-SHOPP Transportation Equity Report (MONSTER) List.

Participate in or lead project prioritization and nomination to various federal and state funding programs, including, but not limited to ITIP and SB 1 competitive programs.

Provide assistance in the process to (1) relinquish existing State Highway System route segments to local agencies; (2) adopt existing local arterials or newly constructed road facilities as route segments into the System.

Relinquishment and route adoption are to be implemented only by mutual agreement between the State and appropriate local agencies; and (3) review relinquishment legislation bill proposals and advise whether to remove relinquishment authority in law descriptions for relinquished routes.

Review Caltrans documentation including, but not limited to, Project Initiation Documents, Project Reports, Caltrans Excess Land requests, and other transportation-based documents regarding System Planning issues.

Provide System Planning input on environmental reports relating to local development projects and their impacts on the State Highway System.

Participate in the development of HQ's statewide plans and guidance, including but not limited to, the ITSP Addendum, DSMP Guidelines, and Corridor Planning Emphasis Area Guide documents.

Cooperate with HQ to develop research proposals, studies, policies, and procedures to address changes in transportation demand, system characteristics, and the role of the State in project planning, development, and delivery.

Products

N/A

Estimated Completion Date

N/A

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.3 – Overall Work Program Management

Objectives

To fulfill the State's responsibility in carrying out the review, monitoring, and approval of the Metropolitan Transportation Commission's (MTC) Overall Work Program (OWP)/Overall Work Program Amendment (OWP/OWPA), in concert with Caltrans headquarters Office of Regional and Community Planning.

Description

Regulations and Statutes authorizing regional transportation planning are found primarily in Titles 23 and Title 49 of United States Code (USC) and in Section 65080 et seq., and 29532 et seq., of the California Government Code. Governing regulations are found in the Code of Federal Regulations (CFR) and the California Code of Regulations.

Federal accounting and auditing requirements are Titles 48 and 49 USC and CFR, Office of Management and Budget (OMB), and Federal Transit Administration (FTA) Circulars and guidance. State accounting and auditing requirements are as per the Government Code, the Public Utilities Code, the Public Contracts Code, and the Health and Safety Code.

Previous and Ongoing Related Work

Monitor development and progress of the OWP/OWPA planning activities and products.

Administer Federal FHWA PL and FTA Section 5303 formulary funds.

Monitor other federal funding awards distributed in the OWP/OWPA activities/projects.

Coordinate with HQ-ORCP and MTC staff regarding the needed changes to improve process and content in the Request for Reimbursement (RFR) and Quarterly Progress Reporting (QPR) submittals.

Continue to consult and coordinate with HQ-ORCP and FHWA/FTA to implement an early consultation process regarding MTC's preparation for next FY's OWP/OWPA.

Continue to communicate and coordinate with MTC, FTA, FHWA, and HQ-ORCP the resolutions to unresolved/reoccurring issues in previous OWPs.

Continue to communicate and coordinate with MTC, FTA, FHWA, and HQ-ORCP in complying with the resolutions on the recertification process conditions of approval.

Assist Planning Managers in administering FHWA Strategic Partnership grants under Caltrans Sustainable Transportation Planning Grant Program.

Attend workshops/seminars to update and improve processes and best practices for efficient and complete work products.

Tasks

Transmit federal and state guidelines to MTC to develop the annual OWP.

Transmit to MTC the initial allocations estimate (range) for the Consolidated Planning Grant (CPG) for the FHWA PL and the FTA 5303 annual grant as it becomes available from FHWA/FTA and/or ORP.

Transmit to MTC the final allocations for the CPG as it becomes available.

Review the draft OWP to ensure that it meets the needs of and complies with the statewide programs, initiatives and/or policies.

Circulate Draft OWP with a comment transmittal memo to HQ ORP District Liaison and other reviewers.

Collect all Draft OWP comments in a comprehensive letter to MTC.

Ensure the inclusion of all comments in the Final OWP/OWPA.

Develop/update Caltrans District 4 Work Elements for the region's planning activities.

Submit to MTC quarterly reports on Caltrans Work Elements.

Review MTC's quarterly reports for consistency and progress towards completing their deliverables as noted in the OWP and submit them to HQ ORCP District Liaison.

Facilitate the OWP/OWPA Coordination and Development meeting with FHWA, FTA, and Caltrans HQ-ORCP at MTC and ABAG's office building.

Provide recommended OWP/OWPA approval letter, Draft and Final OWPs to HQ ORCP and FHWA/FTA by their respective due dates.

Approve and send all additional OWP/OWPA documents, i.e., Amendments, Certifications, Approved Board Resolution, and Assurances to ORCP District Liaison.

Review all RFRs to ensure expenditures are accurate, for eligible activities, for delivered products, and completed in accordance with work elements in the OWP/OWPA and Federal and State requirements.

Review, approve and submit to HQ ORCP MTC's Year-End Package.

Assist Caltrans Work Element Managers in administering discretionary program funds.

Monitor and administer the Caltrans Sustainable Transportation Planning Grants awarded to MTC—Sustainable Communities, the competitive and formulary awards, Strategic Partnerships, and the Adaptation Planning grants.

Products

Caltrans Work Elements for the OWP/OWPA annual update

Progress reports on Caltrans OWP/OWPA activities

Reimbursement of CPG and Discretionary funds

Participation at policy level meetings

Amendment Approval

Close-out packages for Discretionary funded projects

Estimated Completion Date

February 2022

Quarterly

Monthly

As Needed

Periodic

As Needed

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.4 – Local Development Review (LDR)

Objectives

To implement SB 743 requirements, which aims to reduce vehicle miles traveled (VMT) and subsequently, greenhouse gas emissions via the following:

- Ensure that development-related safety impacts to users of state transportation facilities are identified and mitigated to the maximum extent feasible.
- Achieve Caltrans Strategic Plan targets of increasing non-auto mode transportation shares.
- Advance the California Transportation Plan goals of providing multimodal accessibility for all people.
- Support a vibrant economy and improve public safety.

D4 LDR promotes transportation choices by applying the Caltrans Smart Mobility Framework, the Metropolitan Transportation Commission’s Sustainable Communities Strategy, and the Association of Bay Area Government’s Priority Development Areas to CEQA reviews. LDR programs achieve these goals by reviewing and commenting on federal, state, and local environmental documents prepared according to the National Environmental Policy Act and the California Environmental Quality Act (CEQA).

Description

LDR is a mandated ongoing collaboration between public and private stakeholders focused on reducing vehicle trips resulting from local development. Accordingly, LDR promotes transit, intercity rail passenger service, walking, and bicycling. LDR experts collaborate with stakeholders to achieve a shared vision of sustainable land use development patterns that accommodate a sufficient housing supply near population and job centers. LDR experts consult with local jurisdictions early, often provide timely and technically accurate information, and share analytical methodologies with stakeholders, including local government decision-makers.

Previous and Ongoing Related Work

LDR experts coordinate the review of environmental and technical documents for local development projects with a diverse array of experts from various disciplines; comments are collected, analyzed, and transmitted to Lead Agencies (LAs) as “CEQA letters” that identify potential impacts to state facilities. LDR experts advocate for mitigation in traffic impact fees, Transportation Demand Management programs, enhancing options for using transit, and bicycling and walking. Local Development/Inter-governmental Review experts liaise with LAs, developers, and consultants whenever possible and review encroachment permits to comply with CEQA and ensure that agreed-upon mitigation measures are implemented.

Tasks

- LDR experts engage with stakeholders, including Caltrans functional units, discipline experts, project proponents, Lead Agencies (LAs), and Congestion Transportation Agencies (CTAs), through strategic partnerships to implement the SB 743 focus on VMT, address potential safety impacts from local development and actively pursue fair share mitigation fees with local partners (*Meeting New Challenges through Teamwork*),
- Through strategic partnerships with stakeholders, including Lead Agencies, consultants, and project proponents, LDR experts collaborate on traffic analysis through early consultation, including support for establishing multimodal and regional impact fees,
- Leverage LDR professional training and expertise to maximize opportunities to enhance bike, Ped, ADA, transit and Transportation Demand Management improvements through CEQA review of environmental documents; this supports Caltrans Strategic Plan targets of increasing active transportation (*Sustainability, Livability & Economy*),

- Pro-actively engage stakeholders, including Caltrans' functional units, Army Corps of Engineers, Department of Fish & Wildlife, and the Bay Conservation Development Commission, in evaluating the environmental consequences of Sea Level Rise to Caltrans facilities and project delivery (*Sustainability, Livability, and Economy*),
- Utilize leadership by representing Caltrans on Technical Advisory Committees; develop strategic partnerships with LAs and CTAs to collaborate on land use and transportation projects affecting Caltrans,
- Collaborate with Environmental Analysis, System Planning, Permits, Project Management, Right of Way, numerous Engineering disciplines and other functional units by providing project history, and previous responses to LAs,
- Utilize leadership by representing Caltrans on Technical Advisory Committees; develop strategic partnerships with LAs and CTAs to collaborate on land use and transportation projects affecting Caltrans,
- Engage with Headquarters and the Office of Planning and Research for training, interpreting, and implementing SB 743-mandated changes to CEQA analysis, and
- Proactively works with tribal governments to mitigate traffic impacts from proposed tribal projects (*System Performance*).

Products

Estimated Completion Date

- Written comments to LAs on their proposed projects and environmental documents documents.
- Documents on Tribal government-to-government relations

Ongoing

Ongoing

Estimated cost by funding source

Estimated Person-Months and Cost

Not funded through the OWP process

N/A

Work Element 6.5 – Caltrans Project Planning

Objective

To provide a safe, sustainable, integrated, and efficient transportation system by enhancing the movement of people, goods, and services.

Description

The principal activity for this work element is the preparation and delivery of Project Initiation Documents (PIDs) in an appropriate form, including Project Initiation Report (PIR) as well as Project Study Report – Project Development Support (PSR-PDS). PIDs study the proposed projects, including the following tasks:

- Identify the deficiencies of existing facilities
- Define project purpose and needs
- Determine project scopes to address the purpose and need
- Develop and evaluate different alternatives, including preliminary traffic operation assessment, environmental studies, traffic safety review, and constructability and maintenance review
- Propose tentative project development schedules and estimate support and capital costs for programming purposes.
- Assess potential project development risks that will impact the project deliveries.
- Ensure that transportation projects are feasible, constructible, and viable.

Previous and Ongoing Related Work

Implement guidance and requirements of SB 45 and AB 1477.

Work in partnership with appropriate regional and local agencies (including Tribal Governments) on designated projects needed on the State or regional transportation systems.

Prepare or oversee the development of PIDs for proposed projects that are in the following: current Regional Transportation Plan (RTP), Countywide Plans, or other transportation planning documents and are candidates for the State Transportation Improvement Program (STIP), voter-approved tax measure for transportation improvement funding, and other funding sources/programs.

Implement the updated guidance to streamline the PID process of local funded projects on State facilities.

Implement the updated PID guidance to streamline the process of State Highway Operations and Protection Program (SHOPP) projects.

Implement Deputy Directives such as DD-064-R2 for Complete Streets.

Prepare PIDs for projects currently listed in the 10-Year SHOPP Plan.

Tasks

Implement procedures established in MOU between Caltrans and MTC covering PSR-PDS.

Provide expertise to local agencies on the initiation of transportation projects.

Provide coordination between engineering, highway operation, environmental, and right of way functions in the development of PIDs.

Provide analysis of alternatives to eliminate fatal flaws.

Include value analysis reviews whenever appropriate.

Coordinate the formation of project development teams to ensure stakeholder input into project initiation and preprogramming phases.

Coordinate with Bay Area Toll Authority (BATA) on prioritized toll bridge rehabilitation projects.

Products

New projects and special studies are subject to priorities and resources provided for those specific purposes

Estimated Completion

Ongoing

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.6 – Native American Liaison

Objectives

Establish clear lines of communication with the six federally recognized tribes in District 4.
Be cognizant of the issues relating to Tribal Governments, non-federally recognized Tribes, and Native American organizations, groups, and individuals.
Establish clear roles and responsibilities within Caltrans District 4 and coordinate with the District's Native American Coordinators.
Partner/formulate with MTC on best practices for Tribal Government inclusion into the region's transportation planning process.
Coordinate consult with and involve Tribal Governments.
Share with the Tribes funding and training opportunities and federal and state initiatives.
Respond in a timely fashion to requests from Tribes and coordinate with appropriate internal functional units in the response.
Early involvement of Tribal Governments in the transportation planning process.

Description

Federal directives such as Executive Order 13175 of November 6, 2000, Executive Order Number 12898 of February 11, 1994, and the State of California Executive Order W-26-92 of April 8, 1992, Assembly Concurrent Resolution 185, Battin (September 2000), and Caltrans Director Policy 19 (August 2001) provide the foundation for working with the California Tribes and communities.
Provide liaison staff to implement the following: implement State and Federal laws and directives that are sensitive to the Native American interests, encourage active participation by Tribal Governments, non-federally recognized tribal representatives, and Native American organizations, groups, and individuals in developing implementing transportation plans and projects.

Previous and Ongoing Related Work

District general consultation with Tribal governments.
Provide Tribal Governments and Native American communities relevant transportation planning guidelines and information to tribes and tribal community-based organizations.
Assist in developing Tribal transportation plans and transportation planning efforts when requested by Tribal Governments.
District participation in the Department's Native American Advisory Committee (NAAC)).
District participation in the quarterly District Native American Liaison teleconference.
Provide a letter of support on federal planning grants.

Tasks

District participation in the Departmental Native American Advisory Committee (NAAC).
Develop and maintain active working relationships with Native American organizations, communities, groups, and individuals by encouraging participation in the transportation planning and programming processes through Public Participation efforts.
Establish and maintain government-to-government relations with Tribal Governments through coordination and consultation efforts.

Products

Improve and continue working relationships and communication between the Department/District and local Native American tribal governments, community-based organizations, groups, and individuals.
Documentation of Tribal government-to-government relations.

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Completion Date

Ongoing

Work Element 6.7 – Equity, Justice, and Public Engagement

Objectives

To demonstrate the principles of Equity and Environmental Justice (EJ) as outlined in various State and federal statutes and directives in the transportation investment decisions made by Caltrans and other public agencies and private organizations.

To promote greater public involvement of community groups and equity priority populations such as the elderly, disabled, low-income, and minority (i.e., African-American, Hispanic, Asian-American, American Indian/Alaskan Native, and Pacific Islander) leaders in transportation decisions and context-sensitive planning. Also, prevent or mitigate disproportionate, adverse impacts of transportation projects while improving mobility, access, and quality of life for diverse communities.

Description

Caltrans supports equity in compliance with the Federal Transportation Planning goals under Title 23, U.S. Code, and Section 134, consistent with federal orders (Executive Orders 12898, 13985, and 14008, DOT Order 5610.2, and FHWA Order on Environmental Justice dated December 1998).

Environmental Justice Planning supports and encourages efforts to integrate land use and transportation decisions, projects, plans, and activities.

Environmental Justice Planning is a collaborative, comprehensive, and integrated process. The results of this process are intended to ensure that transportation investments are made that promote sustainable communities, provide for a resilient economy, foster the highest and best land uses, and equitably expand transportation choices to people in all segments of society. In balancing transportation investments, economic prosperity, community livability, and environmental protection, Caltrans will achieve widespread public involvement and equity in individual transportation choices.

Task

Interface with the MTC, local agencies, Native American Tribal Governments, private and non-profit organizations, community-based organizations, and transit agencies to address Equity, Environmental Justice, Smart Growth, and Livable Communities issues.

Coordinate with the MTC regarding the inclusion of the equity priority community needs into the region's transportation planning and programming processes.

Coordinate with Caltrans Headquarters regarding Equity, Environmental Justice, Smart Growth, Livable Communities, and Public Participation concepts and policies.

Coordinate the participation of other Department functional units as appropriate.

Conduct outreach efforts to equity priority communities such as the elderly, disabled, low-income, and minority (i.e., Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander) community groups and leaders.

Act in an advisory role to other branches requesting public participation process information or usage of the Headquarters Planning Public Engagement Contract services.

Caltrans Planning Public Engagement Contract Efforts

The fifth Caltrans Statewide Planning Public Engagement Contract was awarded in April 2019. Under this \$1.2 million contract, work is authorized for well-defined public outreach and engagement efforts related to transportation plans, programs, and projects in the early planning stages. The on-call contract supports the most high-profile, complex transportation planning efforts and provides technical support for Caltrans staff to conduct more day-to-day outreach and engagement work.

An important Contract goal is to translate complex planning and design issues into language and graphics that people can understand. These outreach efforts engage all stakeholders, especially those that are traditionally underserved. This inclusive approach means that more people are aware of the transportation projects in their communities and are more likely to stay actively invested in the process.

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.8 – Community Planning

Objectives

- To effectively link transportation and land use planning at the community level.
- To seek innovative solutions to transportation issues, problems, and constraints.
- To provide a forum for discussing issues related to the function of conventional state highways as main streets with cities, counties, and other local agencies.

Description

The Community Planning Branch supports and encourages efforts by communities to integrate land use and transportation decisions, projects, plans, and activities. Community Planning is a collaborative, comprehensive, and integrated process. The results of this process are intended to ensure that transportation investments are made that promote sustainable communities, provide for a resilient economy, foster the highest and best land uses, and equitably expand transportation choices to people in all segments of society. It promotes balanced transportation investments, economic prosperity, community livability, and environmental protection.

Tasks

- Coordinate with Caltrans Headquarters to organize an annual grant application solicitation cycle for the Caltrans Transportation Planning Grant Program. Provide feedback to agencies interested in vying for Sustainable Transportation Planning grants and evaluate applications received.
- Coordinate with Caltrans Headquarters regarding context-sensitive solutions, Complete Streets Policy implementation, and regional growth issues and impacts.
- Coordinate meetings on context-sensitive solutions and complete street design for conventional highways with local agencies and district staff from various functional areas.
- Review local land use plans and development proposals and comment on reducing regional vehicle miles traveled and improving pedestrian and bicycle access to regional transit facilities.
- Provide the district with information on current regional growth and community planning issues and prepare fact sheets as required for district management.
- Act in an advisory role to other branches requesting public participation process information or usage of the Headquarters Planning Public Engagement Contract services.

Caltrans Sustainable Transportation Planning Grant Program

The Caltrans Sustainable Transportation Planning grant program supports the California Department of Transportation (Caltrans) current Mission to provide a safe and reliable transportation network that serves all people and respects the environment. Grant projects are intended to identify and address mobility deficiencies in the following multimodal transportation system: mobility needs of environmental justice and equity priority communities, encourage stakeholder collaboration, involve active public engagement, integrate Smart Mobility 2010 concepts, and result in programmed transportation system improvements.

See Appendix A for project descriptions of the active Transportation Planning Grant projects.

Estimated Cost by Funding Source

Estimated Cost

Not Funded through the OWP Process

N/A

Work Element 6.9 – Pedestrian Coordination

Objectives

Improve pedestrian safety, access, and mobility on and across Caltrans facilities.

Engage external and internal stakeholders in developing Caltrans pedestrian policies, guidance, best practices, and project design. Provide input on Caltrans corridor and project planning and design concerning pedestrian travel and safety.

Description

The District Planning staff works to improve pedestrian safety, access, and mobility by performing planning and design review for projects proposed for the State highway system. Also, The District Planning staff works with Headquarters staff on tasks associated with the Complete Streets Implementation Action Plan. It meaningfully involves stakeholders in these activities so that better outcomes are achieved.

Previous Related Work

Reviewed Caltrans transportation corridor concept reports, project initiation documents, and project reports; participated in project development teams; and provided comments on projects regarding pedestrian needs and in support of walkable communities.

The District participated in meetings with local agencies regarding pedestrian design and operational issues at the conceptual development phase of various projects on the state highway system.

Planning staff supported the District 4 Pedestrian Advisory Committee, which consists of stakeholders from Bay Area public agencies and local communities. And District planning staff coordinated Committee meetings where Caltrans projects, policies, guidance, and standards were reviewed and provided comments.

The District coordinates continuously with Caltrans Headquarters regarding Complete Streets implementation and related guidance development and revisions.

Initiate project proposals for potential funding from the Active Transportation Program and other programs.

Initiate the Caltrans District 4 Pedestrian Plan, identifying and prioritizing pedestrian improvements on the State highway system in District 4.

Tasks

Continue to perform work listed above in the “Previous Related Work” section.

Products

Reviewing and commenting on Caltrans projects regarding pedestrian needs

Providing staff support for District 4 Pedestrian Advisory Committee meetings

Estimated Completion Date

Ongoing

Quarterly

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person Month & Cost

N/A

Work Element 6.10 – Bicycle Planning and Coordination

Objectives

Improve bicycle safety, access, and mobility on and across Caltrans facilities. Engage external and internal stakeholders in developing Caltrans bicycle transportation policies, guidance, best practices, and project design. Provide input on Caltrans corridor and project planning and design concerning and affecting bicycle travel and safety.

Description

The District Planning staff, together with Caltrans district functional units and Headquarters staff, works to improve bicycle access and safety on State highways. The combined effort is accomplished through the following: the review of planning and design documents, participation on Project Development Teams and statewide policy-level committees, and coordination with local and regional agencies as well as other stakeholders to ensure that bicycle transportation needs are addressed during project selection, planning, and design.

Previous Related Work

Advised and assisted in implementing the Caltrans Complete Streets Policy, the California Strategic Highway Safety Plan, the California Blueprint for Bicycling and Walking, and the Active Transportation Program. Reviewed and provided input on district planning, project initiation, design documents, Caltrans standards, guidance, and procedures as they affect bicycle travel.

Provided input and share information regarding:

- o existing roadway deficiencies and needed bicycle safety upgrades.
- o new policies and revisions were about bicyclists.

Planning staff coordinated quarterly meetings of the Caltrans District 4 Bicycle Advisory Committee, consisting of Bay Area transportation agencies and advocacy groups. The committee's role is to review Caltrans projects and policies to improve bicycle safety, mobility, and access on and across the State Highway System.

Planning staff coordinated Caltrans' participation in Bike to Work Day.

Initiate project proposals for potential funding from the Active Transportation Program and other programs.

Develop the Caltrans District 4 Bicycle Plan, which will identify and prioritize bicyclists' safety and mobility needs on the State highway system in District 4.

Tasks

- Continue to perform work listed above in the “Previous Related Work” section.

Products

Review and provide input on planning and design-level documents

Coordinate District 4 Bicycle Advisory Committee

Estimated Completion Date

Ongoing

Quarterly

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person Month & Cost

N/A

Work Element 6.11 – Transit Coordination

Objectives

To encourage alternative modes of transportation on the State Highway System.

To leverage the existing State Highway System to promote and enhance alternative transportation mode opportunities.

Description

The Transit Coordination Branch seeks to increase mobility options within the State Highway System (SHS). This function assists the Department in meeting goals associated with AB 32, SB 375, and SB 391 by promoting alternative transportation modes to decrease vehicle miles traveled and associated greenhouse gas emissions and increasing the efficiency of the SHS. Precisely, emphasis is placed on three areas:

1. Leveraging the existing SHS to promote faster transit service.
2. Promoting connectivity and integration of all rail systems.
3. Enhancing the existing District Park and Ride program.

Internally, this office works with other functional units to ensure that transit/rail/Park and Ride accommodations are included in Caltrans plans and projects. The Transit Coordination Branch collaborates with the Division of Rail and Mass Transportation (DRMT) and the Division of Research, Innovation & System Information (DRISI) on statewide modal issues. Externally, this office develops partnerships with other agencies to promote and enhance strategies that encourage alternative modes of transportation.

Previous Related Work

Caltrans coordinated with the Capitol Corridor on planning a new station at the Ardenwood Park-and-Ride lot in the City of Fremont. Coordinating the Caltrans Bay Area Mobility Hub Concept Study will lead to three potential mobility hub facilities in District 4. We also coordinated with the Caltrans Bay Area Transit Plan to lead to a comprehensive District 4 approach for transit-supportive infrastructure on the SHS.

Tasks

Coordinate with local agencies to improve the State Highway System to optimize alternative modes of transportation.

Review Caltrans project development documents and ensure that alternative modes of transportation are considered and accommodated wherever feasible.

Provide project management support for transit projects on the State Highway System.

Participate in Project Development Teams (PDTs) for projects with transit components.

Seek partnership opportunities to improve and expand the District P&R system.

Plan for improved and new P&R lots

Participate in PDTs for projects with P&R components.

Estimated cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.12 – Goods Movement Planning/Partnerships

Objectives

The primary responsibility of the District 4 Freight Planning and Coordination Branch is to serve as the District policy and technical specialist concerning the development of projects, strategies, and plans relating to the international, national, regional, and local movement of freight. The Freight Planning and Coordination Branch considers all modes freight is transported, including trucking, rail, aviation, maritime travel, and access to and from Bay Area seaports, airports, intermodal, and warehouse facilities. The Freight Planning and Coordination Branch represents the District through cooperation and coordination with federal, state, regional, county, and local partner agencies supporting a multi-jurisdictional transportation planning process.

Description

The Freight Planning and Coordination Branch develops strategies, policies, and methodologies to improve the efficient movement of freight commodities through the State's multimodal transportation system. All freight modes and intermodal connections are considered in the ongoing effort to facilitate efficient, sustainable, and equitable movements of freight to and through the region.

The Branch works closely with Caltrans Headquarters, including the Office of Sustainable Freight Planning within the Division of Transportation Planning, the Division of Research, Innovation and System Information, the Division of Aeronautics, the Division of Rail, and Traffic Operations Program. It also coordinates with external governmental agencies such as FHWA, USMARAD, CalSTA, regional/local agencies, seaports, airports, trucking, private industry, and the public to improve the performance of the multi-modal freight system.

Tasks

- Maintain a district liaison role by attending various federal, state, regional, and local agency committees focused on improving freight movement.
- Facilitate district contract oversight and coordination for freight-focused transportation planning studies.
- Coordinate Freight Planning and Coordination Branch involvement in discretionary grant funding programs relating to the Infrastructure Investment and Jobs Act (IIJA) / Bipartisan Infrastructure Law (BIL) and California Senate Bill 1 – Trade Corridor Enhancement Program.
- Provide support and oversight for developing Comprehensive Multimodal Corridor Plans (CMCP) and Transportation Concept Reports (TCR).
- Review and coordinate internal and external project development documents for freight system consideration and include Local Development (LD) reviews and various reports relating to project development.

Product

Internal/external project and policy documents

Estimated Completion Date

Ongoing

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.13 – Transportation Conformity and Air Quality Planning

Objectives

Participate in developing State Implementation Plans to demonstrate how the San Francisco Bay Area air basin achieves applicable federal air quality standards.

Work with MTC to demonstrate that the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) conform to the purpose of the State Implementation Plan (SIP) through a transportation conformity process required by the Clean Air Act Section 176(c) (42 USC 7506(c)).

Participate with federal, state, regional, and local agencies during interagency consultation on transportation conformity and related air quality planning.

Participate with federal, state, regional, and local agencies during interagency consultation procedures for PM2.5 hot-spot analyses for the Bay Area.

Description

Anytime MTC develops or amends the RTP and/or TIP for the region, they must prepare a Transportation-Air Quality Conformity Analysis to demonstrate the following:

- 1). how the transportation activities in the RTP and TIP will not cause new air quality violations;
- 2). worsen existing violations; or
- 3). delay timely attainment of the national ambient air quality standards.

Transportation conformity ensures that Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals were given to highway and public transportation activities consistent with air quality goals. The air quality standards addressed in the conformity analysis include ozone, carbon monoxide, and fine particulate matter (PM2.5) standards.

MTC Resolution No.3757 outlines procedures undertaken by the MTC, U.S. Environmental Protection Agency (EPA), California Department of Transportation (Caltrans), FHWA, FTA, State, and local air agencies before making transportation conformity determinations on the RTP and TIP. Interagency consultation on transportation conformity and related air quality planning is facilitated through the Air Quality Conformity Task Force.

MTC Resolution No. 3946 outlines procedures undertaken by MTC, EPA, Caltrans, FHWA, FTA, and State and local air agencies regarding interagency consultation procedures for PM2.5 hot-spot analyses for the Bay Area.

Interagency consultation on project level PM2.5 conformity is also facilitated through MTC's Air Quality Conformity Task Force. Because the Bay Area is designated as a PM2.5 non-attainment area, Bay Area project sponsors are required to undergo project-level conformity determinations for PM2.5 if their project meets specific criteria for projects of air quality concern.

Previous and Ongoing Related Work

Reviewed Transportation Air Quality Conformity Analysis for the Transportation 2050 Plan and 2021 Transportation Improvement Program.

Consulted with Department project sponsors on preparation and submittal of PM2.5 Project Assessment forms.

Participated in Statewide Air Quality Conformity Working Group meetings.

Tasks

Participate in interagency consultation regarding transportation conformity, PM2.5 project-level conformity, and other air quality issues through the Transportation Air Quality Conformity Task Force. The Task Force meets monthly.

Participate with regional and local partner agencies to prepare the PM2.5 State Implementation Plan.

Work with Department project sponsors in developing and submitting PM2.5 Hot Spot Analysis Project Assessment forms for Transportation Air Quality Conformity Task Force consideration.

Participate with HQ, CARB, BAAQMD, and other state and federal agencies on state air quarterly planning issues as needed.

.

Products

Air Quality Conformity Task Force Decisions
RTP/TIP Transportation Conformity Analysis Input
PM2.5 Project Assessment Forms

Estimated Completion Date

Monthly
As Needed
As Needed

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.14 – Climate Change Adaptation Planning

Objectives

District 4 coordinates with the HQ Climate Change Branch and partner agencies in the region to accomplish the following: plan, develop, and implement projects and programs that aim to reduce greenhouse gas and criteria pollutant emissions from the transportation sector, and develop resilient adaptation responses to protect state highway assets and infrastructure, to further the Bay Area's climate protection goals, and improve our region's air quality and public health and safeguard us from sea-level rise.

Description

The Global Warming Solution Act of 2006 creates a comprehensive, multi-year program to reduce GHG emissions in California. The Department works closely with the California Air Resources Board and the Administration's Climate Action Team (CAT) to support the development and implementation of the California Climate Action Program. The Department also collaborates with local and regional agencies, academic and research institutions, non-governmental organizations (NGOs), and other environmental and energy stakeholders to advance the State's climate change objectives.

Governor Schwarzenegger's 2008 Executive Order (EO) S-13-08 directed state agencies to plan for sea-level rise and climate impacts, calling for enhancements to the State's management of climate impacts from sea level rise, increased temperatures, shifting precipitation, and extreme weather events.

Climate change is expected to significantly affect the Bay Area's public health, air quality, and transportation infrastructure through sea-level rise and extreme weather. In the Bay Area, the single largest source of GHG emissions is from fossil fuel consumption in the transportation sector. The transportation sector, mainly from cars, trucks, buses, trains, and ferries, contributes over 40 percent of the GHG emissions in the region.

Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) jointly adopted Plan Bay Area 2050 in October 2021. As required under SB 375, this Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS) lays out how land use and transportation can work together to reduce GHG emissions. Within this context, this plan will help develop innovative strategies and evaluate strategy effectiveness for reducing GHG emissions and informing the development of the SCS for the 9-county Bay Area region.

In September 2010, Caltrans District 4, in partnership with the San Francisco Bay Conservation and Development Commission (BCDC) and Metropolitan Transportation Commission (MTC), was awarded a \$300,000 grant from FHWA to field test FHWA's conceptual model for conducting climate change vulnerability and risk assessments of transportation infrastructure in a Bay Area sub-region. Caltrans, MTC, and BCDC completed the final report in November 2011.

In May 2011, Caltrans released the "Guidance on Incorporating Sea Level Rise: for use in the planning and development of Project Initiation Documents." The guidance is intended for Caltrans Planning staff and Project Development Teams to determine whether and how to incorporate sea-level rise concerns into the programming and design of Department projects. In 2013, Caltrans District 4, in partnership with BCDC, MTC, and BART, was awarded a \$300,000 FHWA grant and will develop a study titled, "Climate Change and Extreme Weather Adaptation Options for Transportation Assets in the Bay Area." Caltrans, BCDC, and MTC completed the study in December 2014. In 2017, Caltrans released the District 4 Climate Change Vulnerability Assessment package. The Summary Report provides a high-level review of potential climate impacts to the State Highway System. At the same time, the Technical Reports present detail on the technical processes used to identify these impacts. Released in 2020, the Caltrans District 4 Adaptation Prioritization Report was the next phase in addressing climate change after the Vulnerability Assessment was completed. This report prioritizes District 4 assets exposed to climate hazards through a detailed asset-level climate assessment. The climate hazards used in this report's prioritization methodology are as follows: temperature, riverine flooding, wildfire, sea-level rise, storm surge, and cliff retreat. This report's physical asset categories include bridges, large culverts, small culverts, and roadways.

In 2020, BCDC released The Adapting to Rising Tides (ART) Bay Area report. It is the first-ever regional comparison of the impacts of sea-level rise on people, the environment, and the regional systems we rely on. This

report provides a better understanding of vulnerable areas and lays out a pathway to plan for the future. The study was a collaborative effort between BCDC, MTC, and BARC. It was funded by a Caltrans Sustainable Transportation Planning Grant and supplemented with funding provided by the Bay Area Toll Authority. Adopted in October 2021 after years of intensive consensus-building and robust community outreach, BCDC's Bay Adapt Joint Platform is a consensus-based strategy comprised of 9 actions and 21 tasks that will protect people and the natural and built environment from sea level rise. Rather than specifying individual projects, the Joint Platform lays out regional strategies that focus on overcoming barriers and identifying factors for successful adaptation outcomes in the Bay Area region rather than specifying individual projects.

Previous and Ongoing Related Work

Caltrans District 4 provided input to the 2009 California Climate Adaptation Strategy.
 Caltrans District 4, BCDC, and MTC completed work on the Transportation Risk Assessment Pilot Study.
 Caltrans District 4, BCDC, MTC, and BART completed the FHWA-funded Adaptation Options Study.
 Caltrans completed the District 4 Climate Change Vulnerability Assessment.
 Caltrans completed the District 4 Adaptation Priorities Report.
 BCDC, MTC, and BARC completed the ART Bay Area Study.
 BCDC adopted the Bay Adapt Joint Platform.

Tasks

Staff will continue monitoring and providing updates to the California Climate Adaptation Strategy and Climate Action Team Reports to the Governor and Legislature.
 Monitor and evaluate programs and projects in the 2021 RTP/SCS for their effectiveness in reducing GHG emissions.
 Staff will assist with and ensure that Project Initiation Documents incorporate sea-level rise concerns per the May 16, 2011 guidance and as needed. The District will utilize the best and most current sea-level rise science, including the projections from the 2018 Ocean Protection Council's Sea Level Rise Guidance for State Agencies.
 Staff will remain engaged with BCDC in continued implementation efforts related to Adapting to Rising Tides projects, the ART Bay Area Study and the Bay Adapt Joint Platform.
 Staff will continue working with HQ and local and regional partners on planning and implementing effective climate change resiliency strategies.

Products

BCDC ART Project
 Caltrans District 4 Vulnerability Assessment
 Caltrans District 4 Adaptation Priorities Report
 BCDC ART Bay Area Report
 BCDC BayAdapt Joint Platform
 BCDC ART Bay Area Adapting to Rising Tides Program

Estimated Completion Date

Complete
 Complete
 Complete
 Complete
 Complete
 Ongoing

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Caltrans Adaptation Planning Grants

Studies awarded under the Adaptation Planning Grant Program during FY 18/19 are listed on the District 4 SB-1 Adaptation Planning Grants intranet page. 14 out of 16 Cycle 2 SB-1 Adaptation Planning grants have been completed, and final ICARP summary reports have been submitted. Two remaining studies, MTC's SR-37 Resilient Corridor Program for Marin and Sonoma Counties and Town of Windsor's Adaptation Plan, will conclude in February 2022.

District 4 SB-1 Adaptation Planning Grants intranet page: <https://transplanning.onramp.dot.ca.gov/district-4>

Appendix C.

Transit Funding and Programs

Work Element 7.1 – State Funding for Transit and Intermodal Improvements

Objective

Assist local agencies in obtaining programmed State funds for transit capital projects and monitor fund use.

Description

Management of funds programmed by the California Transportation Commission (CTC) earmarked for transit capital projects. Funds are disbursed to local agencies using agreements. Funding sources include Senate Bill (SB) 1, Traffic Congestion Relief Program (TCRP), State Highway Account (SHA), Public Transportation Account (PTA), and Propositions 1A, 1B, and 116.

Previous and Ongoing Related Work

Monitoring of projects funded by the sources listed above.

Tasks

Prepare Local Agency allocation requests for funds allocated by the CTC.
Coordinate review of agencies and projects under SB 580, Government Code (GC) Sec. 14085-14088.
Prepare and monitor agreements with local agencies to allow disbursement of State funds in compliance with CTC resolutions and policies, as well as policies and contractual requirements of the Department.
Provide support services to the Caltrans Division of Rail and Mass Transportation (DRMT).
Attend Advisory Committee meetings as required.
Coordinate programming amendments.
Review and approve project scopes of work.
Monitor progress of projects.
Review project Monitoring Reports from grant recipients.
Monitor applicants for compliance with CTC's "Timely Use of Funds" policies.
Implement CTC policies regarding state transit funding.

Products

CTC allocation requests
Master Agreements and Program Supplements
Auditable records of all disbursements made

Estimated Completion Date

Ongoing
Ongoing
Ongoing

Estimated Cost by Funding Source

Not funded through the OWP process.

Estimated Person Months and Cost

N/A

Work Element 7.2 – Federal Assistance for Public Transportation Projects in Non-Urbanized Areas

Objective

Administer Federal funding to assist transportation providers in non-urbanized areas with a population under 50,000.

Description

The Federal government has established the Federal Transit Administration's (FTA) Section 5311 grant program to provide financial assistance to transportation providers in non-urbanized areas. This work element includes administering this program to participating transportation providers in the District.

Previous and Ongoing Work

Administer and monitor the FTA Section 5311 grant program.

Tasks

District 4 served as the liaison between the Division of Rail and Mass Transportation (DRMT) and local transit agencies in District 4.

Participate in Roundtable/Teleconference meetings and transit training classes, studies, and workshops, including those regarding regional transportation plans and sustainable communities' strategies.

Provide quarterly reports updating the DRMT on district efforts.

Track and report finalized work and complete reports promptly. Assist transit grant recipients with program requirements and all Federal and State compliance.

Review and monitor sub-recipient compliance for all transit grant projects as described in executed standard agreements and 49 United States Code (U.S.C.) Chapter 53.

Collect, review and develop a comprehensive list of semi-annual Disadvantaged Business Enterprise (D.B.E.) Utilization data and provided to the DRMT.

Conduct triannual monitoring of Federally funded projects, including operations, vehicle, and facility infrastructure projects using forms in the BlackCat grant management system.

Conduct triannual on-site monitoring of local agencies to ensure the following: procurement and asset management compliance, disposition of assets, maintenance procedures, school bus, charter bus, A.D.A., Title VI, Drug and Alcohol, Fixed Route Paratransit, and Demand Response Services (use forms from BlackCat).

Review agency websites to ensure F.T.A. compliance and that services posted on the website accurately reflect services currently in operation.

Conduct annual on-site federal compliance reviews.

Conduct annual secret rider reviews on local agency transit systems using forms in BlackCat to ensure Federal compliance.

Products

Planning staff aims to improve transportation access and services in non-urbanized areas by purchasing specialized vehicles, constructing transit shelters and station facilities, and providing operating assistance funding.

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person Months and Cost

N/A

Work Element 7.3 – Park-and-Ride Program

Objectives

Provide park-and-ride facilities to encourage ridesharing and optimize the effectiveness of the existing transportation system in the Bay Area by reducing vehicles on local streets and the state highways system (SHS). Park-and-ride facilities provide a location for individuals to park their vehicles or bicycles, join carpools, and access bus and/or rail service. The Caltrans park-and-ride network increases the mobility options of travelers and increases person throughput through the transportation system. These facilities support reduced vehicle trips, energy consumption, congestion and improve air quality.

Description

The District 4 Park-and-Ride Program seeks to accomplish the following: manages the operations at Caltrans park-and-ride lots, guides proposed improvements and appropriate planning and development of additional facilities. Activities include coordination of maintenance, vehicle code enforcement, and review of non-rideshare and permitted use requests. Coordination requires interaction with other Caltrans functional units, transit providers, citizens, and public or private entities.

Previous and Ongoing Related Work

Operate and coordinate maintenance & parking enforcement of State-owned park-and-ride facilities.
Participate in Project Development Teams (PDTs) to address operational issues at the conceptual development phase of planning improved or new P& R projects.
Provide program guidelines and respond to requests for rideshare and facility information.

Tasks

Perform annual inventory surveys and prepare census (usage) reports of existing park-and-ride lots.
Maintain D4 park-and-ride computer databases, reports, maps, webpage, and files of park-and-ride lot projects and inventory.
Address ongoing requests/inquiries for park-and-ride lot maintenance and services.
Operate an exclusive park-and-ride 1-800 telephone number to provide rideshare & facility information and respond to user concerns.
Staff coordinate park-and-ride facility rehabilitation & operational or safety improvements with Caltrans functional units.
Request as needed California Highway Patrol enforcement of traffic/parking regulations at facilities or address safety/security issues at facilities.
Coordinate maintenance and assign bicycle lockers at Caltrans park-and-ride lots.

Products

Annual Census Report
Annual Program Inventory

Estimated Completion Date

Ongoing
Ongoing

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person Months and Cost

N/A

Highway Management

Work Element 8.1 – Traffic Operations System

Objectives

To implement, operate, monitor, and maintain the Traffic Operations System (TOS) for the Bay Area freeways, as stipulated in the Caltrans TMS Master Plan, to improve vehicle-operating speeds and reduce freeway delays caused by the incident and recurring congestion.

Description

The TOS is a management tool intended to improve the operation of the highway system by optimizing the efficiency of the system through even traffic speeds, reduction/avoidance of congestion, and removal of incident-related obstacles. The TOS entails the operation and integration of the following components:

1. A Transportation Management Center (TMC) to operate the TOS;
2. A ramp metering management system to manage access into the highway facilities;
3. A traffic surveillance system inclusive of electronic roadway detectors, closed-circuit TV (CCTV), and motorist call boxes;
4. A motorist information system inclusive of changeable message signs and highway advisory radio; and
5. A motorist service patrol to remove disabled vehicles to restore highway capacity promptly.

Previous and Ongoing Related Work

Operate Traffic Management System for the SFOBB, and its Oakland and San Francisco approaches from the TMC in the Oakland District Office.

Operate the TMC at the Oakland District Office.

Operate Ramp Metering Systems on all nine Bay Area Counties (Alameda/Contra Costa/Marin/Napa/San Francisco/San Mateo/Santa Clara/Solano/Sonoma Counties).

Tasks

Develop corridor operational plans and traffic management strategies in partnership with the MTC, Congestion Management Agencies, cities, counties, transit agencies, and freight operators.

Implementation of Bay Area TOS.

Operate the TMC (Regional Transportation Management Center - RTMC).

Assist in data retrieval and support for the 511 Program.

Provide facilities management support to the 511 Program.

Operate ramp metering systems.

Products

TOS projects in nine counties and seven toll bridges

Operate ramp metering system

Estimated Completion Date

Ongoing

Ongoing

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person Months and Cost

N/A

Work Element 8.2 – Freeway Service Patrol

Objectives

Together, Caltrans, the California Highway Patrol (CHP), and the MTC Service Authority for Freeways and Expressways (MTC SAFE) developed the Freeway Service Patrol (FSP) program on Bay Area Freeways in 1992. The FSPs assist in transportation system management efforts, provide traffic congestion relief, reduce traffic accidents, and expedite the removal of freeway impediments, which add to the improvement of air quality.

Description

The Freeway Service Patrol (FSP) is a free service to the public, providing emergency towing and assistance to help keep critical routes flowing smoothly. The Bay Area FSP was initiated in August 1992, with three tow trucks servicing 10 miles of freeways. Caltrans, CHP, and MTC modified the Bay Area FSP program the following times:

Caltrans expanded in April 1994 to 40 trucks covering 168 miles of freeways.

The service was expanded again in March 1995 to 50 trucks covering more than 218 miles of freeway.

Again, in 1997 covering over 235 miles, and by August of 1998, the Bay Area FSP program expanded to 51 tow trucks covering 264 miles of freeway.

In 1999 FSP service expanded to 63 trucks covering over 332 miles.

In 2001 the FSP program increased the existing fleet to 70 tow trucks covering 390 miles of freeway.

In 2002-03 the FSP expanded to 83 trucks and 454 freeway miles.

In 2011-12 the FSP expanded to 85 trucks and 530 miles. In 2012-13 the FSP will reduce the number of trucks to 79 and expand to 541 miles.

In 2014-18 the FSP will reduce the number of trucks to 72 and 500 miles. In 2019-22 the FSP expanded the number of trucks to 78 and 575 miles with SB1 funds.

Previous and Ongoing Related Work

Continue improvement of communication system and incident reporting system for tow trucks, CHP dispatchers, and other emergency services.

The District integrates the computer-aided dispatch (CAD) and automatic vehicle location system (AVL).

Continue evaluation of the FSP program.

Tasks

Ongoing evaluation of the FSP program regarding modifications of operating hours, beat assignment, locations, and numbers of trucks per beat to provide more effective service levels.

Coordinate the dispatch of FSP vehicles based on information regarding the need for services received at the Transportation Management Center (TMC) and record the information on the CAD.

Develop the FSP impact/evaluation procedures, including specific data needs and methodology to evaluate program benefits.

Gather data and develop a process and criteria for determining tow truck drivers' performance and motorist (user) satisfaction with the service.

Maintain FSP System Database to incorporate any change of vehicle identification number, mobile data terminals, radio frequencies, schedules, and troubleshooting.

Assist in evaluating 12 Tow Service contracts (Request for Proposals) for 2024.

Assist in evaluating 12 Tow Service contracts (Request for Proposals) for 2019.

Assist in evaluation of replacement automatic vehicle locator and Mobile Data Tablet subsystem.

Assist in evaluation of FSP telecommunication system and management reporting system.

Products

Estimated Completion Date

Collect and report statistical data on the
Number of, location, and type of assists and services
Rating average time waiting for FSP to arrive.

Monthly

Monthly

Estimated Cost by Funding Source

Estimated Person Months and Cost

Not funded through OWP process

N/A

Work Element 8.3 – SMART Corridor Project

Objectives

The District assists local and regional SMART Corridors (in Silicon Valley SMART Corridor, East Bay SMART Corridor, SFGO, San Mateo SMART Corridor, and I-580 SMART Corridor) in enhancing cooperation, improving traffic flow, managing incident-related traffic, and reducing single-occupant vehicle (SOV) demand.

Description

The SMART Corridor agencies are developing solutions to improve traffic conditions in critical Bay Area corridors and achieve the following objectives: several options are being developed, including real-time traffic surveillance and data collection, signal coordination, transit, and HOV improvements.

Previous and Ongoing Related Work

Participation in Fremont-Milpitas SMART corridor project.

Participation in SV-ITS Enhancement project.

Coordination with City of San Francisco on SFGO project. East Bay Smart Corridor-monitor construction in San Pablo and International Blvd./Hesperian corridors

Participate in the development of the I-580 Tri-Valley Smart Corridor

Participation in San Mateo SMART Corridor project.

Tasks

Attend steering committee meetings.

Provide existing traffic and TOS information

Products

Silicon Valley Smart Corridor Phases 1, 2 and 3

East Bay SMART Corridor construction on State Highway

Operation of field equipment and links between local agencies and Caltrans TMC

Implementation of ramp metering in Corridors

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Completion Date

Completed

Completed and on-going

Pending resolution of security issues

Ongoing

Estimated Person Months and Cost

N/A

Data Analysis

Work Element 9.1 – Regional Modeling Coordination Study

Objectives

The Districts Regional Modeling Coordination aims to accomplish the following:

- Improve the Bay Area travel demand modeling.
- Coordinate county models with bay area models.
- Integrate American Community Survey data into the Bay Area travel demand modeling.
- Model SB 375 Sustainable
- Community Strategies land uses.

Description

The Regional Modeling Working Group is a sub-committee of The Bay Area Partnership made up of representatives from the Metropolitan Transportation Commission (MTC), the Association of Bay Area Governments (ABAG), the nine County Congestion Management Agencies (CMAs) in the region, and Caltrans, District 4. The Group is charged with assuring quality and consistency in regional and sub-regional transportation demand forecasting practices throughout the Bay Area.

They are currently coordinating regional efforts to comply with SB 375, SB 743, and other recent greenhouse gas legislation. As a major part of this effort, they are also coordinating the MTC's activity-based travel demand model and its effect on the Bay Area County's travel demand models.

Previous and Ongoing Related Work

The Regional Model Working Group has been meeting for years seeking to improve regional models and deal with various ongoing issues.

Current Tasks

Discuss how Sustainable Community Strategies will be modeled.

Discuss forecasting methods to meet SB 743 requirements.

Continue coordinating existing County Models with the new MTC Activity Based Model.

Continue discussions of CMA and County Model updates.

Participate in model consensus-building efforts.

Participate in discussions of uses for and integration of Census 2010 and American Community Survey data.

The Regional Modeling Group is working on [Best Practices Manual](#) for Travel Demand Forecasting.

Products

Travel Demand Model for Sustainable
Community Strategy Land Use

Estimated Completion Date

Ongoing

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 9.2 – Data Management and Coordination Activities

Objectives

Develop, collect, and maintain spatially enabled data sets that support a wide array of analytical capabilities to facilitate timely and effective decision making throughout all aspects of the Department's activities, including Planning, Design, Project Management, Operations, and Maintenance.

Develop, collect, and maintain spatially enabled data sets that support Department activities and allow effective communication and data sharing opportunities with key stakeholders in the region and at the state and federal level.

Description

Federal, state, regional, and local governments all have a keen interest in implementing an effective and efficient transportation system. The Department's data and analysis tools developed and maintained support project, corridor, and regional-level planning efforts.

Analytical tools, and the data supporting them, require constant maintenance and updates. The Department works internally and with external partners to ensure that the geospatial transportation-related data maintained in its Geographic Information System (GIS) is current and relevant.

The Department develops and maintains vast amounts of geospatial data in a GIS format. Still, the majority of the data is not easily accessible to staff and management in its current format. The Department strives to make geospatial data available in various formats to readily available to staff and management to facilitate data-driven, effective decisions.

Previous and Ongoing Related Work

Participate in internal GIS coordination meetings, including the Statewide GIS Coordinator's meeting, the Enterprise Data Steward Committee, and District GIS User Group meetings.

Participate in external GIS coordination meetings, including the Bay Area Automated Mapping Association/BayGEO, the Bay Area Regional GIS Committee, and local GIS Day activities.

Work with HQ Office of GIS on developing and implementing geospatial platforms that facilitate access to spatial data and data sharing.

Tasks

Enhance and maintain files in a geospatial data library.

Convert GIS-formatted data on Google Earth/Maps, Microstation, CADD, and web-based mapping platforms.

Train and support internal staff using GIS tools for their functional responsibilities.

Develop a repository of geospatial data in multiple formats with widespread accessibility.

Conduct outreach with stakeholder agencies to facilitate spatial data and information sharing.

Support collection of geospatial transportation asset data in Maintenance programs.

The District collaborates with the appropriate HQs functional units and partner agencies for ongoing review and processing of Functional Classification change requests.

Products

GIS data library

Google Earth data layer library

Develop and Maintain Web Map Services

County STIP/SHOPP Project Location Maps

Corridor System Management Plan Maps

Functional Classification Changes/Updates

Estimated Completion Date

Complete – Ongoing Maintenance

Complete – Ongoing Maintenance

Ongoing

Ongoing

Ongoing

Ongoing

Estimated Cost by Funding Source
Not funded through the OWP process

Estimated Person-Months and Cost
N/A

Work Element 9.3 - Transportation Monitoring

Objectives

Collect and analyze data on the performance of the transportation system. The District uses this information in the transportation planning effort to develop transportation improvements.

Description

The transportation monitoring effort conducts traffic volume counts and monitors high occupancy vehicle (HOV)/Express Lane performance and congestion on the State highway system.

Previous and Ongoing Related Work

Establish travel trends and provide data sets for project-related documents such as project reports and environmental documents.

Develop baseline data for modeling and forecasting.

Determine usage, violation rates, and vehicle occupancy rates on State highways with managed lanes.

Determine the magnitude of congestion and delay trends on State highways

Tasks

Obtain counts from 13 Permanent Count Stations in the District to provide continuous counts each day for the entire year.

Count approximately one-third of the 376 Control Stations in the District four times each year for one week.

Count approximately one-third of the 3091 Ramp Count Locations in the District one time, each year for one week (those counted are on the routes where the Control Station counts are made for that year). Only if resources allow

Count approximately one-third of the 521 Profile Point Locations in the District for one week each year (profile points locations are located between control stations and are scheduled to be counted along with their respective stations) only if resources allow.

Conduct hand counts at 1/3 of the District's 543 truck classification locations each year, by the number of axles, during six-hour time periods only if resources allow.

Monitor and manage all District mainline managed lanes and toll bridges. Collect vehicle volumes, vehicle occupancy, travel time, and time savings data at least as resources allow.

Monitor all District freeways and collect data on congestion delays, duration, and length of congestion as resources are available.

Products

Annual Managed Lane Report

Quarterly Mobility Performance Report

Annual Traffic Volumes on CA State Highways

Annual Ramp Volumes on CA State Highways

Annual Average Daily Truck Traffic on CA State Highways

Estimated Completion Date

Ongoing

Ongoing

Ongoing

Ongoing

Ongoing

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person-Months and Cost

N/A

OVERALL WORK PROGRAM
METROPOLITAN TRANSPORTATION COMMISSION

FY 2022–2023
OCTOBER 2022

OVERALL WORK PROGRAM, AMENDMENT NO. 1 — MTC

WORK ELEMENTS FUNDED BY THE CONSOLIDATED PLANNING GRANT (CPG)

FY 2022–2023

Work Element 1112: Implement Public Information Program and Tribal Government Coordination

Project Manager: John Goodwin/Leslie Lara-Enríquez

A. Budget

Amendment No. 1

Expenses	
Salaries	\$ 2,347,157
Benefits	1,170,925
Indirect	1,756,387
Other Operating	10,000
Consultants	1,201,000
Total Expenses	\$ 6,485,469

Revenues		
Federal Highway Administration Planning (FHWA PL) (FY 2022-23)		\$ 3,075,621
<i>Toll Credit Match</i>	352,774	
Federal Transit Administration (FTA) 5303 (FY 2022-23)		1,105,176
<i>Toll Credit Match</i>	126,764	
Bay Area Toll Authority (BATA) Regional Measure 2		470,000
Bay Area Toll Authority (BATA) Reimbursement		337,500
General Fund		1,497,172
Total Revenues		\$ 6,485,469

Federal Share 64.46%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

MTC's public engagement program aims to give the public ample opportunities for early and continuing

participation in critical transportation projects, plans and decisions, and to provide full public access to key decisions. Engaging the public early and often in the decision-making process is critical to the success of any transportation plan or program, and is required by numerous state and federal laws, as well as by the Commission's own internal procedures.

MTC also conducts government-to-government consultation with Tribal governments of federally recognized Native American tribes throughout the transportation planning process and programming activities. MTC staff routinely invites each of the six federally recognized Native American tribes in the San Francisco Bay Area to participate in separate and individual government-to-government consultations. Each Tribe is considered independent and separate and any and all interactions with each Tribe happen at a level determined appropriate by tribal leaders and their staff.

In addition to individual and separate government-to-government consultations, MTC staff also organizes Tribal Summits at a location that is convenient for all six Tribes. The summit serves as a forum that brings together the Bay Area's local and regional agencies, as well as Caltrans District 4, to facilitate access by the Tribes to all the relevant agencies in one place. MTC's 2022 update of its Public Participation Plan will include documented concurrences from affected tribal governments and will continue to separately detail the unique requirements of tribal consultation.

Federal law requires MTC — when developing the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP) — to coordinate transportation plans with expected growth, economic development, environmental protection and other related planning activities within our region. Toward this end, MTC's Public Participation Plan outlines key decision points for consulting with affected local, regional, state and federal agencies and Tribal governments. State law also requires MTC to prepare a separate Public Participation Plan for development of the RTP and Sustainable Communities Strategy (SCS) and the regional transportation plan. This plan is rooted in the principles that are included in MTC's federally required Public Participation Plan, along with the requirements outlined in SB 375. Last fiscal year, SB 146 was passed which allowed for SCS engagement to be conducted digitally and by non-traditional means.

C. Project Products

Public Engagement

- Plan Bay Area 2050 engagement program, document and website
- Next Generation Freeway Study public engagement program
- Virtual and in-person public meetings, workshops and regional forums
- Implemented engagement activities of the Spare the Air Youth and Bike to Wherever Day (formerly Bike to Work Day) programs.
- Public Participation Plan — the adopted Public Participation Plan will describe MTC's responsibilities, goals and strategies for engaging the San Francisco Bay Area public and stakeholders in its planning work and funding allocations.

Public Information

- All Aboard Bay Area Transit campaign digital and out-of-home assets
- *E-News* — MTC's electronic newsletter
- Press releases, media advisories, etc.
- E-mail blasts and notifications; contact database
- Brochures, postcards and other collateral as needed
- Website updates
- Videos and social media content

D. Previous Accomplishments and Links to Relevant Products

Public Engagement

- Implementation of the agencies' public participation program
- Completion of Plan Bay Area 2050 public engagement: <https://www.planbayarea.org/your-comments/plan-bay-area-2050>
 - [Plan Bay Area 2050 Public Engagement Report](#)
 - [Plan Bay Area 2050 Native American Tribal Outreach and Government-to-Government Consultation Report](#)
- Creation of Next Generation Freeway Study public engagement program
- Support implementation of engagement activities for the Spare the Air Youth and Bike to Wherever Day (formerly Bike to Work Day) programs

Public Information

- Establishment and implementation of a digital engagement program
- Continues updates MTC website to improve user experience for those who navigate with assistive technologies, visit site on a mobile device or read languages other than English
- Creation and promotion of the All Aboard Bay Area Transit campaign <https://allaboardbayarea.com/>

E. Work Plan (FY 22-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Finalize and approve the next Public Participation Plan	Staff	Final Public Participation Plan (once)	FHWA PL/FTA 5303/BATA RM 2/General Fund	Ongoing from previous FY	03/31/23
2	Begin planning for engagement on next RTP/SCS	Staff	Prepare work plan (ongoing)	FHWA PL/FTA 5303/BATA RM 2/General Fund	11/1/2022	06/30/23
3	Complete Phase 1 of engagement on Next Generation Bay Area Freeways Study (once)	Staff & Consultant (InterEthnica, Inc.)	Finalize implementation of work plan for study's public engagement efforts (ongoing)	FHWA PL/FTA 5303/BATA RM 2/General Fund	Ongoing from previous FY	09/30/22
4	Support implementation of Spare the Air Youth and Bike to Wherever Day engagement activities	Staff	Follow prepared work plan for program engagement activities (ongoing)	FHWA PL/FTA 5303/BATA RM 2/General Fund	Ongoing	Ongoing

F. Anticipated Future Activities (FY 2023-24)

- Begin engagement on the next RTP/SCS, including engagement with the Bay Area's federally recognized

Tribal governments. As always, MTC will continue to proactively invite the Tribes to conduct government-to-government consultation during key phases of engagement on the next iteration of Plan Bay Area, as well as on other key initiatives (e.g., the Next Generation Bay Area Freeways Study), and regional planning and programming processes.

- Plan and implement the second phase of public engagement for the Next Generation Bay area Freeways Study.
- Expand development and distribution of social media and video content in Spanish and Chinese as well as English.
- Continue to implement engagement activities of Spare the Air Youth and Bike to Wherever Day programs.
- Ongoing public information activities, as needed, including, but not limited to, distribution of newsletters and press releases, collateral development, etc.

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and for freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
- Enhance travel and tourism

H. Federal Planning Emphasis Areas Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD)
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1113: Support the Partnership Board

Project Manager: John Saelee

A. Budget

Amendment No. 1

Expenses	
Salaries	\$ 561,656
Benefits	280,828
Indirect	421,242
Other Operating	-
Consultants	-
Total Expenses	\$ 1,263,725

Revenues		
Federal Highway Administration Planning (FHWA PL) (FY 2022-23)		\$ 371,248
<i>Toll Credit Match</i>	42,582	-
Federal Transit Administration (FTA) 5303 (FY 2022-23)		104,820
<i>Toll Credit Match</i>	12,023	-
General Fund		787,657
Total Revenues		\$ 1,263,725

Federal Share

37.67%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

Objectives

Facilitate regional coordination of planning and programming issues with federal, state, regional and local agencies and transportation stakeholders.

Consult with the Bay Area Partnership Board and its subcommittees as needed on prospective regional policy issues.

Description

Following Committees:

- Partnership Technical Advisory Committee
- Programming and Delivery Working Group
- Transit Finance Working Group
- Local Streets and Roads Working Group

C. Project Products

- Meeting agendas, packets, and post-meeting mailouts
- Meeting minutes
- Emails and other communications on important items, dates, and programs

D. Previous Accomplishments and Links to Relevant Products

Met with Partnership and subcommittees on:

- Plan Bay Area 2050
- One Bay Area Grant (OBAG) Program
- Goods Movement Investment Strategy
- New and Ongoing State Programs including those created by Senate Bill 1
- 2022 Regional Transportation Improvement Program (RTIP)
- Performance metrics and targets
- Transit Sustainability Project
- Fund Programming and Project Delivery
- Fare Integration and Seamless Mobility
- Partnership Technical Advisory Committee Meetings
- Programming and Delivery Working Group Meetings
- Transit Finance Working Group Meetings
- Local Streets and Roads Working Group Meetings
- Staff Reports to the Committees and Working Groups

E. Work Plan (FY 22-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Conduct Partnership Board Meetings	Staff	Meetings, as needed	FHWA PL/FTA 5303, General Fund	07/01/22	06/30/23

2	Conduct Partnership Technical Advisory Committee Meetings	Staff	3-4 meetings per year. Develop agenda and produce packet items. Coordinate and host meetings.	FHWA PL/FTA 5303, General Fund	07/01/22	06/30/23
3	Conduct Programming and Delivery Working Group Meetings	Staff	Quarterly meetings. Develop agenda and produce packet items. Coordinate and host meetings.	FHWA PL/ General Fund	07/01/22	06/30/23
4	Conduct Transit Finance Working Group Meetings	Staff	Monthly meetings. Develop agenda and produce packet items. Coordinate and host meetings.	FHWA PL/FTA 5303, General Fund	07/01/22	06/30/23
5	Conduct Local Streets and Roads Working Group Meetings	Staff	Quarterly meetings. Develop agenda and produce packet items. Coordinate and host meetings.	FHWA PL/ General Fund	07/01/22	06/30/23
6	Conduct Joint Local Streets and Roads/ Programming and Delivery Working Group Meetings	Staff	Quarterly meetings. Develop agenda and produce packet items. Coordinate and host meetings.	FHWA PL/ General Fund	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

- One Bay Area Grant implementation and initiate update
- Plan Bay Area 2050 Update

- Discussions of future funding opportunities
- Fare Integration
- Seamless Mobility
- Federal grant programs (such as INFRA); Cap and Trade funding; Active Transportation Program
- FAST Act Reauthorization
- SAFE Rule implementation impacts
- Other transportation funding/program development

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and for freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system

H. Federal Planning Emphasis Areas Addressed

- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Data in Transportation Planning

Work Element 1121: Regional Transportation Plan/Sustainable Communities Strategy (*Plan Bay Area*)

Project Manager: Dave Vautin

A. Budget

Amendment No. 1

Expenses	
Salaries	\$ 932,752
Benefits	466,376
Indirect	699,564
Other Operating	-
Consultants	6,306,690
Total Expenses	\$ 8,405,381

Revenues		
Federal Highway Administration Planning (FHWA PL) (FY 2022-23)		\$ 789,030
<i>Toll Credit Match</i>	90,502	
Federal Transit Administration (FTA) 5303 (FY 2022-23)		738,868
<i>Toll Credit Match</i>	84,748	
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2021-22) (Carryover)		617,826
<i>Local Match - General fund</i>		80,046
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2020-21) (Carryover)		55,972
<i>Local Match - General fund</i>		7,252
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2022-23)		404,010
<i>Local Match - General fund</i>		52,344
Surface Transportation Block Grant (STBG)		5,067,092

<i>Toll Credit Match</i>	581,195	
General Fund		592,942
Total Revenues		\$ 8,405,381

Federal Share

78.46%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

Plan Bay Area is the long-range fiscally constrained regional plan for transportation, housing, the economy and the environment, updated every four years. Developed in compliance with federal and state regulations and guidelines, it satisfies Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) requirements for the nine-county San Francisco Bay Area. Plan Bay Area is updated in consultation with federal, state, regional, county, local and tribal governments, as well as community organizations, stakeholders and the public.

A joint project of MTC and ABAG, Plan Bay Area is adopted by both the Commission and the ABAG Executive Board, first with the original Plan Bay Area (July 2013), Plan Bay Area 2040 (July 2017), and most recently Plan Bay Area 2050 (October 2021; see below).

C. Project Products

Development of Plan Bay Area lasts between two and four years, depending on the magnitude of each planning cycle. Products include interim deliverables such as staff memos and presentations for each element of the Plan (Transportation, Housing, Economy and Environment), and final work products such as the Plan Document, Environmental Impact Report, and Implementation Plan.

D. Previous Accomplishments and Links to Relevant Products

- **Horizon:** In preparation for the next long-range plan – Plan Bay Area 2050 – MTC and ABAG developed a new “blue sky” planning initiative known as Horizon. Over the course of roughly 18 months, Horizon explored strategies and investments for transportation, land use, economic development and environmental resilience to ensure they perform well under a suite of uncertainties – from technological changes to economic shifts. Horizon wrapped up in fall 2019, with the Horizon Final Futures Report released in winter 2020. All deliverables are available here: <https://mtc.ca.gov/planning/long-range-planning/plan-bay-area-2050/horizon>
- **Plan Bay Area 2050:** Plan Bay Area 2050 was adopted in October 2021 as the region’s new long-range plan for transportation, housing, the economy and the environment. Its vision is to advance 35 resilient and equitable strategies to ensure the Bay Area is more affordable, connected, diverse, healthy and vibrant for all through 80+ implementation actions featured in the Final Implementation Plan. All deliverables are available here: <https://www.planbayarea.org/finalplan2050>
- **Plan Bay Area 2050 Environmental Impact Report:** In compliance with CEQA, the Final EIR was adopted in October 2021 alongside Plan Bay Area 2050. The EIR analyzed impacts of the land use pattern and infrastructure investments featured in Plan Bay Area 2050 and proposed mitigation measures for all potentially significant impacts. All deliverables are available here: <https://www.planbayarea.org/EIR>

- Deliverables from these previous accomplishments include regular committee memos and presentations, such as those presented to the Joint MTC Planning Committee with the ABAG Administrative Committee. Past meeting materials can be found here: <https://mtc.ca.gov/about-mtc/committees/interagency-committees/joint-mtc-planning-committee-abag-administrative-committee#past>

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Develop a fall 2022 Implementation Plan update to relevant MTC/ABAG committees, in concert with Vital Signs team and units throughout the MTC/ABAG organization.	Staff	- Staff memo - Presentation (once)	FHWA PL/FTA 5303	07/01/22	11/30/22
2	Provide analysis and guidance to legal team on pending litigation related to Plan Bay Area 2050, as appropriate.	Staff	- Staff memos (as needed)	FHWA PL/FTA 5303	07/01/22	06/30/23
3	Review and analyze proposed bills and regulations on long-range planning processes at the federal and state levels.	Staff	- Staff memos (as needed) - Presentations (as needed)	FHWA PL/FTA 5303	07/01/22	06/30/23
4	Conduct internal strategic planning exercises to develop scope, schedule, team, and budget for envisioned minor update to Plan Bay Area 2050.	Staff	- Staff memo - Presentation - Schedule - Budget (once)	FHWA PL/FTA 5303/STB G/ General Fund	01/01/23	06/30/23
5	Update Regional Growth Forecast Methodology, if required, for Plan Bay Area 2050 Update.	Consultant (TBD)	- Methodology memo - Presentation (once)	FHWA PL/FTA 5303/STB G/ General Fund	03/01/23	06/30/23
6	Conduct needs & revenue analyses for Plan Bay Area 2050 Update.	Staff	- Staff memos - Presentations (as needed)	FHWA PL/FTA 5303/STB G/ General Fund	03/01/23	06/30/23

7	As-needed, develop amendment(s) and administrative modification(s) to Plan Bay Area 2050.	Staff	Administrative amendments (as needed)	FHWA PL/FTA 5303	As needed	As needed
8	Track and report the implementation progress of regionally significant Plan Bay Area 2050 transportation projects and programs.	Staff	- Reporting documentation, likely a web-based tool	FHWA PL/FTA 5303	07/01/22	06/30/23
9	Develop options for future Equity Priority Communities framework and seek input from stakeholders.	Consultant	- Memos (quarterly) - Presentations (quarterly) - Maps and/or data analyses (as needed)	FHWA PL/FTA 5303	07/01/22	12/31/22
10	Refine and adopt new framework for Equity Priority Communities for Plan Bay Area 2050 Update and future MTC/ABAG initiatives.	Consultant	- Memos (quarterly) - Presentations (quarterly) - Maps and/or data analyses (as needed)	FHWA PL/FTA 5303	01/01/23	06/30/23
11	Engage with state and county partners to align Plan Bay Area 2050 strategies with state and county-wide initiatives. This work will include preparing an update to MTC's guidelines for Countywide Transportation Plans, and an assessment of the preparation of County Congestion Management Programs	Staff	- Memos (as needed) - Presentations (as needed) - Revised CTP Guidelines (once, adoption by Commission)	FHWA PL/FTA 5303	07/01/22	06/30/23

12	Provide technical and policy support on climate resilience as part of Plan Bay Area 2050 Update.	Consultant (BCDC)	- Memos (as needed) - Presentations (as needed)	STBG	01/01/23	06/30/23
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F. Anticipated Future Activities (FY 2023-24)

- As needed, develop amendment(s) and administrative modification(s) to Plan Bay Area 2050.
- Conduct public launch for Plan Bay Area 2050 Update, followed by public and stakeholder engagement to refine strategies and implementation actions.

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation
- Enhance travel and tourism

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

FY 2022-23 Senate Bill 1 (SB1) Sustainable Communities Formula Funds

A. Project Description

In fiscal year 2022-23, SB1 Planning Formula Funds will support staff efforts to solicit updates to the Regional Growth Geographies- Priority Development Areas, Priority Production Areas, Priority Conservation Areas, Transit-Rich Areas, and High Resource Areas. These growth geographies help guide regional transportation and development decisions and play a central role in informing numerous agency efforts, including long range planning, programming decisions around the One Bay Area Grant (OBAG) and Regional Early Action Planning (REAP) grant program, and the Transit-Oriented Communities (TOC) Policy. The Growth Geographies will also help inform future funding and financing decisions of the Bay Area Housing Finance Authority (BAHFA)

B. Project Products

Presentations, maps, data layers, and approved Commission resolutions.

C. Previous Accomplishments

No previous accomplishments using SB1 funds.

D. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Solicit updates to Priority Development Areas, Priority Production Areas, and if relevant, Priority Conservation Areas in advance of Plan Bay Area 2050 Update.	Staff	- Staff memo - Presentation - Materials for local jurisdictions	SB 1/ General Fund	03/01/23	06/30/23
2	Begin updating Transit-Rich Areas and High-Resource Areas with latest available data in advance of Plan Bay Area 2050 Update.	Staff	- Maps/data layers (ongoing)	SB 1/ General Fund	04/01/23	06/30/23

FY 2021-22 Senate Bill 1 (SB1) Sustainable Communities Formula Funds

A. Project Description

This project has been carried over into FY 2022-23.

In fiscal year 2021-22, SB1 Planning Formula Funds will provide funding to make updates to the Equity Priority Communities (formerly referred to as Communities of Concern) framework used in current and future Plan Bay Area iterations, as well as by MTC/ABAG and partners for funding and operations purposes.

MTC/ABAG updated the nomenclature for these equity priority areas, which identify communities with above-average shares of low-income populations and/or communities of color. This was an important first step — to avoid terminology that may be viewed as outdated or patronizing — but there are also valid critiques about the quantitative framework used to identify these communities, which requires a longer process of deep data analyses and engagement. This project, envisioned to last throughout much of calendar year 2022, would explore potential revisions to the Equity Priority Communities methodology and framework and vet a revised approach with stakeholders and the public. Because the process will not kick off until spring or summer 2022, future tasks will be reflected in the FY23 work plan; FY22 tasks are focused on peer reviews, data analyses, and initial stakeholder engagement activities.

Initial stakeholder and public engagement feedback, received during the Plan Bay Area 2050 process in 2020 and 2021, can form an initial foundation for this project. When complete, the project is intended to feed into the next update to Plan Bay Area (Plan Bay Area 2050 Update), which is anticipated to begin in 2023.

B. Project Products

- Peer review memo and slides summarizing other agencies' approaches to identify equity communities
- Data analyses, including maps, data tables, slides and/or memos, to support discussions on equity communities
- Stakeholder materials to support discussions on how to move forward with re-envisioning Equity Priority Communities

C. Previous Accomplishments and Links to Relevant Products

No previous accomplishments using SB1 funds.

D. Work Plan (FY 2021-22)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Staff will work with consultants (TBD) to conduct a review of peer agencies' approaches to identify equity communities and assess tradeoffs.	Consultant	- Presentation - Memo	SB1/ General Fund	03/01/22	06/30/23
2	Staff will work with consultants (TBD) to conduct data analyses to support discussions on equity communities.	Consultant	- Maps - Data tables - Presentation - Memo	SB1/ General Fund	03/01/22	06/30/23
3	Staff will work with consultants (TBD) to engage with working groups and committees to begin discussions of key priorities in the redesign of Equity Priority Communities.	Consultant	- Committee items - Memos - Presentations	SB1/ General Fund	05/01/22	06/30/23

FY 2020-21 Senate Bill 1 (SB1) Sustainable Communities Formula Funds

A. Project Description

In fiscal year 2020-21, SB1 Planning Formula Funds will provide funding to enhance the digital tool – an online platform for seeking feedback on policy decisions related to Plan Bay Area 2050 – and to develop the Plan Bay Area 2050 Implementation Plan.

Plan Bay Area 2050 will expand upon the successful Action Plan from Plan Bay Area 2040 to create a wide-ranging Implementation Plan for transportation, housing, the economy, and the environment. The Implementation Plan will focus on the next four years of implementing actions that MTC/ABAG can lead or partner on to advance the bold 30-year strategies from the Final Plan Bay Area 2050.

B. Project Products

- Meeting materials for Implementation Plan development
- Implementation Plan for Plan Bay Area 2050

C. Previous Accomplishments and Links to Relevant Products

Final Implementation Plan and associated public engagement is now complete; final deliverables are available at:

<https://www.planbayarea.org/2050-plan/final-implementation-plan>.

D. Work Plan (FY 2020-21)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Staff will develop an Implementation Plan focused on shorter-term actions to implement Plan Bay Area 2050.	Staff	Implementation Plan and annual updates Meeting agendas & notes	SB1/ General Fund	07/01/20	11/30/22

Work Element 1122: Analyze Regional Data Using GIS and Planning Models

Project Manager: Kearey Smith/Lisa Zorn

A. Budget

Amendment No. 1

Expenses	
Salaries	\$ 2,683,756
Benefits	1,299,098
Indirect	1,991,427
Other Operating	-
Consultants	4,579,962
Total Expenses	\$ 10,554,243

Revenues		
Federal Highway Administration Planning (FHWA PL) (FY 2022-23)		\$ 2,898,967
<i>Toll Credit Match</i>	332,512	
Federal Highway Administration Planning (FHWA PL) (FY 2021-22) (Carryover)		823,181
<i>Toll Credit Match</i>	94,419	
Federal Transit Administration (FTA) 5303 (FY 2022-23)		321,258
<i>Toll Credit Match</i>	36,848	
Federal Transit Administration (FTA) 5303 (FY 2021-22) (Carryover)		314,459
<i>Toll Credit Match</i>	36,068	
Federal Transit Administration (FTA) 5303 (FY 2020-21) (Carryover)		196,288
<i>Toll Credit Match</i>	22,514	
Surface Transportation Block Grant (STBG)		2,032,000
<i>Toll Credit Match</i>	233,070	
Cities/Local Funds		87,962
High Occupancy Vehicle (HOV) Lane Fines		402,148

General Fund		3,477,980
Total Revenues		\$ 10,554,243

Federal Share

62.40%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

Develop, maintain and implement robust analytical tools capable of supporting all manner of agency activities, including regional planning, federal and state air quality conformity; federal, state and regional equity analyses; regional project performance assessment and federal and state performance monitoring; and federal, state and regional scenario analysis.

Develop, maintain and implement robust mapping tools and data capable of supporting all manner of agency activities, including communicating with key stakeholders in an efficient, effective and engaging manner.

Federal and state air quality statutes rely heavily on regional travel demand models and other analytical tools to forecast the impact of transportation projects and policies on the environment. MTC, as the Metropolitan Planning Organization (MPO), must use analytical tools that meet the requirements of these statutes. MTC uses the regional travel model, a regional land use model, as well as GIS tools to perform this work.

California Senate Bill 375 requires MPOs to develop a Sustainable Communities Strategy as part of the Regional Transportation Plan that meet greenhouse gas (GHG) emission targets set by the California Air Resources Board. MTC, as the MPO, is required to use both analytical and visual tools to quantify and visualize the impact of transportation projects and policies on greenhouse gas emissions.

Federal, state, regional and local governments all have a keen interest in ensuring that transportation funds are distributed in an equitable manner. MTC uses the full complement of analytical tools, including the travel model, land use model and GIS, to support robust equity analyses.

Federal, state, regional and local governments all have an interest in implementing an effective and efficient transportation system. MTC, cities, counties and transit agencies use our analytical tools and data to support project, corridor and regional level planning studies, including airport access planning.

C. Project Products

- Model Development Documentation: <https://github.com/BayAreaMetro/modeling-website/wiki>
- Travel Model 1, Travel Model 1.5: <https://github.com/BayAreaMetro/travel-model-one>
- Travel Model 2: <https://github.com/BayAreaMetro/travel-model-two>
- Travel Model 2 Network Building: <https://github.com/BayAreaMetro/travel-model-two-networks/tree/develop>; https://github.com/BayAreaMetro/Lasso/tree/mtc_parameters; https://github.com/BayAreaMetro/network_wrangler/tree/generic_agency
- Transit Passenger Survey Documentation: <http://bayareametro.github.io/transit-passenger-surveys>

D. Previous Accomplishments and Links to Relevant Products

Developed and applied our state of the practice regional forecast model, small area land use model and activity-based travel model in support of each component of the 2021 Regional Transportation Plan and Sustainable Communities Strategy including our 2018-2019 Horizon initiative as well as the Draft and Final Blueprint analysis performed in 2020–2021.

- Plan Bay Area 2050 Regional Growth Forecast (July 2020): https://www.planbayarea.org/sites/default/files/Plan_Bay_Area_2050_-_Regional_Growth_Forecast_July_2020v2DV.pdf
- Plan Bay Area 2050 Project Performance Findings (Nov 2019): https://mtc.ca.gov/sites/default/files/ProjectPerformance_FinalFindings_Jan2020.pdf
- Plan Bay Area 2050 Draft Blueprint Findings (July 2020): <https://www.planbayarea.org/draftplan2050>; https://www.planbayarea.org/sites/default/files/pdfs_referenced/PBA2050_Draft_BPOutcomes_071720.pdf
- Plan Bay Area 2050 Final Blueprint Findings (Dec 2020): https://www.planbayarea.org/sites/default/files/FinalBlueprintRelease_December2020_Compendium_Jan2021_Update.pdf
- Plan Bay Area 2050 Draft Modeling Supplemental Report (May 2021): https://www.planbayarea.org/sites/default/files/documents/2021-05/Draft_PBA2050_Forecasting_Modeling_Report_May2021.pdf
- Plan Bay Area 2050 Final Modeling Supplemental Report (Oct 2021): https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Forecasting_Modeling_Report_October_2021.pdf
- Successfully collected consistent on-board survey data from more than 15 regional transit operators (note: this work was paused during 2020 and COVID-19) (<http://bayareametro.github.io/transit-passenger-surveys/>)
- Performed 2018-2019 travel diary survey to collect data from users and non-users of ride-hailing services in the San Francisco Bay Area; the survey informs behavioral trade-offs for incorporation into travel modeling and analysis: <https://mtc.ca.gov/planning/transportation/regional-transportation-studies/bay-area-transportation-study>
- Developing, in cooperation with peer MPOs, an efficient, maintainable open-source activity-based travel model platform (ActivitySim: <https://activitysim.github.io/>)
- Developing, in cooperation with peer MPOs, dynamic transit assignment software (Fast-Trips – <http://fast-trips.mtc.ca.gov>)
- Maintain online searchable GIS data can be found in our data portal (<http://opendata.mtc.ca.gov/>)
- Supported MTC's Vital Signs effort with an online data portal (<https://data.bayareametro.gov>)
- Creating or are developing the following web-based tools: regional transportation plan project database, parking data inventory tool, residential housing permits, a traffic count database, Bay Area Spatial Information System, resiliency and emergency preparedness tools, and an asset management tool
- Developed and maintain online Master Data Management tool and data management modules for use in Bay Area Spatial Information System (BASIS — <https://basis.bayareametro.gov>)
- Updated several key regional datasets used in support of several regional planning programs including Plan Bay Area 2050
- Manage ongoing annual residential housing permit data updates in BASIS
- Developed and maintained Housing Element Site Selection Tool (HESS — <https://hess.abag.ca.gov>) to assist local jurisdictions with the development of site inventories that comply with state requirements and to lift up best practices at the regional scale
- Successfully integrated a spatial economic model with the travel model to forecast land development patterns (including the impact of transportation on land development outcomes)
- Collaboratively researched future mobility trends and estimated potential impacts

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Staff will support agency planning activities with technical analysis, visual data summaries, and web-based tools to facilitate collaboration, information collection and dissemination.	Staff	Maps, technical memos, reports, interactive mapping applications and presentations (ongoing)	FHWA PL/FTA 5303	07/01/22	06/30/23
2	Staff will manage and maintain GIS base map databases used by Bay Area Transportation Agencies.	Staff	Data, online tools (ongoing)	FHWA PL/FTA 5303	07/01/22	06/30/23
3	Staff will manage, maintain, and efficiently share all geo-spatial data associated with the Transportation Improvement Plan and the RTP/SCS.	Staff	Maps, technical memos, reports, interactive mapping applications and presentations (ongoing)	FHWA PL/FTA 5303	07/01/22	06/30/23
4	Staff will continue to conduct onboard transit passenger surveys to inform travel modeling, planning and research. This work will be done in partnership with transit operators and numerous consultants.	Staff/ Consultant (TBD)	Survey summary reports (as needed), compiled database	FHWA PL/FTA 5303	07/01/22	06/30/23

5	Staff, working with a consultant team (TBD) and other partners, will begin work on a continuous regional household travel survey to inform travel modeling, planning and research.	Staff/ Consultant (TBD)	Survey summary reports (as needed), compiled database	FHWA PL/FTA 5303	07/01/22	06/30/23
6	Staff will continue to develop a regional land use database in support of housing and transportation planning coordination efforts.	Staff	Maps, technical memos, reports, interactive mapping applications and presentations (ongoing)	General Fund	07/01/22	06/30/23
7	Staff will continue to develop the Housing Element Site Selection Tool in support of the REAP Technical assistance efforts.	Staff	Maps, technical memos, reports, interactive mapping applications and presentations (ongoing)	General Fund	07/01/22	06/30/23
8	Staff, in concert with a consultant team (WSP) will continue to develop the next generation travel model (TM2) for the Regional Transportation Plan and other applications. This model includes much higher spatial resolution as well as the integration of new assignment software.	Staff/ Consultant (WSP)	Technical memos, reports, presentations, and code updates on github (ongoing)	FHWA PL/FTA 5303	07/01/22	06/30/23

9	Staff, in concert with a consultant team (TBD) will continue to update the land use allocation model, Bay Area UrbanSim, to integrate with TM2 for the next Regional Transportation Plan, including incorporating travel model compatibility updates, addressing forecast volatility, model calibration, validation and sensitivity analysis, and policy updates.	Staff/ Consultant (TBD)	Technical memos, reports, presentations, and code updates on github (ongoing)	STBG/ General Fund	07/01/22	06/30/23
10	Staff will continue analyses on the Bay Area economy and demographics, including but not limited to analyses with the REMI economic model, to produce the Regional Growth Forecast for the 2025 Plan.	Staff	Technical memos, reports, presentations (likely 1-2 total for all)	General Fund	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

- Supporting the modeling efforts of partner agencies (e.g., BART's Link21 study) as well as County Transportation Agencies who are moving towards adopting MTC/ABAG modeling tools
- Development and application of MTC/ABAG modeling tools (small area land use model and the travel model) for the next Regional Transportation Plan/Sustainable Communities Strategy

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation
- Enhance travel and tourism

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Data in Transportation Planning

Work Element 1125: Active Transportation Planning

Project Manager: Kara Oberg

A. Budget

Amendment No. 1

Expenses		
Salaries	\$	232,396
Benefits		116,198
Indirect		174,297
Other Operating		-
Consultants		541,562
Total Expenses	\$	1,064,452

Revenues		
Federal Highway Administration Planning (FHWA PL) (FY 2022-23)		\$ 330,382
<i>Toll Credit Match</i>	37,895	
Federal Highway Administration Planning (FHWA PL) (FY 2021-22) (Carryover)		41,562
<i>Toll Credit Match</i>	4,767	
Federal Transit Administration (FTA) 5303 (FY 2022-23)		500,000
<i>Toll Credit Match</i>	57,350	
General Fund		192,509
Total Revenues	\$	1,064,452

Federal Share

81.91%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

This Work Element supports implementation of two Plan Bay Area Strategies, which include “Build a Complete Streets Network” and “Advance Regional Vision Zero.” The implementation of these strategies is carried out

through the region's first Active Transportation (AT) Plan, which is set to be adopted in summer 2022.

The AT Plan tasks include:

- Stakeholder Engagement including Active Transportation Working Group, Technical Advisory Committee & Community Based Organizations
- Policy and Program analysis, with focus on Vision Zero and equity & includes an update of MTC's Complete Streets Policy (MTC Resolution No. 3765)
- Regional Active Transportation Network, rebranded from Plan Bay Area's Complete Streets Network strategy built off adopted local plans
- 5-Year Implementation Plan with detailed priority actions including Quick Builds and Slow Streets priorities
- Funding assessment to understand funding constraints and scenarios to implement the Plan.

After the plan is adopted, this program will move from planning to implementation focus, which will include building out a bicycle and pedestrian counts programs, a technical assistance program as well as monitoring CS Policy and AT Network implementation.

C. Project Products

The products include an updated Complete Streets Policy, an adopted Complete Streets Plan, and Active Transportation Network and expanded Bicycle and Pedestrian Count Program.

D. Previous Accomplishments

In the past year, accomplishments include:

- Launching the Active Transportation (AT) Plan
- Drafting an update to MTC's Complete Streets Policy
- Developing a draft Active Transportation Network
- Finalizing Regional Bicycle and Pedestrian Counts Factor Groups and
- Hosting four Active Transportation Working Group meetings.

More information about the Active Transportation Working Group, including past meetings can be found here:

<https://mtc.ca.gov/about-mtc/committees/interagency-committees/active-transportation-working-group#past>

More information about MTC's Active Transportation Plan can be found here:

<https://mtc.ca.gov/funding/investment-strategies-commitments/climate-protection/regional-active-transportation-plan>

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Staff the Active Transportation Working Group (ATWG) – Ongoing, with end date reflecting that	Staff	Bi-monthly staff reports, presentation, materials Bi-monthly meeting agendas and notes	FHWA PL/FTA 5303/ General Fund	07/01/22	Ongoing
2	Manage the Regional Active Transportation (AT) Plan. Staff will manage this process in concert with a consultant team (Toole)	Staff/Consultant (Toole)	AT Plan deliverables including: *Complete Streets Policy *Active Transportation Network * 5-year Implementation Plan * Final AT Plan (once)	FHWA PL/FTA 5303/	07/01/21	10/31/22
3	Implement Complete Streets (CS) Policy Update by updating the CS Checklist, process, webmap and tracking and evaluation.	Staff	*Updated CS Checklist * Updated CS webpage and webmap. (once)	FHWA PL/FTA 5303/ General Fund	07/01/22	10/31/22
4	CS Checklist Review for projects seeking regional discretionary funding or endorsement	Staff	Reviewed Checklists uploaded to MTC website (ongoing)	FHWA PL/FTA 5303/ General Fund	07/01/22	06/30/23
5	Manage the Regional Bicycle & Pedestrian Counts Program	Staff	*Memos describing counter program guidelines and anticipated outcomes. *Memos describing jurisdiction placement and location. (as needed)	FHWA PL/FTA 5303/ General Fund	07/01/22	06/30/23

6	Create Complete Streets Policy and AT Network Implementation Technical Assistance (TA) Program	Staff	Guidelines for receiving TA to advance active transportation projects on the AT Network (once)	FHWA PL/FTA 5303/ General Fund	07/01/22	06/30/23
7	AT Plan – 5-year implementation plan	Staff/ Consultant (Toole)	Implementation of near-term recommendations in AT Plan 5-year implementation plan (TBD)	FHWA PL/FTA 5303/ General Fund	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

Evaluate the new CS Checklist, webmap, and process. Launch and evaluate the CS Policy and AT Network Technical Assistance Program. Continue the Bike Ped Count Program and implement the AT Plan.

G. Federal Planning Factors Addressed

- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation
- Enhance travel and tourism

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets

Work Element 1127: Regional Trails

Project Manager: Toshi Shepard-Ohta/Nicola Szibbo

A. Budget

Amendment No. 1

Expenses		
Salaries	\$	462,532
Benefits		231,266
Indirect		346,899
Other Operating		-
Consultants		4,925,458
Total Expenses	\$	5,966,155

Revenues		
Federal Highway Administration Planning (FHWA PL) (FY 2022-23)		\$ 485,677
<i>Toll Credit Match</i>	55,707	-
2% Transit Transfer		389,034
5% Transit Transfer		635,645
Coastal Conservancy		1,846,101
Surface Transportation Block Grant (STBG) - New		2,500,000
<i>Toll Credit Match</i>	286,750	-
General Fund		109,698
Total Revenues		\$ 5,966,155

Federal Share

50.04%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

2% Transit Transfer funds refer to a portion of Regional Measure 1 revenues dedicated to projects that reduce vehicular traffic congestion and improve bridge operations on any bridge, pursuant to SHC Section 30913(b).

B. Project Description

This work element comprises grant contract management, technical assistance, planning and design, partnership building, public outreach and non-profit administration pertaining to regional trails active transportation planning and implementation. This work element includes the Bay Trail, the Water Trail and other regional trails/active transportation facilities.

C. Project Products

- Gap Closure Plans/Studies/Project Development
- Bay Trail Block Grant Administration
- Water Trail Block Grant Administration
- 501(c)3 Bay Trail Non-Profit Administration
- Active Transportation Technical Assistance
- Quick Build/First-last mile Improvements
- Strategic Plans and Studies
- Outreach and Engagement

D. Previous Accomplishments and Links to Relevant Products

- Initiated Bay Trail Fundraising Strategy
- Initiated Bay Trail Equity Strategy
- Coordinated major project improvements on SR-37, the West Oakland Link, Lake Merritt to Bay Trail Connector, and Vallejo Bay Trail/Vine Trail
- Maintained partnerships on regionwide and local planning related to sea level rise with Bay Adapt, Doolittle Adaptation Working Group, Hayward Regional Shoreline Adaptation Master Plan, and San Francisco Bay Trail Risk Assessment and Adaptation Prioritization Plan.
- Construction completed for the 0.5-mile Lone Tree Point Bay Trail
- Administered Bay Trail and Water Trail grants to local partners
- Maintained partnerships on Bay Trail outreach with organizations for annual and monthly events such as Bay Day, Bike to Work Day, and Bay Trail Confidential
- Continued regular contact and coordination with local and regional partners related to technical assistance on the Bay Trail
- Provided administration support for the Bay Trail Non-Profit including Bay Trail Board and Bay Trail Steering Committee meetings
- Administered and participated in Quarterly Water Trail Implementation Meetings
- Completed update and transfer of Bay Trail website to MTC website: <https://mtc.ca.gov/operations/regional-trails-parks/san-francisco-bay-trail>
- Initiated Social Media strategy and plan process for the Bay Trail social media accounts

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Bay Trail Gap Closure Implementation Plan	Consultant (TBD)	Draft and Final Project Priority List and GIS script, planning-level cost estimates (once)	FHWA PL/2% Transit Transfer	03/30/22	06/30/24
2	San Francisco Airport (SFO) Gap Study	Consultant (TBD)	Feasibility study (once), preparation for project approval and environmental document (ongoing)	Bay Trail Non-Profit/General Fund	07/01/22	06/30/24
3	Water Trail Block Grant #1 Administration	Staff	Produce outreach materials, such as new signage and maps (once)	Coastal Conservancy	07/01/22	06/30/23
4	Water Trail Block Grant #2 Administration	Staff	Award and administer 1-2 Water Trail Site Improvement grants, produce new materials including additional signage and maps (once)	Coastal Conservancy	07/01/22	06/30/23
5	Bay Trail Block Grant #5 Administration	Staff	Issue and administer grant contracts to partners for Bay Trail planning, design, and/or construction work. (ongoing).	Coastal Conservancy	07/01/22	06/30/23

6	Bay Trail Block Grant #6 Administration	Staff	Issue and administer grant contracts to partners for Bay Trail planning, design, and/or construction work. (ongoing).	Coastal Conservancy	07/01/22	06/30/23
7	Strengthen Partnerships	Staff	Legislator Briefings Corporate / Stakeholder Relationships (ongoing)	2% Transit Transfer	07/01/22	06/30/23
8	Secure Funding for Implementation	Staff	Secure diverse funding sources (as needed)	FHWA PL/ General Fund	07/01/22	06/30/23
9	Administer Bay Trail Non-Profit Organization	Staff	Clerical and administrative tasks related to 501(c)3 non-profit management (ongoing)	General Fund	07/01/22	06/30/23
10	Active Transportation Technical Assistance	Staff	Provide local agency design and engineering technical assistance (as needed).	FHWA PL/ General Fund	07/01/22	06/30/23
11	Promote Awareness	Staff	Public education products, outreach, staff presentations, media strategy (ongoing).	General Fund	07/01/22	06/30/23
12	Priority Conservation Area (PCA) Grant Administration	Staff	Issue and administer grant contracts (ongoing)	STBG	01/01/23	06/30/23

F. Anticipated Future Activities (FY 2023-24)

- Continue to administer the Bay Trail Non-Profit and encourage major gifting and fund development
- Secure funding for future phase of Bay Trail Fundraising Strategy
- Initiate Bay Trail Gap Closure Implementation Plan
- Initiate San Francisco Airport (SFO) Gap Study
- Secure funding for quick build improvement projects along major regional corridors

- Secure funding for a future phase of the Bay Trail Equity Strategy
- Continue to administer grants under Block Grants #1 and #2 and work to identify additional Water Trail projects to fund with the remaining grant program funds
- Continue to administer grants under Block Grants #5 and #6 and work to identify additional Bay Trail projects to fund with the remaining grant program funds
- Continue to provide technical assistance to local agencies, promote awareness and strengthen partnerships

G. Federal Planning Factors Addressed

- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Enhance travel and tourism

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Data in Transportation Planning

Work Element 1212: Performance Measurement and Monitoring

Project Manager: Raleigh McCoy

A. Budget

Expenses	
Salaries	\$ 23,883
Benefits	11,942
Indirect	17,912
Other Operating	-
Consultants	225,000
Total Expenses	\$ 278,737

Revenues	
Federal Highway Administration Planning (FHWA PL) (FY 2022-23)	\$ 26,205
<i>Toll Credit Match</i>	3,006
Federal Transit Administration (FTA) 5303 (FY 2022-23)	27,532
<i>Toll Credit Match</i>	3,158
General Fund	225,000
Total Revenues	\$ 278,737

Federal Share **19.28%**

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

Objectives

- Work with Bay Area partners and other stakeholders to identify performance measures related to transportation, land use, the environment, the economy, social equity and related issue areas for use in long-range planning and performance monitoring
- Disseminate important regional datasets through portals such as Vital Signs to track baseline indicators, increase access to data, and support the regional planning conversation
- Conduct long-range performance planning for Regional Transportation Plan/Sustainable Communities Strategy

- (RTP/SCS), including for scenarios/futures, policies and projects
- Conduct performance assessments to support programming decisions, including the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP)
- Deploy and maintain national performance measures per federal performance-based planning and programming requirements
- Track regional performance towards identified RTP/SCS targets through performance monitoring data portals and reports
- Document the regional Congestion Management Process (CMP)

Description

- Performance measurement and monitoring is a central component of recent federal surface transportation authorizations. While MTC has been involved in performance-based planning and programming for more than a decade, federal requirements initiated under MAP-21 and refined under subsequent surface transportation legislation continue to enhance and evolve the agency's performance work plan.
- While previously included in State of the System reports, MTC rebooted its work in the field of performance monitoring through the Vital Signs initiative starting in 2015. This interactive online portal for performance tracking incorporates a broad range of regional issues, including transportation, land and people, the economy, the environment and equity. The site is undergoing the first major redesign since its launch in 2015 to better to serve its users with a more current, easy to use interface and technical enhancements.

C. Project Products

- Staff will continue to set targets and report on regional progress toward targets, as mandated by federal regulations. This includes target-setting for road safety; transit safety; transit asset management; infrastructure condition; freight movement and economic vitality; system reliability; and environmental sustainability.
- Staff will continue to report on performance related to Congestion Management and Air Quality. This includes submitting the region's first CMAQ Full Performance Period Progress Report and the second CMAQ Baseline Performance Period Report.
- Staff will assess the performance of investments included in MTC's Transportation Improvement Program (TIP)
- Staff will finalize a refresh of the Vital Signs website, updating the seven-year-old site's look and functionality to match today's best practices.
- Staff will continue to update data on the Vital Signs website and perform technical maintenance activities on the site to ensure it remains functional
- Staff will continue to update the regionwide Congestion Management Process documentation on the MTC website

D. Previous Accomplishments and Links to Relevant Products

- MTC has incorporated rigorous performance measures and monitoring in every long-range plan since 2001
- MTC has produce performance reports for efforts such as Vital Signs, State of the System, and the Congestion Management Process since the mid-1990s
- Performance Monitoring Reports (State of the System through 2009; Vital Signs from 2015 to present)
- Project-Level Performance Assessment (Project-Level Assessment for Plan Bay Area 2050 completed in 2019; Performance Assessment for Plan Bay Area 2050 completed in 2021). More information here: <https://mtc.ca.gov/planning/long-range-planning/plan-bay-area-2050/horizon/project-performance-assessment>
- Scenario Assessment through Futures Planning Effort completed in 2020. More information here: <https://mtc.ca.gov/planning/long-range-planning/plan-bay-area-2050/horizon/futures-planning>

- RTP/SCS Performance Assessment Report (Plan Bay Area 2050 Performance Report released in 2021). Read the final report here: https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Performance_Report_October_2021.pdf
- Incremental Progress Assessment (Incremental Progress Assessment for Plan Bay Area 2040 completed in 2020)
- TIP Performance Assessment Report (since 2018; most recently in 2021). More information here: <https://mtc.ca.gov/funding/transportation-improvement-program/2021-tip>
- STIP Performance Assessment (since 2002; most recently in 2021). More information at: <http://mtc.legistar.com/gateway.aspx?M=F&ID=01934c5e-faf9-4351-998d-6255ef8be6e8.pdf>
- CMAQ Baseline Performance Report (first report produced in 2018)
- CMAQ Mid-Period Performance Report (first report produced in 2020)
- Bay Area Congestion Management Process (since 1995; page on the MTC website summarizing the CMP completed in 2020). More information here: <https://mtc.ca.gov/planning/transportation/driving-congestion-environment/congestion-management-process>
- Federal Transportation Performance Monitoring Activities (ongoing since 2018). More information here: <https://www.vitalsigns.mtc.ca.gov/targets> and here <https://mtc.ca.gov/planning/transportation/federal-performance-targets>
- Updates and maintenance of the Vital Signs website at <https://www.vitalsigns.mtc.ca.gov/>

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Staff will identify 2023 federally-required safety performance targets (PM1) or commit to supporting statewide performance targets through planning and programming	Staff	Working group or committee memo on target-setting and target-setting documentation submittal to Caltrans (once)	FHWA PL/FTA 5303	07/01/22	02/28/23
2	Staff will identify 2023 federally-required regional transit asset management targets in coordination with transit operators	Staff	Working group or committee memo on target-setting and target-setting documentation submittal to Caltrans (once)	FHWA PL/FTA 5303	07/01/22	01/20/23
3	Staff will identify 2023 federally-required regional transit safety targets in coordination with transit operators	Staff	Working group or committee memo on target-setting and target-setting	FHWA PL/FTA 5303	11/01/22	04/28/23

			documentation submittal to Caltrans (once)			
4	Staff will identify 2023 and 2025 federally-required pavement and bridge condition performance targets (PM2) or commit to supporting statewide performance targets through planning and programming	Staff	Working group or committee memo on target-setting and target-setting documentation submittal to Caltrans (once)	FHWA PL/FTA 5303	07/01/22	11/30/22
5	Staff will identify 2023 and 2025 federally-required system performance/ freight/CMAQ performance targets (PM3) or commit to supporting statewide performance targets through planning and programming	Staff	Working group or committee memo on target-setting and target-setting documentation submittal to Caltrans (once)	FHWA PL/FTA 5303	07/01/22	11/30/22
6	Staff will continue update to regionwide Congestion Management Process (CMP) documentation on MTC website	Staff	Webpage documenting the regional Congestion Management Process (CMP) and outcomes (ongoing)	FHWA PL/FTA 5303	07/01/22	06/30/23
7	Ongoing technical maintenance of Vital Signs website	Consultant (Exygy)	Vital Signs website and technical components (ongoing)	General Fund	07/01/22	06/30/23
8	Maintenance of indicators and data on Vital Signs website	Staff	Vital Signs website and underlying data (ongoing)	General Fund	07/01/22	06/30/23
9	Development of 2023 TIP Performance Report in compliance with federal reporting requirements	Staff	TIP Performance Report and working group or committee memo summarizing TIP performance (once)	FHWA PL/FTA 5303	07/01/22	12/30/22

10	Development of CMAQ Full Performance Period Progress Report and Performance Plan (1st Performance Period) in compliance with federal requirements	Staff	CMAQ performance documentation submittal to state partners (once)	FHWA PL/FTA 5303	07/01/22	10/01/22
11	Development of CMAQ Baseline Performance Period Report and Performance Plan (2nd Performance Period) in compliance with federal requirements	Staff	CMAQ Baseline Performance Period Report and Performance Plan (once)	FHWA PL/FTA 5303	07/01/22	11/01/22

F. Anticipated Future Activities (FY 2023-24)

- Staff will identify 2024 federally required road safety performance targets (PM1) or commit to supporting statewide performance targets through planning and programming
- Staff will identify 2024 federally required transit safety performance targets
- Staff will identify 2024 federally required state of good repair for transit asset targets
- Staff will continue to update and maintain the Vital Signs website
- Staff will continue to update and maintain the Congestion Management Process documentation
- Staff will assess the performance of the 2024 State Transportation Improvement Program (STIP) investments
- Staff will begin performance activities in support of the next long-range plan, scheduled for completion in 2025

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Data in Transportation Planning

Senate Bill 1 (SB1) Sustainable Communities Formula Funds Section

SB1 Funded Projects-Previous Accomplishments

FY 17-18 – fund source number 2210

- Identify vision and goals- complete (Guiding Principles of Horizon process)
- Identify measures and targets as well as associated methodologies- complete (measures established through Horizon Futures process).

FY 18-19 – fund source number 2211

- Update Vital Signs performance monitoring data portal including incorporation of federal targets- complete
- Publish temporary pages on Vital Signs (March-August 2019) to showcase Horizon model output data and provide an opportunity for a brief survey on Horizon strategies- complete

FY 19-20 through FY 21-22

- None (no funds remaining)

Work Element 1413: Climate Initiatives

Project Manager: Krute Singa/Therese Trivedi

A. Budget

Amendment No. 1

Expenses	
Salaries	\$ 564,147
Benefits	282,073
Indirect	423,110
Other Operating	-
Consultants	47,176,014
Total Expenses	\$ 48,445,343

Revenues		
Congestion Mitigation and Air Quality (CMAQ)		\$ 674,106
<i>Toll Credit Match</i>	77,320	
Congestion Mitigation and Air Quality (CMAQ) - New		46,500,000
<i>Toll Credit Match</i>	5,333,550	
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2022-23)		920,375
<i>Local Match - General fund</i>		119,244
Surface Transportation Block Grant (STBG)		159,699
<i>Toll Credit Match</i>	18,317	
High Occupancy Vehicle (HOV) Lane Fines		68,574
General Fund		3,346
Total Revenues		\$ 48,445,343

Federal Share

97.71%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

Transportation emissions, including GHG emissions and criteria pollutants, are expected to significantly affect the Bay Area's public health, air quality and transportation infrastructure through sea level rise and extreme weather. In the Bay Area, 40% of GHG emissions is due to the consumption of fossil fuel in the transportation sector, mostly from passenger cars and trucks. The transportation sector therefore needs to reduce the amount of vehicle miles traveled (VMT) to reduce impact on public health and the environment.

The regional Climate Initiatives Program is part of Plan Bay Area 2040 and plays a significant role in Plan Bay Area 2050. Given the higher GHG reduction target in Plan Bay Area 2050 (19%) than in the Plan Bay Area 2040 (15%), greater investment in strategies that reduce GHG emissions, as well as criteria pollutant emissions, is needed. Through MTC's four-year One Bay Area 3 Grant Program (FY23-FY26), MTC has approved an increased amount of funding to invest in Climate Initiatives strategies. The funding amounts noted in Section A, Budget, reflect funding that will be programmed over a multi-year period. Several Climate Initiatives strategies included in the FY 21-22 OWP in WE 1413 were in the pilot stages. Moving forward starting in FY 22-23 with the increased funding amounts, MTC will ramp up investments in Mobility Hubs and will be assessing further investment in Targeted Transportation Alternatives to accelerate progress on meeting the region's GHG reduction target, as well as reducing criteria pollutant emissions.

The program focuses on individual actions, public-private partnerships, and other programs to reduce SOV travel which included a number of VMT and transportation emission reducing strategies.

As noted, the objective of the Climate Initiatives Program is to implement projects and programs that aim to reduce transportation emissions, including greenhouse gas (GHG) and criteria pollutant emissions to further the federal, state and Bay Area's climate protection goals and improve our region's air quality and public health.

C. Project Products

With the number of programs under the Climate Initiatives umbrella, please refer to Section E for project product details. The products range from incentives for behavior change to construction of last mile solutions.

D. Previous Accomplishments and Links to Relevant Products

Over the last year, MTC implemented projects and programs that aimed to reduce transportation emissions, including GHG and criteria pollutant emissions to further federal, state and the Bay Area's climate protection goals and improve our region's air quality and public health:

CMAQ Funds

Commuter Benefits Ordinance: <https://511.org/employers/commuter-benefits-program>

Staff continue to administer the program to bring employers into compliance. Staff are working with the Bay Area Air Quality Management District to implement enforcement procedures.

Staff are developing telecommute assistance and resources to assist employers respond to changing work conditions under COVID-19:

https://511.org/sites/default/files/pdfs/carpool/Interactive%20Employer%20Transportation%20Planning%20Handbook_20211026.pdf

Carsharing

Staff released a call for applications for the next phase of the Regional Mobility Hubs program, which incorporates carsharing: pilot projects. <https://abag.ca.gov/technical-assistance/mobility-hubs-call-projects>. Staff received Commission approval to award seven projects and are working with project sponsors on their TIP amendments, E76 and hub design (Committee [memo](#)). Mobility Hubs program information is found on MTC's website - <https://mtc.ca.gov/planning/transportation/mobility-hubs>.

Vanpool Incentives

Staff have been marketing the new program to Bay Area residents.

Staff released vanpool social distancing guidance: <https://511.org/sites/default/files/img/pdf/Vanpool%20COVID-19%20Safety%20Guidelines%20v2.pdf>

Electric Vehicle Programs

Staff coordinated with the Bay Area Air Quality Management District (Air District) to develop infrastructure programs.

Targeted Transportation Alternatives

Staff finalized the pilot program audience selection process and survey results memos. Staff made presentations on the progress of the project to local staff.

Trip Caps

Staff received approval to contract with consultants to develop a working group approach to offer technical assistance to the remaining cities that have not yet adopted VMT policy:

<http://mtc.legistar.com/gateway.aspx?M=F&ID=c9cee772-326f-4862-938c-1aa74a3caa11.pdf>

Bike to Work Day/Bike to Wherever Days

Staff continued coordination and implementation of the annual event to encourage bike travel as a viable commuting option: <https://bayareabiketowork.com/>.

Spare the Air Youth Program

Staff continued implementation of the program to encourage youth and their families to choose active transportation modes to travel to and from school and also consider it a viable transportation option for short trips: <https://sparetheairyouth.org/>.

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
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1	Commuter Benefits Ordinance	Staff/ consultant (WSP)	Telecommute assistance and resources Assistance and resources to employers for compliance Staff led, with customer service support from consultant (ongoing)	CMAQ/ General Fund	07/01/22	06/30/23
2	Carsharing/ Mobility Hubs – significant acceleration of investment in carsharing/mobility hubs	Staff, local jurisdictions	Accelerated implementation of the over 1600 mobility hub locations throughout the region (ongoing)	CMAQ/ General Fund	07/01/22	06/30/23
3	Vanpool	Staff/ Consultant (Commute by Enterprise)	Marketing materials Incentives structure Staff-led, with marketing, incentives, and operations support by consultant (ongoing)	CMAQ/ General Fund	07/01/22	06/30/23
4	Targeted Transportation Alternatives	Staff/ Consultant (Metropia)	Complete Pilot program implementation and assess results to determine broader regional implementation (staff-led with support from consultant (ongoing)	CMAQ/ General Fund	07/01/22	06/30/23
5	Trip Caps/ VMT Policy Technical Assistance	Staff/ Consultants (Fehr and Peers and Nelson Nygaard)	Technical assistance to cities to adopt VMT policy (ongoing)	CMAQ/ General Fund	07/01/22	06/30/23
6	Bike to Work Day/Bike to Wherever Days Program	Consultant (Silicon Valley Bicycle Coalition)	Implement the annual Bike to Work Day/Bike to Wherever Days Program during Bike Month in May throughout the nine-county Bay Area	CMAQ	12/01/22	06/30/23

7	Spare the Air Youth Program	Consultant (Alta Planning + Design)	Implement a regionwide youth outreach program to encourage K-12 students and their families to walk, bike, carpool or take transit to school and encourage alternative modes as a viable transportation option	CMAQ	07/01/22	06/30/23
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F. Anticipated Future Activities (FY 2023-24)

Continue to implement the Climate Initiatives Program.

G. Federal Planning Factors Addressed

- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation
- Enhance travel and tourism

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning

Senate Bill 1 (SB1) Sustainable Communities Formula Funds Section

FY 2022-23 Senate Bill 1 (SB1) Sustainable Communities Formula Funds

A. Project Description

In fiscal year 2022-23, SB1 Planning Formula Funds will support MTC's Climate Initiatives Program. This involves planning projects and programs that aim to reduce greenhouse gas and criteria pollutant emissions from the transportation sector to further the Bay Area's climate protection goals and improve our region's air quality and public health. These projects and programs directly relate to achieving state-mandated GHG emissions reduction targets associated with the region's Regional Transportation Plan/Sustainable Communities Strategy. SB1 funding is being used to conduct planning activities for parking and off-model initiatives.

These funds will directly support Climate Initiatives Program staffing, consultant support for parking initiatives that support reduced auto reliance and encourage compact land use development and MTC's contribution to the Electric Vehicle (EV) Coordinating Council, a staff-level, peer-to-peer forum, which serves as a venue for members to discuss and partner on EV-related emerging trends. <https://abag.ca.gov/technical-assistance/parking-policy-playbook>

B. Project Products

Plan, develop and implement projects and programs that aim to reduce greenhouse gas and criteria pollutant emissions from the transportation sector to further the Bay Area's climate protection goals and improve our region's air quality and public health.

Contribute to achieving state-mandated reduction targets.

C. Previous Accomplishments

SB1 Funds

EV Coordinating Council

Staff collaborate with Air District staff to create programming for the quarterly EV Coordinating Council meetings. The EV Coordinating Council met on October 13, 2021 and discussed the challenges and solutions for advancing fleet electrification. The EV Coordinating Council met on December 16, 2021 and staff asked Council members for insights on how to organize and prioritize Council activities in 2022.

Off-Model Climate Initiatives

Staff developed draft versions of off-model calculators for each of the climate strategies that are included in Plan Bay Area 2050. Currently waiting for CARB staff review.

Parking Policies and Programs

Staff developed a parking playbook, guidance on policies and action-oriented implementation guidance, conducted three workshops and provided office hours.

D. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Parking policies and programs – this year will include development of grant programs for local jurisdictions https://abag.ca.gov/technical-assistance/parking-policy-playbook	Staff/consultant (TBD)	Staff/consultant reports Presentation materials Workshops and learning modules for local agencies Work is staff-led (ongoing)	SB1/General Fund	07/01/22	06/30/23

2	Develop EV workplan focusing on strategies MTC could support to advance EV infrastructure and utilization of EVs	Staff/consultant (TBD)	Staff/consultant reports, development of technical assistance programs and workshops for local agencies	SB1/General Fund	07/01/22	06/30/23
3	Coordinate and monitor MTC investment in Bay Area Air Quality Management District EV programs	Staff	Memos and other documentation that tracks MTC investment in Air District programs (ongoing)	SB1/General Fund	07/01/22	06/30/23
4	EV Coordinating Council – Coordinate with the Bay Area Air Quality Management District, to deliver 3-4 regional forums focused on EV planning and implementation by developing meeting agenda topics, coordinating and inviting panelists to speak at meetings	Staff	Meeting agendas, presentations, materials (3-4 in all) Meeting minutes (3-4 in all)	SB1/General Fund	07/01/22	06/30/23

E. Anticipated Future Activities (FY 2023-24)

Continue to implement the parking program and host the EV Coordinating Council.

FY 2021-22 Senate Bill 1 (SB1) Sustainable Communities Formula Funds

A. Project Description

In fiscal year 2020-21, SB1 Planning Formula Funds will support MTC's Climate Initiatives Program. This involves planning projects and programs that aim to reduce greenhouse gas and criteria pollutant emissions from the transportation sector to further the Bay Area's climate protection goals and improve our region's air quality and public health. These projects and programs directly relate to achieving state-mandated GHG emissions reduction targets associated with the region's Regional Transportation Plan/Sustainable Communities Strategy. SB1 funding is being used to conduct planning activities for parking and off-model initiatives.

These funds will directly support Climate Initiatives Program staffing, consultant support for parking initiatives that support reduced auto reliance and encourage compact land use development and MTC's contribution to the Electric Vehicle (EV) Coordinating Council, a staff-level, peer-to-peer forum, which serves as a venue for members to discuss and partner on EV-related emerging trends.

B. Project Products

Plan, develop and implement projects and programs that aim to reduce greenhouse gas and criteria pollutant emissions from the transportation sector to further the Bay Area's climate protection goals and improve our region's air quality and public health

Contribute to achieving state-mandated reduction targets

Parking:

Continue conducting education and outreach activities to share local parking policy technical assistance resources and support jurisdictions review and update local parking policies

Coordinate local parking policy working group meetings to continue knowledge sharing and to identify parking policy assistance needs

EV Coordinating Council:

Convene four (4) EV Council Meetings

Coordinate, develop materials for, and facilitate four in-person meetings of the EV Council over the course of a year. Council Meetings shall be approximately 2-3 hours long, be attended by Members and their staff (~50 people), and cover a range of EV topics

Convene Steering Committee Meetings

Organize and moderate 5 – 7 conference calls and one in-person meeting of the Steering Committee to strategize on topics for discussion and prepare of upcoming EV Council Meetings.

C. Previous Accomplishments

EV Coordinating Council

Staff collaborated with Air District staff to create programming for the quarterly EV Coordinating Council meetings.

Off-Model Climate Initiatives

Staff developed draft versions of off-model calculators for each of the climate strategies that are being considered for inclusion in Plan Bay Area 2050.

Parking Policies and Program

Staff finalized the contracting process with the consultant selected through the RFP process to develop parking and guidance for local jurisdictions.

Work Element 1511: Conduct Financial Analysis and Planning

Project Manager: Theresa Romell/William Bacon

A. Budget

Expenses		
Salaries		\$ 205,800
Benefits		102,900
Indirect		154,350
Other Operating		-
Consultants		-
Total Expenses		\$ 463,050

Revenues		
Federal Highway Administration Planning (FHWA PL) (FY 2022-23)		\$ 194,271
<i>Toll Credit Match</i>	22,283	
Federal Transit Administration (FTA) 5303 (FY 2022-23)		37,140
<i>Toll Credit Match</i>	4,260	
State Transit Assistance (STA)		136,376
General Fund		95,265
Total Revenues		\$ 463,050

Federal Share

49.98%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

Financial analysis is one of the key work areas related to MTC's fund programming and management responsibilities. Below is an overview of the key objectives under this work element:

- Develop realistic, innovative financial plans and strategies supporting the implementation of plans, programs and projects in Plan Bay Area 2050, the Regional Transportation Plan (RTP), and other Commission initiatives.
- Provide financial analysis in support of the legislative program.

- Provide revenue forecasting and needs assessment analysis in support of regional funding decisions and the adequate operation and maintenance of the regional transportation system.
- Provide detailed financial analysis and policy support to the Commission and Bay Area transit operators on the impacts of the COVID-19 pandemic on transportation revenues.
- Develop funding proposals to preserve transit operations/service during the COVID-19 pandemic and to support recovery.
- Evaluate financial projections and estimates for financial constraint of the Transportation Improvement Program (TIP) and RTP.

C. Project Products

- Develop as accurate and consistent projections of transportation revenue for the San Francisco Bay Area as possible through coordination with the Federal Transit Administration, Federal Highway Administration, and the California Department of Transportation.
- Prepare financial analyses of state and federal transportation budgets and proposed legislation to determine potential impacts to plans and programs.
- Provide financial analysis to the Commission and other policymakers (local, state, federal) of the impacts of the COVID-19 impact on transportation revenue in the Bay Area.
- Provide financial analysis and support to delivery of the recommendations of the Bay Area Transit Transformation Action Plan.
- Prepare financial analyses and scenario forecasts for transit operator Short Range Transit Plans focused on scenario planning for possible futures coming out of the pandemic, including financial capacity assessments for the TIP.
- Develop needs and shortfall projections in the long-range plan to maintain the existing system for transit operating, capital, and streets and roads.
- Develop annual fund estimate and distribution of transit operating revenues.
- Maintain and update the RTP financial element for highways; transit; local streets and roads, including multi-year projection of costs and revenues; the updated information is required to support related planning needs.
- Prepare project or corridor level financial capacity analyses to support financial planning, programming or allocations activities, as required.
- Identify transportation financial techniques and opportunities appropriate for the Bay Area, and MTC's role in planning and implementing selected techniques.

D. Previous Accomplishments and Links to Relevant Products

- Completed the development of the Plan Bay Area 2050 revenue forecast.
https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Technical_Assumptions_Report_October_2021.pdf
- Developed annual fund estimate and distributions for transit operating revenues.
<https://mtc.ca.gov/funding/regional-funding/tda-sta/fund-estimate>
- Developed the funding distribution for approximately \$4 billion in transit operations funding from the CARES Act, CRRSAA, and the American Rescue Plan in response to the COVID-19 pandemic.
<http://mtc.legistar.com/gateway.aspx?M=F&ID=20cba554-5060-47f8-bcad-78839cd78626.pdf>
<http://mtc.legistar.com/gateway.aspx?M=F&ID=37804afc-84d4-493b-8393-0133712e8bda.pdf>

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Develop the FY 2022-23 annual fund estimate of transit operating revenues	Staff	Annual fund estimate and distribution for FY22-23 Transit Operating Revenues (once)	General Fund	07/01/22	06/30/23
2	Prepare financial elements of the Annual Report	Staff	MTC Annual Report: Financial Elements (once)	FHWA PL/ FTA 5303/ General Fund	07/01/22	06/30/23
3	Develop financial planning forecasts for transit operations to support COVID-19 recovery	Staff	-Near term transit revenue estimates and forecasts (once) -Guidance to the Commission and transit operators on revenue outlook. (once)	FHWA PL/ FTA 5303/ General Fund	07/01/22	06/30/23
4	Transportation Improvement Program (TIP) financial constraint and capacity analyses	Staff	Financial Constraint and Financial Capacity Analyses (once)	FHWA PL/ FTA 5303/ General Fund	07/01/22	06/30/23
5	Develop Short Range Transit Plan (SRTP) Revenue Scenario Forecasts	Staff	Guidance to all transit operators to develop a recovery focused service plan for the next five years (once)	FHWA PL/ FTA 5303/ General Fund	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

- Similar tasks to the above.
- Development of revenue forecasts and needs assessments for the next update to the RTP (Plan Bay Area).
- Analysis and engagement for annual federal appropriations.
- Finalize development of next programming cycle of STBG/CMAQ funds.
- Continue programming of FTA Formula (5307/5337/5339) funds to support state of good repair of the system.

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation

- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Data in Transportation Planning

Work Element 1512: Federal Programming, Monitoring and TIP Management

Project Manager: Adam Crenshaw/Craig Bosman

A. Budget

Amendment No. 1

Expenses		
Salaries	\$	1,320,052
Benefits		660,026
Indirect		990,039
Other Operating		-
Consultants		-
Total Expenses	\$	2,970,116

Revenues		
Federal Highway Administration Planning (FHWA PL) (FY 2022-23)		\$ 973,117
<i>Toll Credit Match</i>	111,616	
Federal Transit Administration (FTA) 5303 (FY 2022-23)		204,662
<i>Toll Credit Match</i>	23,475	
Surface Transportation Block Grant (STBG)		390,259
<i>Toll Credit Match</i>	44,763	
General Fund		1,402,078
Total Revenues	\$	2,970,116

Federal Share

52.79%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

As the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Agency (RTPA) for the nine county San Francisco Bay Area, MTC is responsible for implementation of relevant aspects of the federal and state surface transportation planning and programming legislation. This responsibility includes development and

maintenance of the TIP pursuant to applicable federal and state regulations and procedures, development and implementation of federal programs and policies to implement the RTP, and incorporation of federal performance-based planning and programming requirements.

In addition, MTC has programming responsibility for urbanized Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality Improvement Program (CMAQ) and large-MPO Transportation Alternative Program (TAP). MTC works with partner agencies, including Caltrans,

FHWA, FTA, EPA, County Transportation Agencies (CTAs), transit operators, local jurisdictions, and other stakeholders and the public, to develop funding policies, projects and programs to implement the investment strategies identified in the RTP.

To ensure the timely use of federal funds, MTC has worked with CTAs, local jurisdictions, and transit operators to develop policies and procedures (MTC Resolution 3606, Revised) to ensure state and federal funding requirements and deadlines are met and funds are not lost to the region. Additionally, MTC prepares and submits annual obligation plans to Caltrans, monitors federal fund obligations, overall federal funding levels, and apportionment and Obligation Authority (OA) balances.

To support regional implementation of the RTP, MTC also assists CTAs in the development and implementation of funding policies and programs on a local level, as outlined in planning and programming agreements.

As the designated recipient for selected FTA funding, MTC is responsible for programming FTA Section 5307 Urbanized Area Formula, 5337 State of Good Repair, and 5339 Bus and Bus Facilities funding to the federally eligible transit operators within the region to implement the investment strategies identified in the RTP. Transit operators, in cooperation with MTC, develop annual programs for the use of FTA funds within the urbanized areas of the Bay Area. MTC is responsible for programming FTA funding in a Program of Projects, which is updated annually.

MTC also develops regional funding policies and programs to support implementation of the RTP for other federal transit funding programs, including FTA Rural/Non-urbanized (Section 5311), Seniors and Individuals with Disabilities (Section 5310), and New Starts, Small Starts, Core Capacity, earmarks, and FRA High Speed Rail funds. One example of such a policy is MTC's Regional Transit Expansion Policy (MTC Resolution 3434) which guides the expansion of the regional transit system through strategic fund programming.

MTC supports the delivery of major multi-year transit capital investments through short- and medium-term funding programs and policies that encompass federal, state, and regional funds. Some of the major investments that these programs are designed to implement include BART Railcar Replacement, Caltrain Modernization, BART Transbay Corridor Core Capacity, and the regional Core Capacity Challenge Grant Program

For MTC's role in programming a portion of the region's 5307 funds for job access and reverse commute projects through the Lifeline Transportation Program, see work element 1310.

MTC also routinely monitors and analyzes legislation, proposed rulemakings, and appropriation bills for impacts to existing and proposed regional transportation programs and also participates in statewide efforts for policy development, programming, and project delivery.

C. Project Products

- 18 TIP Revisions
- Final 2023 TIP Update
- STBG/CMAQ Program of Projects – FY2023-26
- Listing of Federally Obligated Projects
- Update of the CMAQ Emission Benefits database

- Annual Federal Obligation Plan
- FTA 5307/5337/5339 preliminary Program of Projects
- 60 concurrence letters for FTA grants
- FTA 5311 FY18 and FY19 Preliminary Programs of Projects
- Regional ATP (see Work Item 1515)

D. Previous Accomplishments and Links to Relevant Products

- 15 TIP Revisions - 486 projects totaling \$6.6 billion in net funding change (Calendar Year 2021) <https://mtc.ca.gov/funding/transportation-improvement-program-tip>
- Managed and implemented federal STBG/CMAQ programs - \$217 million delivered (145% of required target) (FY 2020-21)
- Developed, managed, and implemented federal TAP/State Active Transportation Program (ATP) Large MPO Competitive program - (included under Work Element 1515)
- Monitored and facilitated delivery of HSIP program - \$3 million delivered within region (FY 2020-21)
- Monitored and facilitated delivery of repurposed federal earmarks - \$0.6 million delivered within region (FY 2020-21)
- Monitored and facilitated delivery of federal Highway Infrastructure Program (FHIP) funds - \$13.9 million delivered within region (FY 2020-21)
- Monitored and facilitated invoicing of FHWA inactive obligations
- FY 2021-22 Annual Federal Obligation Plan (October 2021)
- FY 2020-21 Listing of Federally Obligated Projects (December 2021) <https://mtc.ca.gov/digital-library/5022596-fiscal-year-2020-2021-list-annual-obligations>
- FY 2020-21 Update of the CMAQ Emission Benefits database (December 2021)
- Processed multiple invoices for CTA Planning activities
- FTA 5307/5337/5339 – adopted FY2020-21 preliminary Program of Projects to reflect final FTA apportionments (April 2021; most recent revision <http://mtc.legistar.com/gateway.aspx?M=F&ID=0c43d773-31e7-4eb9-a493-fd8d03ac3930.pdf>) and supported transit operator grant applications to FTA with concurrence letters and monitoring (throughout the year); continued to implement agreement with Caltrans developed in FY2012-13 regarding project selection and grant procedures for FTA 5307 and 5339 funds in small urbanized areas
- FTA 5311 – adopted preliminary program for FY2020-21 (April 2021, <http://mtc.legistar.com/gateway.aspx?M=F&ID=4a19d229-9207-4dfc-aa3b-84660f38ad3e.pdf>) based on preliminary regional share of state apportionments allocated by Caltrans
- FTA 5310 – assisted Caltrans with implementation of FY 2018 & 2019 cycle and assisted Caltrans with development of FY 2020 and 2021 cycle (see Work Item 1310)
- American Rescue Plan Act – adopted Program of Projects for COVID relief funds distributed through FTA Section 5307 (most recent revision <http://mtc.legistar.com/gateway.aspx?M=F&ID=20cba554-5060-47f8-bcad-78839cd78626.pdf>)

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Prepare 18 revisions to federal TIP 23 CFR §450.326	Staff	TIP Amendments TIP Administrative	FHWA PL/ General Fund	07/01/22	06/30/23

			Modifications TIP Revision Financial Constraint Documentation (as needed)			
2	Complete the Final 2023 TIP Update 23 CFR §450.326	Staff	Final 2023 TIP (once)	FHWA PL/ General Fund	07/01/22	12/16/22
3	Continue implementation of federal performance requirements in TIP and other federal programming efforts 23 CFR §450.326(c)(d)	Staff	Linkage of investment priorities with performance targets (ongoing)	FHWA PL/ General Fund	07/01/22	06/30/23
4	Final TIP transportation investment analyses	Staff	Various TIP Investment Analyses (as needed)	FHWA PL/ General Fund	07/01/22	12/16/22
5	Work with AQ Conformity Task force regarding TIP projects and programming 40 CFR §93	Staff	Attend AQ conformity consultation meetings (monthly); Address AQ conformity in TIP (ongoing); Assist agencies with projects in TIP subject to AQ conformity (as needed)	FHWA PL/ General Fund	07/01/22	06/30/23
6	Monitor federal programs to ensure financial constraint and consistency with TIP and RTP	Staff	Various Fund Program Status Reports (as needed)	FHWA PL/ STBG/ General Fund	07/01/22	06/30/23
7	Manage and implement STBG/CMAQ Programming CA S&H Code 182.6, 182.7	Staff	STBG/CMAQ One Bay Area Grant (OBAG) Program (ongoing)	FHWA PL/ STBG/ General Fund	07/01/22	06/30/23

8	Manage and implement federal TAP / State ATP Large MPO Competitive Program 23 USC § 213 (see also Work Item 1515)	Staff	TAP/ATP Cycle Program (ongoing)	FHWA PL/ General Fund	07/01/22	06/30/23
9	Monitor and facilitate delivery of Repurposed Earmarks	Staff	Delivery of repurposed earmarks with obligation deadlines (as needed)	FHWA PL/ General Fund	07/01/22	06/30/23
10	Monitor and facilitate invoicing of pending FHWA inactive obligations 23 USC § 630.106(5)(6)	Staff	FHWA inactive obligations reduction (as needed)	FHWA PL/ STBG/ General Fund	07/01/22	06/30/23
11	Prepare annual obligation plan for local federal-aid projects CA S&H Code 182.6, 182.7	Staff	Annual Obligation Plan (once)	FHWA PL/ General Fund	07/01/22	06/30/23
12	Prepare annual listing of federally obligated projects 23 CFR §450.334	Staff	Annual Listing of Federally Obligated Projects (once)	FHWA PL/ General Fund	10/01/22	12/31/22
13	Prepare annual update of the CMAQ emissions benefit database 23 USC §149.h	Staff	Annual Update of the CMAQ Emissions Benefit Database (once)	FHWA PL/ General Fund	11/01/22	12/31/22
14	Participate in various statewide federal programming and policy groups, including: California Federal Programming Group (CFPG), HBP, TCC, etc.	Staff	Various TIP procedural enhancements; Various programming and policy outcomes (as needed)	FHWA PL/ STBG/ General Fund	07/01/22	06/30/23
15	Implement regional funding-delivery policy guidance for FHWA-administered funds	Staff	MTC Resolution 3606 Revised (as needed)	FHWA PL/ STBG/ General Fund	07/01/22	06/30/23

16	Engage in discussions for federal legislation implementation and reauthorization	Staff	Various policy and programming outcomes (as needed)	FHWA PL/ General Fund	07/01/22	06/30/23
17	Continue to implement new IIJA/ BIL Act requirements as they are developed by FHWA and FTA	Staff	Various administrative and programmatic updates, TBD	FHWA PL/ General Fund	07/01/22	06/30/23
18	Revise preliminary FTA 5307/5337/5339 Programs of Projects as necessary 49 USC 5307, 5337 and 5339	Staff	FTA Program of Projects (POP) TIP Amendments (as needed)	FHWA PL/ FTA 5303/ General Fund	07/01/22	06/30/23
19	Develop and revise preliminary FTA 5307/5337/5339 Programs of Projects	Staff	FTA Program of Projects (POP) TIP Amendments (as needed)	FHWA PL/ FTA 5303/ General Fund	07/01/22	06/30/23
20	Revise preliminary FTA 5307/5337/5339 Programs of Projects to reflect final apportionments 49 USC 5307, 5337 and 5339 Develop and revise preliminary FTA 5311 Program of Projects (POP) to reflect final apportionments 49 USC 5311	Staff	FTA Program of Projects (POP) TIP Amendments (as needed)	FHWA PL/ FTA 5303/ General Fund	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

- Same as above
- Initiate development of next programming cycle of FTA Formula (5307/5337/5339) funds
- Implementation of IIJA/BIL Act

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight

- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD)
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1517: Transit Sustainability Planning

Project Manager: Melanie Choy/Kara Vuicich

A. Budget

Amendment No. 1

Expenses	
Salaries	\$ 380,120
Benefits	190,060
Indirect	285,090
Other Operating	-
Consultants	7,572,911
Total Expenses	\$ 8,428,180

Revenues		
Federal Highway Administration Planning (FHWA PL) (FY 2021-22) (Carryover)		\$ 96,254
<i>Toll Credit Match</i>	11,040	
Federal Highway Administration Planning (FHWA PL) (FY 2022-23)		151,922
<i>Toll Credit Match</i>	17,425	
Federal Transit Administration (FTA) 5303 (FY 2022-23)		589,157
<i>Toll Credit Match</i>	67,576	
Federal Transit Administration (FTA) 5303 (FY 2021-22) (Carryover)		1,132,911
<i>Toll Credit Match</i>	129,945	
2% Transit Transfer		375,000
Bay Area Toll Authority (BATA) Regional Measure 2		1,615,000
California Housing Community Development (HCD) Regional Early Action Plan (REAP) 2.0		318,742
State Transit Assistance (STA)		657,975
Surface Transportation Block Grant (STBG)		2,518,742
<i>Toll Credit Match</i>	288,900	

General Fund		972,478
Total Revenues	\$	8,428,180

Federal Share

53.26%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

2% Transit Transfer funds refer to a portion of Regional Measure 1 revenues dedicated to projects that reduce vehicular traffic congestion and improve bridge operations on any bridge, pursuant to SHC Section 30913(b).

B. Project Description

The Transit Strategies and Coordination Work Element captures the collection of regional leadership, policies and coordination work to design, adequately invest in, and effectively manage a public transit network that is equitable, inclusive, frequent, affordable, accessible and reliable; is integrated with unified service, fares, schedules, customer information and identity; and serves all Bay Area populations, resulting in increased transit ridership and reduced growth in vehicle miles traveled.

Initiatives include the Transit Sustainability Project (TSP) in 2012, Blue Ribbon Transit Recovery Task Force (2021), operator transit plans, and numerous transit studies to advance and improve the customer experience on transit.

Most recently, in September 2021 MTC endorsed 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 efforts (Fare Integration and Policy, Mapping and Wayfinding, and Transit Priority on Roadways) were identified and endorsed for accelerated action and focus. MTC will develop an implementation Roadmap and work towards several of actions outlined in the Action Plan.

The Connected Network Plan, an implementation action of the Blue Ribbon Transit Transformation Action Plan and Plan Bay Area 2050, will explore network planning challenges in the diverse nine-county San Francisco Bay Area. Over the course of a two-year planning process, it will explore aspirational goals for the transit network and challenges experienced by riders today and in the future, and then delve into potential network improvements – both capital and operational – to create a more integrated customer-oriented experience. This work will be undertaken with close collaboration of regional and local transit partners, as well as stakeholder organizations, with input at key junctures from the general public.

C. Project Products

- Semi-annual TPI program reports (most recent: June 2020, December 2020)
- Ongoing Annual Transit Operator Performance Metric Review (2019- Beyond)
- Blue Ribbon Action Plan Roadmap
- Connected Network Planning Study

D. Previous Accomplishments and Links to Relevant Products

- Project recommendations adopted in May 2012 <http://www.mtc.ca.gov/planning/tsp/>
- Project implementation commenced in June 2012 and is ongoing.
 - Rounds 1-4 TPI Incentive grants awarded in January 2013 – May 2016.
 - Round 1-3 TPI Investment grants awarded in September 2014 – January 2017.
 - Beginning in 2017, annually funded TPI projects through the Low Carbon Transit Operations Program (LCTOP).
- Studies
 - Completed Phase I of the Tri-City Transit Study - and transitioned potential Phase II work to Alameda CTC per project Policy Advisory Committee direction.
 - Finalized AC Transit/BART Inner East Bay Fare Discount Pilot Study in Spring 2017.
 - Finalized SMART bus integration and station access improvements study in Spring 2017.
 - Sonoma County TIES Study in November 2019 https://scta.ca.gov/wp-content/uploads/2020/05/TIES-Final-Report_11.4.19.pdf
 - Initiated the Transit Use Study with UCLA in Fall 2018. <https://www.its.ucla.edu/2020/02/26/ucla-unveils-bay-area-transit-ridership-study/>
 - Initiated the Southern Alameda Integrated Rail Analysis Fall 2018. <https://mtc.ca.gov/planning/transportation/regional-transportation-studies/southern-alameda-county-integrated-rail-analysis-soco-rail-study>
 - Crossing Study to be finalized in Fall 2019. <https://mtc.ca.gov/planning/transportation/regional-transportation-studies/bay-crossings-studies>
- Five Year Large Operator TSP Performance Metric Assessment Update (Programming and Allocations Committee, February 2019) <https://mtc.legistar.com/LegislationDetail.aspx?ID=5025377&GUID=B7D38EC8-E9D3-45F3-B4D9-1B3C8B12769D&Options=&Search=>
- Adopted a TSP Performance Metrics policy for Small and Medium Transit Operators (Resolution No. 4321, February 2019) https://mtc.ca.gov/sites/default/files/MTC_ResNo_4321_STA_Pop-Based_Funds.pdf
- Semi-annual TPI program reports (most recent: January 2021, July 2021) <https://mtc.legistar.com/LegislationDetail.aspx?ID=5025377&GUID=B7D38EC8-E9D3-45F3-B4D9-1B3C8B12769D&Options=&Search=>
- Ongoing Annual Transit Operator Performance Metric Review (2019- Beyond)
- Convening of Blue Ribbon Transit Recovery Task Force (2021) <https://mtc.ca.gov/about-mtc/committees/interagency-committees/blue-ribbon-transit-recovery-task-force>
- FY 19/20 - fund source number 2211
 - Staff time for initiation and completion of Crossings Study, including scope development, consultant procurement, and project management, oversight, and review of deliverables. <https://mtc.ca.gov/planning/transportation/regional-transportation-studies/bay-crossings-studies>
 - Staff time for initiation of Southern Alameda County Integrated Rail Analysis, including scope development, consultant procurement and kick-off, and project management, oversight, and review of deliverables for initial phases of work

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
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1	Continue monitoring of Transit Performance Initiative programs (Investment and Incentive Program) to support a robust transit system in the Bay Area region.	Staff	Semi-annual reports to the Commission (two)	FTA 5303/ BATA RM2 Capital/ General Fund	07/01/22	06/30/23
2	Small, Medium, and Large Operator Performance Metric Evaluation and Framework. Continue to monitor strategic plans for largest seven transit agencies to meet performance measure targets established in the TSP. Continue to develop and implement direction and actions resulting from the TSP metric assessment from late 2018 for large transit operators.	Staff	Proposed Plan for future TSP goals. Small, Medium, Large TSP metrics Evaluation (ongoing)	FTA 5303/ BATA RM2 Capital	07/01/22	06/30/23
3	Facilitate the development of Short Range Transit Plans (SRTPs) for transit operators.	Staff	Annual Draft and Final Reports of 10-year transit operator capital and operating budgets, plans, and programs for selected operators (as needed)	FTA 5303/STA	07/01/22	06/30/23
4	Implement recommendations from the Blue Ribbon Transit Recovery Task Force and Transformation Action Plan	Staff	Develop Program Implementation Roadmap, Schedule of activities (as needed)	STA/STB G/REAP 2.0/General Fund	07/01/22	06/30/23
5	Southern Alameda County Integrated Rail Analysis – evaluate passenger rail needs and opportunities for expanded and more seamless service (planning, conceptual engineering, initial design)	Staff/ Consultant (HDR)	Technical memoranda, market analyses, project development, and evaluation analyses (as needed)	CalSTA Grant	07/01/22	06/30/23

6	Transit Fare Coordination/ Integration Study and Business Case	Staff	Continue progress and outline next steps on study recommendatio ns (ongoing)	STA/ STBG/ General Fund	07/01/22	06/30/23
7	Connected Network Plan (a): Develop vision and goals for transit network in coordination with Connected Network Plan stakeholders & the public	Staff	-Memos -Presentations -Engagement Summaries (as needed)	FTA 5303/FH WA PL/ General Fund	07/01/22	12/31/22
8	Connected Network Plan (b): Identify and document existing network challenges as part of Connected Network Plan	Staff	-Memos and/ or Reports -Presentations (as needed)	FTA 5303/FH WA PL/ General Fund	09/01/22	01/31/23
9	Continue to program/ fund TPI-like projects through Cap-and-Trade Low Carbon Transit Operations Program funding on an annual basis and OBAG in future years. LCTOP program approval of TPI projects by Commission TPI Call for projects	Staff	LCTOP program approval of TPI projects by Commission TPI Call for projects (as needed)	STA/ STBG/ General Fund	12/01/22	06/30/23
10	Connected Network Plan (c): Develop and analyze Connected Network visions balancing frequency and connectivity to address identified challenges	Staff	-Memos -Presentations -Analysis Inputs & Summaries (as needed)	FTA 5303/FH WA PL/ General Fund	01/01/23	06/30/23
11	Support and participate in the development of a business plan for Diridon Station, which will be used to guide key next steps in the project	Staff/Agency (Caltrain)	Funding agreement Project Deliverables (memos, presentations)	STBG	11/01/22	06/30/23
12	Regional Zero Emissions Fleet Strategy	Consultant (TBD)	Project Deliverables (memos, presentations)	FTA 5303/ STBG / General Fund	11/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

- Continual planning for the TPI Investment program and the Annual LCTOP programming for TPI Investment projects.
- Continue supporting Transit Recovery and Improvement efforts
- Continual advancement of the Blue Ribbon Initiatives and Action Plan
- Ongoing and evolving Transit Coordination and engagement
- Continuation/advancement of transit coordination and ridership initiatives and studies

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Enhance travel and tourism

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Equity and Justice⁴⁰ in Transportation Planning
- Public Involvement
- Data in Transportation Planning

Work Element 1520: BART Metro 2030 and Beyond

Project Manager: Anup Tapase

A. Budget

Amendment No. 1

Expenses	
Salaries	\$ -
Benefits	-
Indirect	-
Other Operating	-
Consultants	168,192
Total Expenses	\$ 168,192

Revenues	
Federal Transit Administration (FTA) 5304 (FY 2019-20) (Carryover)	\$ 99,425
Bay Area Rapid Transit (BART)	68,767
Total Revenues	\$ 168,192

Federal Share 59.11%

B. Project Description

California is confronting a housing crisis, and an imperative to create sustainable communities that link jobs and housing to reduce greenhouse gas (GHG) emissions and criteria pollutants. To better connect communities with seamless mobility, the San Francisco Bay Area Rapid Transit District (BART) will develop a 2030 systemwide service plan and identify capital projects to improve operational efficiency and financial stability, maximize ridership, reduce GHG emissions, and provide an alternative to regional congestion. The project will produce future BART service plans, focusing on 2030, and an associated prioritized capital project list (such as new storage facilities and bypass tracks) that would fully leverage planned system investments while improving operational efficiency and maximizing ridership. By better matching BART service and regional demand patterns, the project will help implement the Regional Transportation Plan and Sustainable Communities Strategy, improve job access for all communities, and reduce greenhouse gases.

The Operating Service Plan will plan for major changes including:

- Implementation of the Communications-based Train Control System, and expanded fleet, which will allow 30 trains per hour in the Transbay tube, compared to 23 today.
- Declining off-peak ridership, partly caused by the growing popularity of Transportation Network Companies, which makes weekend and evening service less productive.

- Future regional growth based upon predictions from MTC's Plan Bay Area 2050.
- The need for ongoing track closures for maintenance.
- Extension of BART to Berryessa in San Jose, and to downtown San Jose and Santa Clara by 2026.

Potential Capital projects will position the agency to respond to the above challenges. BART has already identified a list of potential capital improvements, including new maintenance and storage facilities, passing tracks and crossovers that would position the agency to respond to these challenges. Through BART Metro 2030 and Beyond, BART will further define and prioritize these improvements based on how they benefit the region and allow BART to deliver higher quality service at lower cost.

This project's main fund source is FTA5304 Strategic Partnerships Grant, wherein MTC is the grantee and BART is the sub-recipient. Work will be completed by BART staff and consultants, with MTC acting in an oversight and funding pass-through role. BART staff will act as project manager and task leads for all tasks, including operations analysis and public outreach. Consultants selected from BART's on-call planning bench and overseen by the BART project manager and task leads will support in the execution of analysis and production of deliverables.

As of March 2022, Caltrans approved an extension of the grant from the original deadline of June 30, 2022 to December 31, 2022.

C. Project Products

- Operating and Capacity Existing Conditions
- Travel Market Analysis
- Final Report that will summarize the study process, analysis, and recommendations including the phased implementation plan.

D. Previous Accomplishments and Links to Relevant Products

- Project Website: www.bart.gov/metro
- Task 4 Technical Notes and Outreach Plan: <https://mtcdrive.box.com/s/yxj1f3h11t8o3gnhb7x0j7fpuyniapna>
- BART Operating and Capacity Existing Conditions: <https://mtcdrive.box.com/s/r6bwo8ma7vlqe1km6mzpfc6f2rdn5ovk>
- (Further deliverables to be completed between Mar and Jun 2022)

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Quarterly Invoicing, Progress Reports and Project Management	Staff	Quarterly Project Reports, Invoices, other compliance documentation as needed	FTA 5304 /BART	Ongoing	02/28/23

2	Scenario Development <i>(Task 10 in project workplan)</i> <p>This task includes identification of concept-level infrastructure needs and operational plans. The consultant team will prepare service plans by discrete time periods for each scenario. This includes breaking the service plan into time-of-day buckets as well as key years where new operational plans would be phased in (e.g., 2025, 2030 and 2035). The strategies will be organized into six (6) scenarios for purposes of preparing an operational assessment</p>	Consultant	Scenario Development working paper	FTA 5304 /BART	Ongoing	07/31/22
3	Simulation <i>(Task 11 in project workplan)</i> <p>The study team will use simulation and forecasting tools to assess the benefits, potential conflicts, and overall impacts of the scenarios. The team will also analyze potential tradeoffs of the scenarios, such as the reduced time for maintenance that could result if evening and weekend hours of service and & frequencies are increased.</p>	Consultant	Operating Feasibility and Analysis of Scenarios memorandum	FTA 5304 /BART	Ongoing	07/31/22
4	Costs <i>(Task 12 in project workplan)</i> <p>The Project Team will prepare order of magnitude cost estimates for capital projects and annual operating and maintenance (O&M) cost estimates for each of the scenarios</p>	Consultant	Consultant (capital costs), BART (operating costs)	FTA 5304 /BART	Ongoing	07/31/22

5	Scenario Analysis and Evaluation <i>(Task 13 in project workplan)</i> Using the identified criteria, the consultant will evaluate the performance of the scenarios and assess their benefits and costs using the outputs of the service planning simulation, ridership forecasting, line load analysis, and capital and O&M costs estimates	Consultant	Scenario Evaluation Working Paper	FTA 5304 /BART	Ongoing	09/30/22
6	Public Engagement - Scenario Evaluation (2nd of 2 Public Outreach Tasks) <i>(Task 14 in project workplan)</i> To engage the public's help in prioritizing study recommendations, the Project Team will create an interactive website where BART riders and the general public can help prioritize potential projects based on their benefits and given a funding constraint. This website will be supplemented by in-station outreach as appropriate	BART	Memo summarizing the outreach process and findings	FTA 5304 /BART	Ongoing	09/30/22
7	Implementation Approach <i>(Task 15 in project workplan)</i> The study team will summarize priority recommendations and provide a phased implementation plan for recommended operating service scenarios and capital projects, including potential funding sources and high-level schedules for capital project design and construction	Consultant	Implementation Approach Memorandum	FTA 5304 /BART	Ongoing	10/31/22

8	Final Report and Briefing Book <i>(Task 16 in project workplan)</i> The study results will be compiled into a final report that will summarize the study process, analysis, and recommendations including the phased implementation plan.	Consultant	Final report that will summarize the study process, analysis, and recommendations including the phased implementation plan.	FTA 5304 /BART	Ongoing	12/31/22
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F. Anticipated Future Activities (FY 2023-24)

None

G. Federal Planning Factors Addressed

- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation
- Enhance travel and tourism

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Equity and Justice⁴⁰ in Transportation Planning
- Public Involvement
- Planning and Environment Linkages (PEL)

Work Element 1521: Bay Area Regional Rail Partnerships: Project Delivery and Governance

Project Manager: Shruti Hari

A. Budget

Amendment No. 1

Expenses	
Salaries	\$ 17,612
Benefits	8,806
Indirect	13,209
Other Operating	-
Consultants	188,357
Total Expenses	\$ 227,983

Revenues	
Federal Transit Administration (FTA) 5304 (FY 2020-21) (Carryover)	\$ 188,357
<i>Local Match - General fund</i>	24,404
General Fund	15,223
Total Revenues	\$ 227,983

Federal Share 82.62%

B. Project Description

Objectives:

- Regionally assess and identify possible project delivery and governance options.
- Assess and identify project delivery structures and partnerships for specific major rail projects under development and planned.
- Assess how different rail corridor governance and management models impact the delivery of an integrated regional rail network, and identify board governance and management models

Description:

A collection of transformational rail corridor project and planning efforts are underway in the Bay Area, each led by different agencies. This presents a unique opportunity for MTC and its rail partners to connect, collaborate, and evaluate how to advance these rail projects to better support these major infrastructure changes, megaproject delivery, and seamless rail service connectivity from a customer focused and system perspective. Strategic choices

related to governance and organizational structure are needed to set the foundation to successfully deliver the next-generation regional rail investments. Building on existing efforts, MTC, in partnership with rail providers in the region, will identify project delivery and governance structures that utilize existing expertise and identify partnerships and structures to build and operate a more seamless and customer focused rail network.

This project will bring together Bay Area rail operators in a collaborative working group; assess existing rail linkages, issues and challenges; identify options for coordinated project delivery and governance structures; and develop a final report and presentation outlining recommendations and next steps.

In 2007, MTC completed a Regional Rail Study in partnership with the California High Speed Rail Authority, BART and Caltrain. This plan outlined strategies to increase rail service, expand the rail network, develop connections with high-speed rail, and coordinate investment within transit-oriented neighborhoods and business districts. The Bay Area Rail Partnerships Project will instead focus on project delivery methods and governance structures to improve management and coordination amongst the Bay Area's rail services.

C. Project Products

Final report identifying and assessing rail governance and delivery structures that could be implemented in the Bay Area

D. Previous Accomplishments and Links to Relevant Products

In FY22, MTC secured a consultant, and the consultant team kicked off the project, held monthly TAC meetings starting in January 2022, and made progress on tasks 4, 5, and 6.

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Fiscal Management	Staff	-Progress Reports to Caltrans -Invoices to Caltrans (ongoing)	FTA 5304/ General Fund	07/01/22	07/31/22
2	Project Team and Partners	Staff	-Project Charter -Meeting Schedule (once)	FTA 5304/ General Fund	07/01/22	07/31/22
3	Final Report, Recommendations and Next Steps	Consultant (Steer Davies & Gleave, Inc.)	-Draft Report, Recommendation s, and Next Steps -Final Report, Recommendation s and Next Steps -Presentation to MTC (once)	FTA 5304/ General Fund	07/01/22	07/31/22

F. Anticipated Future Activities (FY 2023-24)

Work is expected to be complete by July 2022 and will not continue into FY24

G. Federal Planning Factors Addressed

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Data in Transportation Planning

Work Element 1522: SFMTA Muni Metro Modernization Planning Study

Project Manager: Bobby Lu

A. Budget

Amendment No. 1

Expenses	
Salaries	\$ -
Benefits	-
Indirect	-
Other Operating	-
Consultants	1,200,000
Total Expenses	\$ 1,200,000

Revenues	
Federal Transit Administration (FTA) 5304 (FY 2022-23)	\$ 500,000
SFMTA Local Funding	700,000
Total Revenues	\$ 1,200,000

Federal Share

41.67%

B. Project Description

The SFMTA's Muni Metro light-rail system is the second busiest light-rail system in the country with almost 170,000 daily riders (pre-COVID). The system is critical to providing mobility and accessibility to support San Francisco's dense transit-oriented land uses. Yet the system is plagued by growing and aging pains resulting in frequent crowding and slow unreliable service. Building on critical investments already underway to improve State of Good Repair and begin modernizing the train control system, the Muni Metro Modernization Planning Study will identify a package of projects to provide much-needed capacity and reliability improvements for Muni Metro. Together, selected strategies will provide Muni rail customers faster, longer trains, providing a quality of service that can be relied upon. The outcome of the Study will be a package of projects to pursue that would be eligible and competitive for a Federal Transit Administration (FTA) Core Capacity Capital Investment Grant and further definition of investments along key surface segments of the Metro rail system with a focus on the M-line between West Portal and San Francisco State University.

This Study will build on the work of the ongoing Muni Metro Core Capacity Vision Analysis. The Vision Analysis is being developed using a separate funding source. It will include baseline analysis of Muni Metro demand and capacity at critical points within the rail network. Based on these findings, a desired future level of train throughput

through critical subway and surface points in the network will be identified, which will then set performance target thresholds for each of these segments. The performance target thresholds will be used to guide development and evaluation of capacity-enhancing investments through the Muni Metro Modernization Planning Study. The Study will use these inputs to refine and advance a program of feasible projects to achieve the target level of capacity improvement, completing needed analytical and technical work to ready the package for entry into the Project Development phase of the Capital Investment Grant program. It also advances project development of investments for critical Metro surface segments, particularly the M Ocean View between West Portal and San Francisco State University, readying the project for a focused community outreach process that would follow completion of grant activities.

The Muni Metro Modernization Planning Study will:

- Assess the feasibility and potential transit capacity improvements associated with a variety of strategies
- Create a toolkit of feasible strategies by surface rail corridor to support subsequent phases of project outreach and design, with particular emphasis on delay and capacity solutions for the M Ocean View from West Portal to San Francisco State University (SFSU)
- Engage key stakeholders to provide program-level input to help scope project-specific outreach that would follow on a project-by-project basis following grant scope completion
- Develop a funding and implementation strategy that sets projects up for competitive a FTA Core Capacity Capital Investment Grant

C. Project Products

- Develop a major capital program of that holistically addresses longstanding capacity and reliability issues on the Muni Metro system.
- Develop a Funding and Implementation Strategy for the Muni Metro Modernization Core Capacity Program, targeting the FTA Core Capacity grant program
- Publish a summary Report
- Perform initial conceptual design on the key M Ocean View trunk line

D. Previous Accomplishments and Links to Relevant Products

- 2014 SFCTA 19th Avenue Transit Study: https://www.sfmta.com/sites/default/files/projects/19thAve_final_report.pdf
- 2016 Draft Rail Capacity Study: <https://www.sfmta.com/reports/sfmta-rail-capacity-strategy>
- 2016 Muni Subway Expansion Project: <https://www.sfmta.com/projects/muni-subway-expansion-project>
- 2017 Core Capacity Transit Study: <https://mtc.ca.gov/planning/transportation/regional-transportation-studies/core-capacity-transit-study-ccts>
- ConnectSF: Available at <https://connectsf.org/about/resources-and-media/>:
 - ConnectSF Transit Outreach Strategy Reports (2019-2021)
 - ConnectSF Transit Strategy
 - Statement of Needs Final Report
 - ConnectSF Vision
 - ConnectSF Subway Vision
 - ConnectSF Futures Primer

E. Work Plan (FY 22-23)

Task Number	Activity	Responsible Party	Work Products	Fund Source	Start Date	End Date
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1	Quarterly Invoicing, Progress Reports and Project Management	Staff	Quarterly Project Reports, Invoices, other compliance documentation as needed	FTA 5304/ SFMTA Local Funding (San Francisco Proposition K)	11/01/22	06/30/23
2	Consultant Task Order	SFMTA, SFMTA Consultant	Executed Task Order	FTA 5304/ SFMTA Local Funding (San Francisco Proposition K)	12/01/22	02/28/23
3	Outreach and stakeholder involvement	SFMTA, SFMTA Consultant	Outreach plan, outreach summary	FTA 5304/ SFMTA Local Funding (San Francisco Proposition K)	11/01/22	06/30/23
4	Strategy identification, research/integration	SFMTA, SFMTA Consultant	Stakeholder meetings, strategy research/ analysis, summary technical memo	FTA 5304/ SFMTA Local Funding (San Francisco Proposition K)	03/01/23	06/30/23
5	Strategy capacity evaluation	SFMTA, SFMTA Consultant	Strategy capacity evaluation – documentation of results	FTA 5304/ SFMTA Local Funding (San Francisco Proposition K)	05/01/23	06/30/23

F. Anticipated Future Activities (FY 2023-25)

Task Number	Activity	Responsible Party	Work Products	Fund Source	State Date	End Date
1	Quarterly Invoicing, Progress Reports and Project Management	Staff	Quarterly Project Reports, Invoices, other compliance	FTA 5304/ SFMTA Local Funding (San	Ongoing	02/28/25

			documentation as needed	Francisco Proposition K)		
2	Outreach and stakeholder involvement	SFMTA, SFMTA Consultant	Outreach plan, outreach summary	FTA 5304/ SFMTA Local Funding (San Francisco Proposition K)	Ongoing	02/28/25
3	Strategy identification, research/integration	SFMTA, SFMTA Consultant	Stakeholder meetings, strategy research/ analysis, summary technical memo	FTA 5304/ SFMTA Local Funding (San Francisco Proposition K)	Ongoing	08/31/23
4	Strategy capacity evaluation	SFMTA, SFMTA Consultant	Strategy capacity evaluation – documentation of results	FTA 5304/ SFMTA Local Funding (San Francisco Proposition K)	Ongoing	10/31/23
5	Feasible initial investments by corridor (M Ocean View surface optimization concept development)	SFMTA, SFMTA Consultant	Documentation of initial feasible concepts by corridor with narrative, visuals, and concept-level cost estimates	FTA 5304/ SFMTA Local Funding (San Francisco Proposition K)	11/01/23	06/30/24
6	Funding and implementation strategy	SFMTA, SFMTA Consultant	Documentation of funding and implementation strategy	FTA 5304/ SFMTA Local Funding (San Francisco Proposition K)	05/01/24	09/30/24
7	Study Findings Report	SFMTA, SFMTA Consultant	Draft and Final Findings Report	FTA 5304/ SFMTA Local Funding (San Francisco Proposition K)	07/01/24	01/31/25

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G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and for freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater

H. Federal Planning Emphasis Areas Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Data in Transportation Planning

Work Element 1611: Regional Growth Framework Planning and Implementation

Project Manager: Mark Shorett

A. Budget

Expenses	
Salaries	\$ 532,840
Benefits	266,420
Indirect	399,630
Other Operating	-
Consultants	73,961,895
Total Expenses	\$ 75,160,786

Revenues		
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2021-22) (Carryover)		\$ 335,214
<i>Local Match - General fund</i>		43,431
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2022-23)		775,429
<i>Local Match - General fund</i>		100,465
California Department of Conservation		250,000
<i>Local Match - General fund</i>		100,000
Surface Transportation Block Grant (STBG)		35,157,000
<i>Toll Credit Match</i>	4,032,508	
Surface Transportation Block Grant (STBG) - New		25,000,000
<i>Toll Credit Match</i>	2,867,500	
California Housing Community Development (HCD) Regional Early Action Plan (REAP) 2.0		159,371
Surface Transportation Block Grant (STBG)		9,950,663
<i>Local Match - General fund</i>		1,289,214
MTC Exchange Funds		2,000,000

Total Revenues	\$ 75,160,786
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Federal Share

93.28%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

The Regional Growth Framework is a centerpiece of [Plan Bay Area 2050](#), the regional plan for transportation, housing, economic development and environmental resilience, which serves as the Regional Transportation Plan/Sustainable Communities Strategy. A focused pattern of development near high-quality transit, is what enables the region to develop and implement a set of fiscally constrained transportation investments, improve air quality, advance equity, grow transit ridership, expand access to opportunity, enhance economic efficiency and improve mobility options for all residents. In Plan Bay Area 2050, this framework is made up of a network of [Growth Geographies](#), including [Priority Development Areas \(PDAs\)](#), [Priority Production Areas \(PPAs\)](#), as well as complementary [Priority Conservation Areas \(PCAs\)](#) selected to maximize the effectiveness of transportation investments funded through the Plan, protect and enhance the environment, increase economic competitiveness and directly benefit the region's transportation system performance. As a complement to Plan Bay Area 2050, MTC will be adopting a Transit-Oriented Communities (TOC) Policy (an update to the 2005 Transit-Oriented Development Policy) that strengthens the Regional Growth Framework by establishing planning standards for areas around transit stations receiving significant public investment through the RTP and other regional discretionary programs to optimize the effectiveness of these investments.

Through MTC's four-year One Bay Area 3 Grant Program (FY23-FY26), MTC has approved an increased amount of funding to invest in Regional Growth Framework Planning and Implementation. The funding amounts noted in Section A, Budget, reflect funding that will be programmed over a multi-year period. Moving forward starting in FY 22-23 with the increased funding amounts, MTC will ramp up investments in Planning Grants (Task 1) and Technical Assistance guidance (Task 2) as noted below. These additional funds are needed to assist local jurisdictions in implementing the forecasted development pattern of Plan Bay Area 2050, which includes more growth geography areas than in former plans.

In FY22-23, the Regional Growth Framework Planning and Implementation Program focuses on six tasks:

- 1) Planning Grants that implement Plan Bay Area 2050's Regional Growth Framework by supporting jurisdictions to plan for transit-supportive land uses near transit stations and along transit corridors in locations identified in the Plan, such as Priority Development Areas (PDAs), through strategies related to parking, complete streets, pedestrian and cyclist safety, equity, multimodal circulation and access—spurring ridership, improving system performance and safety, expanding access to opportunity, advancing equity and reducing the need for single-occupancy vehicles. The increased funding in FY22-23 will augment the existing program and enable MTC to support an additional 20-30 local plans over the next four years. Plans supported through these grants must include a robust public engagement process-integrating Virtual Public Involvement (VPI) tools to the extent possible and incorporate an equity assessment to help ensure that transit-oriented development benefits underserved and disadvantaged communities. Although the majority of Priority Development Areas (PDAs) have adopted plans, many have yet to initiate plans and others will need to update 10–20-year-old plans in the coming years. To meet this need, staff may issue an additional call for projects for PDA Planning grants, contingent upon available funding. For an example of a grant-funded plan, see the Diridon Integrated Station Concept Plan: <https://www.diridonsj.org/disc>.

- 2) Technical Assistance and other programmatic guidance to local governments to identify and advance shared solutions to regionally significant obstacles to successful transportation and land use integration, such as shifting the transportation impact review process from Level of Service (LOS) to Vehicle Miles Travelled (VMT), and to achieve consistency with the Transit Oriented Communities (TOC) policy. This may include assistance delivered by consultants or MTC staff, forums, trainings and webinars. The increased funding in FY22-23 will augment the existing program and enable MTC to support an additional 10-20 Technical Assistance projects over the next four years. For an example of Technical Assistance delivered through this Work Element, see MTC’s Key SB743 Implementation Steps for Land Use Projects guidance: https://mtc.ca.gov/sites/default/files/SB%20743%20Key%20Implementation%20Steps_0.pdf.
- 3) Regional Studies & Pilot Programs that analyze challenges and opportunities related to elements of the Regional Growth Framework introduced Plan Bay Area 2050—such as Priority Production Areas and strategies to create equitable transit-supportive growth on public land and aging mall sites—and advance innovative pilot projects and policies that will be assessed and potentially replicated regionwide to accelerate implementation of Plan Bay Area 2050. For an example of previous studies, see MTC’s Infrastructure Financing Study: https://mtc.ca.gov/sites/default/files/Infracore_Financing_White_Paper_6-23-16.pdf.
- 4) Refresh the Priority Conservation Area (PCA) program, consistent with Plan Bay Area 2050’s implementation plan, through a broad-based, multi-partner and multi-stakeholder effort. This update will involve: analysis of the strengths and weaknesses of the current PCA program; developing a vision for next-generation PCAs; establishing goals and objectives for PCAs utilizing a science-based approach, with a focus on prioritizing the most critical conservation areas; expanding the PCA planning framework to encompass factors such as resilience to climate hazards, equity, and access to parks and open space; and strengthening data and mapping tools in advance of the next regional plan (RTP/SCS).
- 5) Coordinate County Planning Funds by working closely with County Transportation Agencies (CTAs) to ensure regional and county-level planning and transportation investments are aligned to achieve the focused growth pattern that undergirds Plan Bay Area 2050. These planning activities support local efforts to promote transit-oriented development and expand transportation options in geographies that will support increased service.
- 6) As part of the One Bay Area Grant 3 (OBAG3) Program development, build on the findings of the 2021 One Bay Area Grant/Priority Development Area (PDA) Assessment to identify processes and criteria for maximizing the effectiveness of regional investments in achieving transportation and land use coordination and delivering direct benefits to the regional transportation network.

C. Project Products

1. Completed Plans (e.g., Station Area Plans, Specific Plans) and, contingent on available funding, call for projects
2. Guidance Resources (e.g., model VMT policy, Transit-Oriented Communities guidelines)
3. Forums, Trainings and Webinars (e.g., VMT policy “how to”, TOC policy “how to”)
4. Regional Studies (e.g., PCA framework update, PPA program framework)
5. Pilot Program Proposals (e.g., Advancing TOD on Plan Bay Area 2050 Priority Sites—public land and aging malls)
6. Attendance and periodic presentations on regional issues at monthly CTA Planning Director Meetings
7. Growth framework implementation through the One Bay Area Grant (OBAG3) program

D. Previous Accomplishments and Links to Relevant Products

- Awarded more than 100 [PDA/Station Area planning and Technical Assistance grants](#) totaling \$42 million and resulting in capacity for over 100,000 housing units and 75 million square feet of commercial development in transit-served locations identified in the RTP's forecasted growth pattern, supported by parking, TDM, and connectivity strategies to enhance mobility in these areas
- Convened more than 30 Webinars and Forums and disseminated resource materials, including the [Planning Innovations](#) series
- Established and refined a nationally recognized [Regional Growth Framework](#) that evolved through three iterations of Plan Bay Area to integrate land use more efficiently and effectively with transportation investments
- Completed 10 requests for projects for PDA Planning/Technical Assistance
- Reviewed county congestion management agency PDA Investment and Growth Strategies for each iteration of Plan Bay Area
- Completed certification of Sonoma Marin Rail Transit Ph. 1 consistency with MTC TOD policy (fall 2010)
- Completed [SR 82 Relinquishment Exploration Study](#) (2015)
- Completed [Infrastructure Financing White Paper](#) (2016)
- Completed [TOD on Public Lands Study](#) (2018)
- Launched competitive grant program for natural landscapes, agricultural lands, regional recreation and urban greening projects in Priority Conservation Areas, and awarded grants (2019)
- Established [Priority Production Areas \(PPA\)](#) criteria and pilot program to identifying these areas (2019)
- Adopted more than 200 locally nominated [Priority Development Areas \(PDAs\)](#) and 165 [Priority Conservation Areas \(PCAs\)](#), leveraging updated growth framework criteria (2019-20), for [Plan Bay Area 2050](#).
- Updated PDA Planning Guidelines (2021)

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Planning Grants	Consultants (TBD)	Initiation of 20-30 New Plans (as needed)	STBG	07/01/22	06/30/23
2	Technical Assistance	Consultants (TBD)	Initiation of 10-20 New Guidance Resources; Forums, Trainings and Webinars (as needed)	STBG	07/01/22	06/30/23
3	Regional Studies & Pilot Programs, including REAP 2 program development	Staff	Regional Studies; Pilot Program Proposals (as needed)	STBG/RE AP 2.0	07/01/22	06/30/23

4	Priority Conservation Area (PCA) Refresh	Consultant (TBD)	Memos, Presentations, and Project Data (ongoing)	California Department of Conservation/ General Fund	07/01/22	06/30/23
5	Coordinate County Planning Funds	Staff	Attendance and periodic presentations at monthly CTA Planning Director Meetings (as needed)	STBG	07/01/22	06/30/23
6	One Bay Area Grant (OBAG3) Growth Framework Implementation Program	Staff	OBAG 3 development related to growth framework (as needed)	STBG	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

1. Carry out existing Planning Grants
2. If not issued in FY 2022-23, issue call for Planning Grants to meet remaining need in unplanned PDAs
3. Carry out existing, and deliver additional, Technical Assistance to implement the Regional Growth Framework
4. Finalize and deliver guidance to enable local governments to comply with the Transit-Oriented Communities Policy and any conditions related to OBAG3
5. Complete regional studies related to topics such as advancing a PPA program and accelerating transit-supportive projects on public land and aging mall and office park sites identified in Plan Bay Area 2050
6. Produce final report and mapping products for the PCA Refresh project
7. Based upon findings from Regional Studies and Pilot Program efforts in 2022-23, launch or expand Plan Bay Area 2050 implementation pilot program(s)

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight

- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement

Senate Bill 1 (SB1) Sustainable Communities Formula Funds Section

FY 2022-23 Senate Bill 1 (SB1) Sustainable Communities Formula Funds

A. Project Description

In fiscal year 2022-23, SB1 Planning Formula Funds will support implementation of MTC's Transit Oriented Communities (TOC) Policy, which aims to better align land use to support the region's transit investments, helping to reduce greenhouse gas and criteria pollutant emissions from the transportation sector. For Priority Development (PDA) and Transit Rich Areas (TRA) with fixed guideway transit, this involves first assessing jurisdiction compliance with meeting the (proposed) TOC Policy requirements related to residential and commercial densities, housing policies that support production, preservation and tenant protections, parking and station access. Existing planning and technical assistance programs will offer support to jurisdictions to come into compliance with the Policy. The TOC Policy, along with the supporting planning and technical assistance programs, directly relate to achieving state-mandated GHG emissions reduction targets, as well as other goals associated with the region's Regional Transportation Plan/Sustainable Communities Strategy, or Plan Bay Area (PBA).

These funds will directly support staff to assess local compliance with the TOC Policy. Staff will initiate a baseline assessment of jurisdiction compliance and develop an internal approach for monitoring progress. Staff will also evaluate and assess the need for additional guidance documents to help jurisdictions to understand TOC Policy requirements. Finally, these funds will also support local planning and implementation activities in jurisdictions that need assistance to meet TOC Policy requirements and will include planning in PDAs and Transit Rich Areas (TRAs) as well as parking and station access and circulation efforts. Staff will coordinate internal review of planning and technical assistance deliverables so that internal subject-matter experts review relevant deliverables for TOC Policy compliance.

Planning in PDAs is key to fully realizing and implementing PBA as PDAs serve as the framework for where the majority of development growth will occur over the time horizon of the Plan.

MTC has provided planning grants and technical assistance to local jurisdictions for over 10 years to strengthen the connection between transportation and land use. MTC's TOC Policy also focuses on TRAs, ensuring that the land uses in these geographies are also supportive of the region's transit investments.

B. Project Products

Implementation of MTC's TOC Policy – assessment of policy compliance by examining local jurisdiction policies and programs as well as guidance and support through planning and technical assistance.

C. Previous Accomplishments

In FY 2021-22, MTC staff led the update to MTC's Transit Oriented Development (TOD) Policy, or the TOC Policy. The policy focuses on achieving land uses that support transit ridership, including residential and commercial densities, transit access, as well as housing and parking policies that help to ensure equitable station areas and transit corridors. Staff anticipates adoption of the final policy in summer 2022.

D. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Finalize MTC TOC Policy	Staff	Final MTC-adopted TOC Policy	SB1	07/01/22	09/31/22
2	Assess initial survey results from local jurisdictions and/or internal data to determine baseline TOC Policy Compliance	Staff	Spreadsheet indicating compliance status of each TOC Policy requirement	SB1	07/01/22	12/31/22
3	Based on internal analysis of TOC Policy Compliance, assess recommended changes to planning and technical assistance support grant programs	Staff	Updated guidelines for MTC planning and technical assistance grant programs (e.g., PDA Planning Grant Program) to better facilitate TOC Policy compliance	SB1	07/01/22	06/30/23
4	Coordinate the development of guidance documentation for TOC Policy requirements	Staff	Guidance documents for TOC Policy requirements	SB1	07/01/22	06/30/23
5	Local planning and technical assistance to comply with TOC Policy	Staff/ Consultant (TBD)	Completed plans and policies, Guidance Resources; Forums	SB1	07/01/22	06/30/23
6	Coordinate review of subject-specific jurisdiction planning deliverables with corresponding internal staff for review	Staff	Documentation of completed technical assistance, plans or policies reviewed by staff	SB1	07/01/22	06/30/23

E. Anticipated Future Activities (FY 2023-24)

Continue to assess local compliance with MTC's TOC Policy. Refine planning and technical assistance based on local needs to comply with TOC Policy.

FY 2021-22 Senate Bill 1 (SB1) Sustainable Communities Formula Funds

A. Project Description

TOD policy update — MTC adopted a Transit-Oriented Development Policy in 2005 to ensure that land uses surrounding the region's transit expansion investments supported new transit service. The policy has been successful in achieving planned housing thresholds in and around these transit stations and corridors. The next generation policy is exploring a broader range of funding sources, projects and eligibility criteria, and is assessing how to more broadly apply MTC's TOD Policy to incentivize housing. The project (Transit-Oriented Communities (TOC) Policy) began in FY 20-21 and was expected to conclude in FY 21-22.

B. Project Products

- Technical Advisory Committee presentations and materials
- Draft Policy Alternatives
- MTC Committee materials
- Stakeholder presentations

C. Previous Accomplishments

- Initiated TOD Policy Update
- Completed [integrated OBAG/PDA Assessment \(2021\)](#)

D. Work Plan (FY 2021-22)

Task No.	Task Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Staff and consultant team will coordinate with agency staff, Technical Advisory Committee and stakeholders	Staff/ Consultant (Strategic Economics)	Alignment with related MTC efforts, meeting agendas, presentations or summary notes (ongoing)	SB1/ General Fund	07/01/21	Ongoing through project duration
2	Staff and consultant team will develop and deliver Policy Alternatives	Staff/ consultant (Strategic Economics)	Project deliverables (as needed)	SB1/ General Fund	07/01/21	12/31/21
3	Staff will deliver a draft TOD Policy	Staff	Draft report (once)	SB1/ General Fund	10/01/21	Ongoing through project duration – anticipated

						summer 2022
4	Staff will finalize project	Staff	Final report, materials (once)	SB1/ General Fund	12/01/21	Anticipated summer 2022

Work Element 1614: Vehicle Miles Traveled - Reduction Planning for Priority Development Areas

Project Manager: James Choe/Krute Singa/Therese Trivedi

A. Budget

Amendment No. 1

Expenses	
Salaries	\$ 25,451
Benefits	12,726
Indirect	19,088
Other Operating	-
Consultants	310,183
Total Expenses	\$ 367,448

Revenues	
State Highway Account (SHA) Sustainable Communities (FY 2020-21) (Carryover)	\$ 310,183
<i>Local Match - General fund</i>	40,187
General Fund	17,078
Total Revenues	\$ 367,448

B. Project Description

A core element of MTC's strategy to accommodate growth while limiting VMT and GHG emissions is the Regional Growth Framework. The Growth Framework establishes a process by which cities and counties designate areas within their jurisdictions to prioritize for infill development, called Priority Development Areas (PDAs). The PDA program is a core strategy in MTC's Sustainable Communities Strategy (SCS) to accommodate expected housing and job growth in compact infill areas while meeting the region's greenhouse gas (GHG) emission reduction targets.

MTC established in a new type of PDA designation, called Connected Community PDAs, which expands the area throughout the region that are eligible to be designated as priority compact growth locations. Furthermore, nearly all the locations are partially or fully in disadvantaged communities, as defined under SB 535 or AB 1550. The two partner Cities included in this proposal, City of Vallejo and City of Richmond, are each planning for four Connected Community PDAs, which include disadvantaged communities and face particular land use and transportation challenges.

The project will include the development of a toolkit of resources to help local jurisdictions support and plan for the expansion of multimodal transportation options in the region's PDAs. The toolkit will be used to develop planning products by two partner Cities.

The toolkit will help cities and counties with Connected Community PDAs and other interested local jurisdiction to align planning efforts with VMT reduction. Many jurisdictions, particularly cities and county areas outside of the regional urban core, have strained planning capacities, and these resources are aimed to help those places develop land use and transportation plans that promote compact infill development while promoting and providing safe multimodal transportation options connected to transit service.

C. Project Products

Task 1

- Invoices
- Quarterly reports

Task 2

- Presentations, event materials, and summary of engagement activities
- Draft and Final VMT Mitigation Transportation Impact Fee Study
- Meeting notes
- Revised Toolkit (Planning Element A)

Task 3

- Draft and Final Bicycle and Pedestrian Infrastructure Action Plan
- Presentations, event materials, and summary of engagement activities
- Meeting notes
- Revised Toolkit (Planning Element B)

D. Previous Accomplishments and Links to Relevant Products

Task 1

- Draft Toolkit on schedule for completion in FY21-22

Task 2

- Report on existing conditions completed
- Community engagement has been initiated for the PTDM Plan Framework

Task 3

- Draft and Final Road Safety Plan on schedule for completion in FY21-22
- Community engagement has been initiated for Road Safety Plan and Bicycle and Pedestrian Infrastructure Action Plan

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Project Kick-off and VMT Reduction Planning Toolkit	Staff	Kick off meeting notes, final toolkit (once)	State Highway Account	07/01/22	06/30/23

	Invoicing	Staff	Invoices (ongoing)	General Fund	07/01/22	06/30/23
	Quarterly reporting	Staff	Quarterly Reports (four)	General Fund	07/01/22	06/30/23
2	Planning Element A: Development PTDM Plan Framework and VMT Mitigation Transportation Fee Impact Study					
	Community Engagement	Consultant (Fehr & Peers)	Presentations, event materials, and summary of engagement activities (as needed)	State Highway Account	10/01/22	11/30/22
	VMT Mitigation Transportation Impact Fee Study	Consultant (Fehr & Peers)	Draft and Final VMT Mitigation Transportation Impact Fee Study (once)	State Highway Account	07/01/22	01/31/23
	City Review and Adoption	Consultant (Fehr & Peers)	Meeting notes (once)	State Highway Account	11/01/22	01/31/23
	Planning Element A Toolkit Revision	Consultant (Fehr & Peers)	Revised Toolkit, Planning Element A (as needed)	State Highway Account	01/01/23	02/28/23
3	Planning Element B: Road Safety Plan and Bicycle and Pedestrian Infrastructure Action Plan					
	Bicycle and Pedestrian Infrastructure Action Plan	Consultant (Fehr & Peers/Alta)	Draft and Final Bicycle and Pedestrian Infrastructure Action Plan (once)	State Highway Account	07/01/22	11/30/22
	Community Engagement	Consultant (Fehr & Peers/Alta)	Presentations, event materials, and summary of engagement activities (as needed)	State Highway Account	07/01/22	12/31/22

	City Review and Adoption	Consultant (Fehr & Peers/Alta)	Meeting notes (once)	State Highway Account	07/01/22	11/30/22
	Planning Element B Toolkit Revision	Consultant (Fehr & Peers/Alta)	Revised Toolkit, Planning Element B (as needed)	State Highway Account	07/01/22	12/31/22

F. Anticipated Future Activities (FY 2023-24)

N/A. Project to be completed in FY 2022-23.

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Emphasize the preservation of the existing transportation system
- Enhance travel and tourism

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement

Work Element 1621: Network Management — Planning for Implementation

Project Manager: Shruti Hari

A. Budget

Amendment No. 1

Expenses	
Salaries	\$ 28,791
Benefits	14,396
Indirect	21,594
Other Operating	-
Consultants	496,993
Total Expenses	\$ 561,774

Revenues	
Federal Transit Administration (FTA) 5304 (FY 2021-22) (Carryover)	\$ 246,993
<i>Local Match - General fund</i>	32,002
Bay Area Toll Authority (BATA) Regional Measure 2	250,000
General Fund	32,779
Total Revenues	\$ 561,774

Federal Share **43.97%**

B. Project Description

There are 27 different transit operators in the San Francisco Bay Area, each governed by its own policy body and responsible for its business model, service and performance. International, and increasingly, national examples, show that network management increases coordination between transit agencies and increases ridership. This project will further develop and analyze proposed network management concepts for the Bay Area identified by the Blue Ribbon Transit Recovery Task Force (BRTRTF). The Task Force and staff will recommend a preferred alternative structure(s) for Regional Network Management (NM) and will identify next steps.

This project will coordinate with the Regional Rail Partnerships effort (WI 1521) that is examining options for rail governance in the Bay Area.

C. Project Products

- Define and confirm priority accountability areas (responsibilities) for network management
- Evaluate and make recommendations on network management structures
- Identify next steps

D. Previous Accomplishments and Links to Relevant Products

Deliverables expected to be completed in FY 2021-22

- Project plan and schedule
- Memo on problem statement and existing conditions

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Project Administration (cont'd from FY22)	Staff	Progress Reports to Caltrans; Invoices to Caltrans (ongoing)	BATA RM2/ General Fund	07/01/22	06/30/24
2	Existing Conditions, Refine Network Management Functional Areas	Consultant (VIA- A Perkins Eastman Studio)	Document existing conditions and problem statement; Memo on Functional Areas (ongoing)	FTA 5304/ BATA RM2	12/08/21	09/30/22
3	Develop Network Management Structure Alternative/s(cont'd from FY22)	Consultant (VIA)	Memo on Refinements to alternatives; Memo on criteria and methodology; Report comparing performance of each alternative (ongoing)	FTA 5304/ BATA RM2	07/01/22	12/01/22
4	Recommendations and Next Steps to Implementation	Consultant (VIA)	Memo on recommended NM Alternative(s); Memo on next steps to achieve implementation; draft summary report	FTA 5304/ BATA RM2	07/01/22	04/30/23
5	Stakeholder and Community Engagement (cont'd from FY22)	Staff and Consultant (VIA)	Agendas, presentation materials, and meeting minutes (as needed)	FTA 5304/ BATA RM2/ General Fund	07/01/22	06/30/23

6	Final Report and Board Review/Approval	Consultant / Staff	Final Report; Agendas, presentation materials, and meeting minutes	FTA 5304/ BATA RM2/	01/01/23	06/30/24
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F. Anticipated Future Activities (FY 2023-24)

Final Report/Board Review and Approval

G. Federal Planning Factors Addressed

- Increase the accessibility and mobility of people and freight
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Equity and Justice⁴⁰ in Transportation Planning

Work Element 1622: Next-Generation Bay Area Freeways Study

Project Manager: Anup Tapase

A. Budget

Amendment No. 1

Expenses	
Salaries	\$ 574,225
Benefits	287,113
Indirect	430,669
Other Operating	-
Consultants	482,878
Total Expenses	\$ 1,774,885

Revenues		
Federal Highway Administration Planning (FHWA PL) (FY 2022-23)		\$ 417,102
<i>Toll Credit Match</i>	47,842	
Federal Highway Administration Planning (FHWA PL) (FY 2021-22) (Carryover)		77,803
<i>Toll Credit Match</i>	8,924	
Federal Highway Administration State Planning and Research (FHWA SP&R) (FY 2021-22) (Carryover)		462,878
<i>Toll Credit Match</i>	92,576	
Bay Area Infrastructure Financing Authority (BAIFA)		224,593
General Fund		592,509
Total Revenues		\$ 1,774,885

Federal Share

53.96%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

The Bay Area's freeway network suffers from chronic traffic congestion that continues to adversely impact the region even as travel patterns change post-COVID 19. A fundamental and generational shift is needed to transform the Bay Area transportation landscape, and freeway pricing solutions offer potential to manage demand on freeways while enhancing mobility, climate and equity goals. Plan Bay Area 2050 recommends implementation of per-mile tolling on congested freeway corridors with parallel transit alternatives in a phased manner between 2030 and 2035, identified as Strategy T5. The objective is to reduce traffic congestion and GHG emissions by de-incentivizing auto use, particularly during peak periods, while simultaneously generating revenue to fund improvements and advance an affirmative equitable vision. This study serves as the first action toward implementation of the Plan Bay Area 2050 strategy.

The Next Generation Bay Area Freeways Study is a two-year study that seeks to collaboratively develop equitable pathways toward a priced, modern and multimodal next-generation freeway network. MTC staff will partner with state, regional and county agencies as well as non-governmental stakeholders from business, non-profit, advocacy and various interest groups and the public to co-create pathways toward the vision that weave together pricing and complementary strategies necessary for win-win outcomes. The study will rely on in-depth technical analysis and community engagement. Alongside, the study will also explore options for operational deployment.

This study will place equity in a central role, recognizing that the study recommendations must not simply mitigate equity concerns but advance an affirmative, equitable vision. Toward an equitable process, the study will be based on deep engagement with diverse stakeholder groups and communities. Toward equitable outcomes, the study will focus not only on minimizing the adverse impacts of freeway pricing on population subgroups, but also utilizing freeway pricing to address historical and structural inequities.

Work will be led by MTC staff with some support from consultants. The study will be conducted in partnership with Caltrans D4 and Caltrans Headquarters (HQ), as well as county transportation agencies (CTAs). The study will coordinate with ongoing efforts such as the Caltrans Road Charge Program, San Francisco Downtown Congestion Pricing Study, and various freeway corridor specific and local road specific plans.

C. Project Products

Report summarizing the study process, analysis and recommendations toward a next-generation freeway network, including a phased implementation plan.

D. Previous Accomplishments and Links to Relevant Products

- Consultant procurement for public engagement activities.
- Formation of Next Gen Freeways Working Group composed of diverse stakeholders representing government at state, regional and county levels, business, non-profit, academia, equity populations and various interest groups.
- Collaborative development of equity framework and preliminary goals for the next generation network with stakeholders.
- Work Products:
 - Memorandum summarizing issues surrounding Bay Area freeways
 - Memorandum summarizing the case for pricing as part of the solution to modernize our existing freeways
 - Materials toward public engagement activities

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Project Administration (Task 01 in workplan)	Staff	Quarterly invoices and progress reports	FHWA SP&R/ FHWA PL/ General Fund	Ongoing	12/31/23
2	<p>Preliminary Goals and Concept Development (Task 3 in project workplan)</p> <p>This task is to identify preliminary goals of pricing with the TAC and draw potential concepts for next-gen freeways, as perceived by road users.</p>	Staff	<p>Memo/ Presentation with preliminary goals of freeway pricing, definitions of 2-3 pricing mechanisms and menu of complementary strategies</p> <p>Materials that enables public and decision-maker to visualize the concepts (as needed)</p>	FHWA SP&R/ General Fund/ FHWA PL	Ongoing	07/31/22
3	<p>Public Engagement (Round 1 of 2): Goals and Pathways (Task 4 in project workplan)</p> <p>This task is to engage with the public and marginalized communities, and with stakeholders, and gather input on goals and pricing concepts.</p>	Staff/Consultant (InterEthnica, Inc.)	<p>Presentations, webpage</p> <p>Memorandum summarizing engagement activities and findings (as needed)</p>	FHWA SP&R/ General Fund/ FHWA PL	07/01/22	09/30/22
4	<p>Goals/Metrics to Evaluate Pathways (Task 5 in project workplan)</p> <p>This task is to finalize the goals of freeway pricing based on input received and determine</p>	Staff	<p>Collaboratively identified goals for freeway pricing (once)</p> <p>Synthesis of desired outcomes for next-</p>	FHWA SP&R/ General Fund/ FHWA PL	09/01/22	10/30/22

	metrics for evaluation.		generation freeway network Metrics to evaluate pathways (once)			
5	<p>Pathways Development (Task 6 in project workplan)</p> <p>This task is to develop 3-4 pathways based on concepts developed in Task 3 and public input, in alignment with defined goals.</p>	Staff	Definitions of 3-4 pathways as packages of pricing mechanisms + complementary strategies (once)	FHWA SP&R/ General Fund/ FHWA PL	09/01/22	12/31/22
6	<p>Analysis (Round 1 of 2): Preliminary Outcomes and Pathways Prioritization (Task 7 in project workplan)</p> <p>This task is to analyze the 3-4 pathways identified in the previous task and prioritize 2-3 pathways at the sub-regional level for further engagement/analysis.</p>	Staff	<p>Memorandum/ presentation summarizing preliminary travel, environmental and gross revenue outcomes of 3-4 pathways</p> <p>Metrics to measure success of pathways in achieving goals</p> <p>Prioritization of pathways for further outreach and analysis (as needed)</p>	FHWA SP&R/ General Fund/ FHWA PL	10/01/22	02/28/23
7	<p>Pricing Deployment Strategies (Task 8 in project workplan)</p> <p>This task will explore options for deployment for critical elements such as field technology and payment collection mechanisms.</p>	Staff	<p>Options for deployment of pricing strategies</p> <p>Evaluation of options</p> <p>Cost estimates for pricing deployment strategies (as needed)</p>	FHWA SP&R/ General Fund/ FHWA PL	10/01/22	03/31/23

8	<p>Public Engagement (Round 2 of 2): Refining Pathways (Task 9 in project workplan)</p> <p>This task is to engage with the public, decision-makers, partners and other stakeholders, with a focus on those that may travel in the prioritized sub-regions, to get feedback on specifics of prioritized pathways.</p>	Staff/ Consultant (TBD)	<p>Material for communicating preliminary outcomes of pathways</p> <p>Materials to visualize the system in 2035</p> <p>Memorandum summarizing engagement activities and findings</p> <p>Feedback to refine pathways (as needed)</p>	FHWA SP&R/ General Fund/ FHWA PL	02/01/23	04/30/23
9	<p>Analysis (Round 2 of 2): Outcomes of Prioritized Pathways (Task 10 in workplan)</p> <p>This task is to refine pathways and analyze them further with travel demand modeling, determine metrics and prioritize one or more pathways for financial analysis.</p>	Staff	<p>Memorandum/presentation summarizing final travel, environmental and gross revenue outcomes of 3-4 pathways</p> <p>Metrics to measure success of pathways in achieving goals</p> <p>Prioritization of one or more pathways for further analysis (as needed)</p>	FHWA SP&R/ General Fund/ FHWA PL	04/01/23	06/30/23

F. Anticipated Future Activities (FY 2023-24)

EXPENSES

Salaries and Benefits		\$156,469
Indirect		89,454
Other Operating		
Consultants		
Total Expenses		\$245,923

REVENUES

FHWA SP&R (FY 2021-22)		\$5,538
General Fund		1,385
FHWA PL/FTA 5303		239,000
Toll Credits	27,413	
Total Revenues		\$245,923

Federal Share = 99.44%

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Project Administration (Task 01 in project workplan)	Staff	Quarterly invoices and progress reports	FHWA SP&R/ General Fund	Ongoing	12/31/23
2	Financial Forecasting and Business/Economic Case (Task 11 in project workplan) This task is to forecast financials through 2050 and develop a potential investment timeline to implement pathways and conduct a benefit-cost analysis.	Staff	Financial forecasts through 2050 Potential investment plan for financial analysis Business/Economic case (as needed)	FHWA PL/FTA 5303	07/01/23	08/31/23
3	Recommendations and Implementation Plan (Task 12 in project workplan) This task is to develop recommendations for further study and a high-level implementation plan for the upcoming years.	Staff	Recommendations for further study High-level implementation plan (as needed)	FHWA PL/FTA 5303	07/01/23	09/30/23

4	<p>Draft and Final Report (Task 13 in project workplan)</p> <p>This task is to compile the study process and results to be shared with the public, decision-makers and stakeholders. MTC staff will present findings to state partners Caltrans D4, Caltrans HQ and other MPOs.</p>	Staff	<p>Draft Report</p> <p>Briefer</p> <p>Final Presentation</p> <p>Final Report</p> <p>Board Adoption/ Acceptance (once)</p>	FHWA PL/FTA 5303	08/01/23	11/30/23
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G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Public Involvement
- Data in Transportation Planning

WORK ELEMENTS FUNDED BY FEDERAL/STATE GRANTS AND LOCAL SOURCES
FY 2022–2023

Work Element 1120: Regional Conservation Investment Strategy

Project Manager: Ashley Nguyen

A. Budget

Amendment No. 1

Expenses	
Salaries	\$ 41,919
Benefits	20,960
Indirect	31,440
Other Operating	-
Consultants	527,701
Total Expenses	\$ 622,020

Revenues	
Bay Area Toll Authority (BATA) Reimbursement	\$ 100,000
State of California, Wildlife Conservation Board (Proposition 68)	522,020
Total Revenues	\$ 622,020

B. Project Description

Wildlife Conservation Board Funds and matching funds will support the development of the North Bay Regional Conservation Investment Strategy (RCIS). The North Bay RCIS will build on the substantial available scientific data and planning processes within the North Bay to support development of a robust RCIS in a short amount of time. Funding will support procurement of a consultant (Consultant) to collaborate with the project's core team of MTC, the San Francisco Estuary Partnership, California Department of Transportation, the Sonoma County Transportation Authority, and a project Steering Committee to develop an RCIS consistent with California Department of Fish and Wildlife guidelines.

The Consultant will develop and implement a Public Engagement Plan to involve community stakeholder participation throughout the course of the Project. With core team and stakeholder guidance, Consultant will initiate an existing-conditions report to gather and describe existing data, including land use and land cover data and species habitat models, and describing the existing natural and built environments. Consultant will identify focal species and their habitat requirements, and the stressors and pressures associated with these species and their habitat, then identify conservation actions and habitat enhancement actions that would implement and advance the conservation of focal species, including the ecological processes, natural communities, and habitat connectivity upon which those focal species and other native species depend. This consultant-led planning process will also include identification of areas for compensatory mitigation for impacts to species and natural resources to support

potential advance mitigation for the Resilient SR 37 Corridor Program and the mitigation needs of other types of projects occurring in the RCIS area.

These funds will support the necessary processes; public and agency outreach and engagement; scientific, financial, and technical analysis; and strategic planning to support development of MCAs for potential advance mitigation for the Resilient SR 37 Corridor Program. The RCIS will support implementation of the Regional Advance Mitigation Planning (RAMP) program (OWP 1616) for the Bay Area. This effort also directly supports the goals and identified Implementation Plan elements of MTC's Plan Bay Area 2040 and 2050.

C. Project Products

- Develop a Regional Conservation Investment Strategy (RCIS), as established in AB 2087, in the North Bay Baylands
- Integrate conservation into transportation infrastructure plans in advance of project development
- Implement regional conservation priorities by driving mitigation dollars where they are most needed
- Identify projects that could provide compensatory mitigation and advanced mitigation for some Resilient State Route 37 permit processes via a future Mitigation Credit Agreement (MCA), as established in AB 2087

D. Previous Accomplishments and Links to Relevant Products

Since 2015, MTC has been collaborating with California Department of Transportation (Caltrans), Sonoma County Transportation Authority (SCTA), Solano Transportation Authority (STA), Napa Valley Transportation Authority (NVTa), and Transportation Authority of Marin (TAM) to deliver State Route 37 corridor improvements. As approved by the State Route 37 Policy Committee, MTC has facilitated planning for project delivery that integrates transportation and ecology goals and actions that guide multi-modal mobility, wetland conservation, sea level rise adaptation, and social and economic equity.

In February 2021, MTC in partnership with the San Francisco Estuary Partnership, Caltrans, and SCTA applied and received funding from the Wildlife Conservation Board to prepare an RCIS for the North Bay to support delivery of State Route 37 corridor improvements.

Additionally, MTC, in coordination with the State Coastal Conservancy and with facilitation assistance from the Nature Conservancy, established a Technical Advisory Committee (TAC) comprised of various resource and transportation agencies to help guide RAMP development, which includes the RCIS process. The same team has established a stakeholders' group to receive further input from business, trade, environmental, and other interested groups. Both groups have met multiple times over the last four years. The RAMP team has also submitted RCISs for the identified pilot areas of Santa Clara County and the East Bay (Alameda and Contra Costa Counties) to CDFW. The Santa Clara County RCIS was approved by CDFW in late 2019 and the East Bay RCIS in 2021.

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Project Management	Staff	-Coordination meetings -Invoices -Progress Reports	BATA/Prop 68/General Fund	07/01/22	06/30/23

2	Steering Committee	Staff	-Coordination meetings -Project guidance	BATA/Prop 68	07/01/22	06/30/23
3	Public Outreach and Engagement	Staff	-Targeted outreach and meetings/ workshops	BATA/ General Fund	07/01/22	06/30/23
4	Develop RCIS	Staff	-Regional setting -Climate change/sea level rise analysis -Conservation strategy -Draft and Final RCIS	BATA/Prop 68	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

- Support establishment of mitigation credit agreements to meet State Route 37 permitting requirements
- Set up RAMP structure in coordination with the State Coastal Conservancy
- Consider additional funding sources and financing mechanisms to facilitate RAMP
- Explore partnering opportunities with Caltrans on their State Advanced Mitigation Program, funded with \$120 million in SB1 funds.

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Public Involvement
- Data in Transportation Planning

Work Element 1128: Resilience and Hazards Planning

Project Manager: Michael Germeraad/Rachael Hartofelis

A. Budget

Expenses	
Salaries	\$ 175,419
Benefits	87,709
Indirect	131,564
Other Operating	-
Consultants	300,000
Total Expenses	\$ 694,692

Revenues	
Federal Emergency Management Agency (FEMA)	\$ 19,732
General Fund	674,960
Total Revenues	\$ 694,692

B. Project Description

The Bay Area faces many immediate environmental challenges: maintaining past successes in conserving ecosystems and public land while also addressing natural and climate hazards, most notably earthquakes, wildfires, landslides, floods and inundation due to sea level rise. At the same time, the Bay Area has many long-term environmental goals, as codified in Plan Bay Area 2050: reducing risks from hazards and expanding access to parks and open space, in particular. These issues and goals require a coordinated approach to address throughout the region.

Staff within the Regional Planning Program assist local governments and communities to protect the environment as well as plan for earthquakes, the effects of climate change, and other hazards. This is accomplished through research, planning and action. This work element comprises technical assistance, analysis, policy development, stakeholder engagement, as well as developing data and mapping tools pertaining to resilience, climate and conservation priorities. The work element supports many of the environmental strategies of Plan Bay Area 2050.

The following objectives drive the work of the Environmental and Resilience Program:

- Advance Plan Bay Area 2050 resilience and conservation strategies as outlined in the Plan Bay Area 2050 Implementation Plan.
- Work to develop a regional land use pattern and transportation system which reduces the risk from natural and climate impacts and conserves vital natural ecosystems.
- Disseminate scientific information about climate impacts and ecosystems in an understandable and usable way that facilitates good planning and policy decisions.

- Provide resources for local governments to develop and implement hazard mitigation, climate adaptation, resilience, recovery and general plans.

C. Project Products

Work products typically include memos, presentations, and — depending on the scale of the individual task — may include final deliverables in the form of a report, guidebook, curated data set, mapping tool, or other final products. To advance tasks, staff agendize and facilitate meetings and occasional workshops with federal, state, regional, local and community partners. Partner and stakeholder engagement may also take place through surveys, interactive workshop activities, or through other communications platforms.

The project will produce a Sea Level Rise Funding and Investment Framework report, guidance resources to support Bay Area cities and counties with implementation of environment and resilience priorities, a strategic scope for a Regional Adaptation Plan, and feedback on forthcoming state and federal agency environment and resilience regulations and programs.

D. Previous Accomplishments and Links to Relevant Products

In recent years, a range of technical assistance products have been developed to support local and regional planning and policy. To assist local governments with Housing Element updates, a range of products were produced to help cities and counties plan future housing with climate and natural impacts in mind.

- Jurisdiction-scale housing risk profiles identified the scale that climate impacts overlap with housing for each city. See Resilient Housing Element Resources here: <https://abag.ca.gov/our-work/resilience/planning/general-plan-resilience-updates>
- Resource guides were produced and presented at virtual workshops to identify overlapping state requirements for resilience and housing goals, and specific wildfire policies were developed for consideration by Bay Area cities and counties. See Wildfires – How to Preserve and Protect Housing series here: <https://abag.ca.gov/technical-assistance/wildfires-how-preserve-protect-housing>
- Prior work has included regional analysis of seismically fragile buildings, updates to mapping portals that enable residents and jurisdictions to map their climate and natural impacts, and support to partner agencies working on other conservation and resilience initiatives. See MTC/ABAG Hazard Viewer Map here: <https://mtc.maps.arcgis.com/apps/webappviewer/index.html?id=4a6f3f1259df42eab29b35dfcd086fc8> and the Bay Adapt Initiative here <https://www.bayadapt.org/>

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Conduct project management and engagement activities for the Sea Level Rise Adaptation Funding & Investment Framework.	Staff	- Agendas - Meeting materials	General Fund	07/01/22	05/31/23

2	Collect and organize data for revenue analysis to support the Sea Level Rise Adaptation Funding & Investment Framework	Staff	- Technical memos - List of data and data locations - Analysis results	General Fund	07/01/22	11/30/22
3	Develop findings report for Sea Level Rise Adaptation Funding & Investment Framework	Staff	- Final report - Presentation	General Fund	09/01/22	04/30/23
4	Support local government partners with resilience technical assistance	Staff	- Workshop agendas - Presentations - Resource guides	General Fund, FEMA	07/01/22	06/30/23
5	Scope a Regional Adaptation Plan that aligns with other regional plans and initiatives.	Staff	- Memos - Presentations	Anticipated State OPR Grant	01/01/23	06/30/23
6	Review state and federal regulations and rules that advance Plan Bay Area 2050 environment and resilience goals.	Staff	- Memos	General Fund	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

- With regional and local partners, advance the findings of the Sea Level Rise Adaptation Funding and Investment Framework through tangible near-term actions.
- With regional partners, develop a Regional Adaptation Plan for the nine-county Bay Area.
- Provide technical assistance to local government working to implement actions in their General Plan and Local Hazard Mitigation Plan.

G. Federal Planning Factors Addressed

- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future

Work Element 1222: Regional Carpool/Vanpool Program and Commuter Benefits Program

Project Manager: Barbara Laurenson

A. Budget

Amendment No. 1

Expenses		
Salaries	\$	34,940
Benefits		17,470
Indirect		26,205
Other Operating		-
Consultants		6,480,657
Total Expenses	\$	6,559,271

Revenues		
Congestion Mitigation and Air Quality (CMAQ)		\$ 3,952,247
<i>Toll Credit Match</i>	453,323	
Congestion Mitigation and Air Quality (CMAQ) - New		2,500,000
<i>Toll Credit Match</i>	286,750	
Transportation Fund for Clean Air (TFCA)		28,410
General Fund		78,615
Total Revenues		\$ 6,559,271

Federal Share

98.37%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

Bay Area Carpool Program – Reduces auto emissions and mitigates traffic congestion regionwide by advocating, facilitating and supporting the formation and maintenance of carpools and owner-operated vanpools.

Bay Area Vanpool Program – Reduces auto emissions and mitigates traffic congestion regionwide by subsidizing the monthly cost of vanpools rented from Commute with Enterprise (CWE). CWE provides turn-key service to form and support the vanpool fleet.

Bay Area Commuter Benefits Program – Reduces auto emissions and mitigates traffic congestion regionwide by supporting employer compliance with the Commuter Benefits Ordinance. The ordinance requires employers of 50 or more employees to offer employee commuter benefits.

C. Project Products

Bay Area Carpool Program – Regional ridematching system, carpool advertising, 511 website content, program reports

Bay Area Vanpool Program – Vanpools, NTD Data

Bay Area Commuter Benefits Program – Employer registrations, Employer support materials

D. Previous Accomplishments and Links to Relevant Products

Bay Area Carpool Program – Carpool marketing campaigns, carpool matching database with ~2,000 active registrants. <https://merge.511.org/#/>; <https://511.org/carpool/>;

Bay Area Vanpool Program – Vanpool fleet of ~350 vans. 20.7 million passenger miles traveled in FY21 and 18.2 million traveled in first 5 months of FY22. <https://511.org/vanpool/enterprise>

Commuter Benefits Program – ~4,000 employer registrations (and benefits available to ~1.6M employees), employer support materials and registration assistance <https://511.org/employers/commuter-benefits-program>

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Carpool Marketing	Consultant	Advertising	CMAQ	07/01/22	06/30/23
2	Carpool Matching Technology	Consultant	Carpool Matching Database	CMAQ	07/01/22	06/30/23
3	511 Support	Consultant	Website content	CMAQ	07/01/22	06/30/23
4	Support owner-operated vanpools & vanpool FasTrak admin	Consultant	Vanpool reports	CMAQ	07/01/22	06/30/23
5	Program admin & evaluation	Consultant	Program reports	CMAQ	07/01/22	06/30/23
6	Commuter Benefits Program Admin	Consultant	Program reports	CMAQ	07/01/22	06/30/23
7	Provide turn-key vanpool program	Consultant	Program reports	CMAQ/ General Fund/TF CA	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

Carpool & vanpool – same as described in B, above.

Commuter Benefits – In addition to activities described in B, with input from the Air District, work on changes needed to implement Plan Bay Area 2050's EN7: expand employer trip reduction programs)

G. Federal Planning Factors Addressed

- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Emphasize the preservation of the existing transportation system

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future

Work Element 1223: Support Transportation Management Systems Program

Project Manager: Sarah Burnworth/Mario Ung

A. Budget

Amendment No. 1

Expenses	
Salaries	\$ 248,844
Benefits	124,422
Indirect	186,633
Other Operating	-
Consultants	4,087,230
Total Expenses	\$ 4,647,129

Revenues		
Congestion Mitigation and Air Quality (CMAQ)		\$ 365,845
<i>Toll Credit Match</i>	41,962	
Surface Transportation Block Grant (STBG)		4,281,285
<i>Toll Credit Match</i>	491,063	
Total Revenues		\$ 4,647,129

Federal Share

100.00%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

The Connected Bay Area (CBA) program, formerly known as Transportation Management System (TMS), encompasses (1) highway operations equipment and communications infrastructure; (2) critical freeway and incident management functions; and (3) Transportation Management Center (TMC) resources needed to actively operate and maintain both equipment and all these critical freeway and incident management functions. The program works to guide investment priorities of the Bay Area's intelligent transportation system (ITS) infrastructure, including the communications network that supports the operation of the ITS infrastructure, and ensure reliability and sustainability of a strong transportation management system (TMS).

C. Project Products

The Connected Bay Area Program undertakes planning and preliminary engineering activities to identify transportation management system strategies that will improve the San Francisco Bay Area telecommunication networks that connect people, agencies, and infrastructure. The program also outlines capital projects derived from the past and on-going planning effort.

Planning Projects:

- Connected Bay Area Strategic Plan – develop strategies for transportation management system investment priorities and resources
- Transportation Management Center – provide support for TMC related projects

The Regional Communication Upgrade project under the Connected Bay Area program provides the technical and policy framework to develop a fast, reliable, and cost-effective regional communications network that will enable the sharing of data, infrastructure, and maintenance costs among project partners; support coordinated and interoperable transportation systems across multiple jurisdictions; and facilitate technology-based strategies focused on enhancing safety, mobility, livability and economic vitality of communities throughout the nine-county San Francisco Bay Area.

Capital Projects:

- I-880 Communication Infrastructure Upgrade – oversee design activities for planned project.
- Regional Communication Infrastructure Upgrade – oversee the design activities for future projects.

D. Previous Accomplishments and Links to Relevant Products

Connected Bay Area Program

MTC, in coordination with Caltrans, has developed the FY21-22 Connected Bay Area (CBA) Funding Plan, which monitors MTC CBA program progress and Caltrans TMC/TMS/TOS investment priorities and TMS end-of-life upgrade/replacement. The plan identifies timelines and estimated funding for near-term priority projects. The CBA Working Group met on a bi-weekly basis to review the draft FY 20-21 CBA Funding Plan and update program progress.

Planning Projects:

Connected Bay Area Strategic Plan

- Completed the Request for proposal and consultant selection process for planning services.
- Continued to work with Caltrans on strategic planning.

Transportation Management Center Projects

- MTC and Caltrans continued coordinating on sharing camera access between the Express Lanes project and Caltrans' TMC.
- Completed MTC Regional Operations Center workstation upgrade.
- The Contractor performed system integration and deployment of the video wall changes at TMC.
- The Contractor continued with traffic camera system support at Caltrans District 4 TMC.

Capital Projects:

I-880 Communication Infrastructure Upgrade

- PA/ED phase in progress

Regional Communications Strategic Investment Plan

- MTC and Caltrans prioritized preferred projects for OBAG 3 grant funding opportunities.
- Continued to work with Caltrans to develop scope of work for the regional communication projects.

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	CBA projects: TMC-related maintenance services - CCTV traffic camera system and TMC video wall.	Staff/ Consultant (ICx and TBD)	Support for Transportation Management Center related projects	BATA Rehabilitation Program	07/01/21	06/30/22
2	Connected Bay Area Strategic Plan	Staff/ Consultant (Kimley-Horn Associates)	Oversight of CBA program strategic planning effort; Updates to prior TMS Action Plan; next round of regional transportation system management, operations, and safety improvements for the CBA program.	SAFE – Freeway Safety BATA Rehabilitation	01/17/22	06/30/23
3	I-880 Communication Infrastructure Upgrade – Phase 1A	Staff and Caltrans	PA/ED	STBG	08/03/21	05/30/23
4	I-880 Communication Infrastructure Upgrade – Phase B	Staff/ Consultant (TBD)	Oversight of the planning and design of next phase of telecommunication Infrastructure Upgrade	STBG	03/01/22	06/30/23

5	Regional Communication Infrastructure Upgrade	Staff/ Consultant (TBD)	Oversight of the planning and design of the Regional Communication Infrastructure Upgrade	STBG	03/01/22	06/30/23
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F. Anticipated Future Activities (FY 2023-24)

Continue to work on all projects to advance through various project development phases.

G. Federal Planning Factors Addressed

- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation
- Enhance travel and tourism

H. Federal Planning Emphasis Areas (PEAs) Addressed

Not applicable

Work Element 1224: Implement Regional Traveler Information Services

Project Manager: Janet Banner

A. Budget

Amendment No. 1

Expenses	
Salaries	\$ 929,523
Benefits	464,762
Indirect	697,143
Other Operating	-
Consultants	7,255,996
Total Expenses	\$ 9,347,424

Revenues		
Bay Area Toll Authority (BATA) Regional Measure 2		\$ 155,000
Federal Highway Administration (FHWA) Work Zone Data Exchange (WZDx)		52,673
<i>Local Match - General fund</i>		26,333
State Transit Assistance (STA)		200,000
Surface Transportation Block Grant (STBG)		8,554,733
<i>Toll Credit Match</i>	981,228	
General Fund		358,685
Total Revenues		\$ 9,347,424

Federal Share

92.08%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

The 511 traveler information program provides traffic, transit, carpooling, vanpooling, and bicycling information via the phone (511), web (511.org), social media, regional electronic transit hub sign displays, Caltrans changeable

message signs, and an Open Data program. The information provided through 511 represents the efforts of ongoing collaboration and coordination with the program's partners, including Caltrans, the California Highway Patrol, the region's transit agencies, the Air District and numerous county and local transportation agencies, and event organizers/venues. The 511 program must cost-effectively collect, process and disseminate data to provide premier multi-modal traveler information and services that are useful, accurate and reliable. Responsibility for gathering, processing, and disseminating 511 information should be regionally coordinated and rationally allocated to Bay Area transportation organizations – in both the public and private sectors – according to institutional interest and ability. The 511.org website focuses on data dissemination and provides a transportation map with several layers providing real-time traffic conditions, incidents, closures, construction, carpooling, vanpooling and bicycling information. 511 provides support for regional programs, including the Bay Area Commuter Benefits Program, Drive Smart Bay Area, Bay Area Express Lanes, as well as local events affecting travel. 511 also offers data feeds and Application Programming Interfaces (APIs) for use by the developer community to create other tools and services.

Among its many roles, the 511 program: 1) Serves as the go-to source for travelers and media in regional emergencies; 2) Partners with many agencies and businesses for regional events; 3) Supports numerous MTC/SAFE/BATA objectives; and 4) Supports the federal planning factor to enhance travel and tourism.

The 511 program has the following ongoing tasks: 1) Operations, maintenance, performance monitoring, enhancement, and educational outreach/promotion of the 511 traveler information system; 2) Operation of the 511 Traveler Information Center; 3) Dissemination of critical transportation information during regional emergencies; 4) Dissemination of Regional Traveler Information in order to improve the traveler's experience, thus increasing travel and tourism; 5) Coordination with and support of partner agencies on operations and maintenance of 511; 6) Coordination of Technical Advisory Committees and associated working groups; 7) Monitoring and evaluation of system performance, usage, and customer feedback; 8) Development and maintenance of system documentation; 9) Provision of data and APIs for use by public agency partners and the developer community.

C. Project Products

511 website, interactive voice responsive phone system, social media, regional electronic transit hub sign displays, data for Caltrans changeable message signs, and an open data feed for public agencies and private sector.

D. Previous Accomplishments and Links to Relevant Products

MTC has managed the 511 program since 2002. Call 511, visit 511.org, @511SFBay.

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Ongoing operations and maintenance	Consultant	511.org website	STBG/ STA/ General Fund	07/01/22	06/30/23
2	Ongoing operations and maintenance	Consultant	511 Phone	STBG/ General Fund	07/01/22	06/30/23

3	Ongoing operations and maintenance	Consultant	Electronic Transit Information Displays	STBG/ General Fund	07/01/22	06/30/23
4	Ongoing operations and maintenance	Consultant	511 Mobility Data System	STBG/ General Fund	07/01/22	06/30/23
5	Ongoing operations and maintenance	Consultant	511 Open Data System	STBG/ General Fund	07/01/22	06/30/23
6	Ongoing operations and maintenance	Consultant	511 Social Media	STBG/ General Fund	07/01/22	06/30/23
7	Response to Emergencies	Consultant	Regional Emergency Transportation Information	STBG/ General Fund	07/01/22	06/30/23
8	511 Data System Enhancements	Consultant	WZDx compliant data feeds	FHWA WZDx	07/01/22	09/30/22
9	511 Website Enhancements	Consultant	New Proxy API system for data ingestion.	STBG/ General Fund	07/01/22	10/28/22
10	511 Website Enhancements	Consultant	Updated 511 website	STBG/ General Fund	07/01/22	04/28/23
11	511 Data System Enhancements	Consultant	Transit Transfer Analysis Tool (TTAT) and Regional GTFS	STA	07/01/22	06/30/24

F. Anticipated Future Activities (FY 2023-24)

Continued operations and maintenance with enhancements as needed.

G. Federal Planning Factors Addressed

- Enhance travel and tourism

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Data in Transportation Planning

Work Element 1233: Transportation Asset Management (TAM) Program

Project Manager: Sui Tan

A. Budget

Amendment No. 1

Expenses	
Salaries	\$ 336,007
Benefits	168,003
Indirect	252,005
Other Operating	-
Consultants	16,571,283
Total Expenses	\$ 17,327,299

Revenues		
Surface Transportation Block Grant (STBG) (OBAG 3) - New		\$ 2,500,000
<i>Toll Credit Match</i>	286,750	
Surface Transportation Block Grant (STBG)		1,654,477
<i>Local Match - General fund</i>		214,355
Pavement Management Program (PMP Sales)		1,500,000
Surface Transportation Block Grant (STBG)		10,000,000
<i>Toll Credit Match</i>	1,147,000	
Systemic Safety Analysis Report Program Local (SSARPL)		312,906
<i>Local Match - General fund</i>		39,113
Pavement Management Technical Assistance Program (PTAP)		543,900
General Fund		562,548
Total Revenues		\$ 17,327,299

Federal Share

81.69%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

Objectives

- Provide comprehensive data on the region's transportation capital asset maintenance, rehabilitation and replacement needs
- Prepare and analyze investment strategies geared towards meeting performance targets for state of good repair and monitor progress towards meeting those targets
- Support U.S. Department of Transportation (DOT) requirements that recipients and sub-recipients of Federal funding develop Transit Asset Management Plans and use an asset management system to develop capital asset inventories
- Comply with DOT requirements for setting performance targets related to the State of Good Repair for both the transit system and streets and roads on the National Highway System
- Incorporate Transit Asset Management-related performance-based planning in the Metropolitan/Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) processes
- Comply with state law that requires that each local government establish and maintain a Pavement Management Program (PMP) as a condition for funding projects in the State Transportation Improvement Program (California Streets and Highways Code section 2108.1)
- Reduce or mitigate storm water impacts of surface transportation through non-pavement asset management activities including storm drain inventory and condition monitoring, and encouragement of best practices in run-off mitigation as it relates to roadway repair
- Support DOT requirements on Highway Performance Monitoring System (HPMS) and Model Inventory of Roadway Elements (MIRE) reporting for safety management by using an asset management system to track roadway data
- Integrate Transit Asset Management Plans from transit providers into our planning process and coordinate with the transit providers to implement a performance-based planning process that prioritizes investments that meet regional performance targets for State of Good Repair.
- Support development of Local Road Safety Plans regionwide to ensure compliance with requirements for receiving HSIP funding and encourage implementation of safety plans generally.
- Coordinate regional Safety/Vision Zero efforts through regional peer exchanges and best practices workshops
- Enhance existing data-based tools for safety analysis through improved functionality and access to newer, more innovative data sources

Description

- Update and refinement of the Regional Transit Capital Inventory (RTCI)
- Develop, upgrade, maintain and distribute the StreetSaver and StreetSaver Plus Pavement Management software
- Develop regional and operator-based forecasts of transit capital maintenance and repair needs, available funding sources, and condition scenarios based on revenue options
- Facilitate the development and update of Transit Asset Management plans
- Coordinate with all transit providers to set the MPO's Transit Asset Management targets
- Coordinate with the State DOT to set performance targets for the National Highway System
- Working to establish a data-driven Regional Safety (Vision Zero) program to support reduction of fatalities and serious injuries across the region
- Support Regional Safety Data System by continuing to maintain safety data from throughout the region, allowing our regional partners to proactively identify and analyze areas for targeted safety improvements and set safety performance targets based on data

- Considering the traffic safety challenges identified in the State of Safety in the Region report and taking what steps possible to implement solutions to those issues
- Develop local and regional forecasts of pavement and non-pavement repair needs, available funding sources, and condition scenarios based on revenue options
- Conform performance measures and monitoring activities related to asset conditions to federal and state requirements
- Provide guidance and instruction on best practices in asset management and safety management as it relates to asset management
- Provide performance monitoring guidance and tools
- Develop models and processes for integrating Transportation Asset Management objectives into regional multi-objective decision-making
- Provide oversight of the Statewide Local Streets and Roads Needs Analysis Project
- Develop the Annual Regional Summary of Pavement Conditions
- Implement Pavement Management Program (PMP) certification procedures
- Provide program updates and technical assistance to StreetSaver users
- Implement the Pavement Management Technical Assistance Program (P-TAP)
- Implement the Data Quality Management Program for P-TAP
- Facilitate meetings of the Local Street and Road Working Group
- Facilitate meetings of the Transit Asset Management working group
- Facilitate meetings of the Bay Area Vision Zero Working Group
- Provide resources and for developing Local Road Safety Plans
- Facilitate regional Safety/Vision Zero workshops and peer exchanges
- Support existing tools for traffic safety analysis with updates and additional relevant data

Responsible Parties

- MTC Staff
- mySidewalk: Regional Safety Data System support
- DevMecca — StreetSaver developers
- NCE, Pavement Engineering Inc, Capitol Assets, AMS Consulting, Adhara Systems, Harris Associates, Bellecci & Associates, and Michael Baker International — P-TAP consultants

C. Project Products

- Provision of technical training and support to StreetSaver users
- Regionwide update on pavement conditions
- Continued submittal of MTC's Transit Asset performance targets for our Tier II Group TAM plan to NTD
- Development of regionwide transit asset performance targets encompassing all asset classes and operators in the region.
- Implementing P-TAP Program
- Completed Local Road Safety Plans for partners across the region
- Improved Safety Data System and additional data
- Improvements and feature enhancements to the RTCI

D. Previous Accomplishments and Links to Relevant Products

- Development and continued improvement of the Regional Transit Capital Inventory (RTCI): <http://rtci.mtc.ca.gov/>
- Completion of 2018 Regional Tier II Group TAM Plan:

<https://mtcdrive.box.com/s/8th7k5l4jddpcjojjizl9wclxokrnoy>

- Development of Regional Safety Data System (Currently in draft but complete by end of FY 2021-22):
<https://dashboards.mysidewalk.com/sds-template-2/home> (password: bayviz)
- 2020 Regional Pavement Condition Report:
<https://mtc.ca.gov/news/bay-area-streets-may-be-steep-pavement-quality-flat>
- PMP Certification:
<https://mtc.ca.gov/digital-library/35931-pmp-certification-list>

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Regional Transit Capital Inventory update	Staff	Updated inventory of Transit Assets	STBG/General Fund	10/01/22	12/31/22
2	TAM Target Setting	Staff	FY 2023 Transit Asset Performance Targets	STBG/General Fund	07/01/22	10/31/22
3	Provide support to Local Streets & Road, Transit Asset Management, and Bay Area Vision Zero Working Groups	Staff	Meetings and Meeting Materials	STBG/General Fund	07/01/22	06/30/23
4	Support Regional Safety Data System	mySidewalk	Continued maintenance and enhancement of Safety Data System	SSARPL	07/01/22	06/30/23
5	Pavement-Management Technical Assistance Program (PTAP 23)	AMS Consulting, Adhara Systems, Capitol Asset & Pavement, Harris & Associates, Nichols Consulting Engineers, Pavement Engineering	Updated pavement conditions of local agencies	STBG/General Fund	07/01/22	06/30/23

6	2021 Regional Pavement Condition Summary	Staff	State of the System report of local streets and roads	STBG/General Fund	04/01/22	11/30/22
7	Maintain PMP Certification	Staff	List of local agencies with PMP certification status	STBG/General Fund	07/01/22	06/30/23
8	Provide technical training and support for StreetSaver users	Nichols Consulting Engineers	Assistance as requested	PMP Sales	07/21/22	06/30/23
9	Local Streets and Roads Needs Assessment	Staff	2022 Statewide Needs Assessment	STBG/General Fund	07/01/22	06/30/23
10	Regional partner Local Road Safety Plan development	Staff, local jurisdictions	Completed Local Road Safety Plans	STBG/General Fund	7/01/22	06/30/23
11	Coordinate Regional Vision Zero Workshops and peer exchanges	Staff	Completed Workshops and Peer Exchanges	STBG/General Fund	7/01/22	06/30/23
12	Support and expansion of Regional Safety Data System	Staff	Improved Safety Data System and additional data	STBG/General Fund	7/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

- Establish regional Transit Asset Performance Targets for 2024
- Complete NTD reporting for MTC-sponsored Tier II Group Transit Asset Management Plan
- 2023 Regional Transit Capital Inventory (RTCI) update
- Continued maintenance of Regional Safety Data System (Bay Area Vision Zero System – BayViz)
- 2022 Pavement Condition Summary
- Maintain PMP Certification status
- Administer PTAP 24 projects

G. Federal Planning Factors Addressed

- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight

- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD)
- Data in Transportation Planning

Work Element 1234: Arterial and Transit Management

Project Manager: Robert Rich

A. Budget

Amendment No. 1

Expenses	
Salaries	\$ 202,361
Benefits	101,181
Indirect	151,771
Other Operating	-
Consultants	6,856,977
Total Expenses	\$ 7,312,290

Revenues		
Congestion Mitigation and Air Quality (CMAQ)		\$ 2,447,968
<i>Toll Credit Match</i>	280,782	
Surface Transportation Block Grant (STBG)		1,686,708
<i>Toll Credit Match</i>	193,465	
Surface Transportation Block Grant (STBG)		2,630,252
<i>Local Match - General fund</i>		340,777
Cities/Local Funds		206,585
Total Revenues		\$ 7,312,290

Federal Share

92.51%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

The Arterial Operations Program aims to improve the operations, coordination and management of traffic signals and arterial networks, including integration with freeway and transit systems when applicable. It develops and

implements regional initiatives that provide technical assistance and financial support to cities, counties, transit agencies, etc. to promote improved arterial operations in the Bay Area. As part of this program, MTC staff also manages the Arterial Operations Committee (AOC), which serves as a forum for discussion of shared issues and lessons learned among public agencies and planning/traffic engineering consultant firms. The Arterial Operations Program produces direct benefits by funding projects that reduce travel time and emissions and enhance traffic safety for pedestrians, bicycles and transit on arterial streets. It also results in indirect benefits through projects that offer technical assistance to help local traffic engineers do their job more efficiently and effectively.

C. Project Products

- Arterial Operations Committee (AOC) meetings with project updates and discussion
- Webinar and training events with topical presentations and discussions
- Traffic signal retiming
- Deployment of intelligent transportation systems for signal operations
- Evaluation of intelligent transportation system projects
- Transit priority improvement program planning documents

D. Previous Accomplishments and Links to Relevant Products

- Retiming of signal corridors through the Program for Arterial System Synchronization PASS
- Design and deployment of various signal operations systems through the Innovative Deployments Enhance Arterials grant program
- Hosting of webinars, trainings and AOC meetings on a variety of new projects and arterial operations topics

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	PASS	Staff	Program management, oversight and award documents	STBG/CMAQ	07/01/22	06/30/23
2	PASS	Consultant	Signal retiming reports	STBG/CMAQ	07/01/22	06/30/23

3	IDEA Program Management	Staff	Project oversight and technical assistance	STBG/CMAQ	07/01/22	06/30/23
4	IDEA Deployment	Consultant	Project technical reports	STBG	07/01/22	06/30/23
5	IDEA Evaluation	Staff	Oversight of project evaluation reports	STBG/CMAQ	07/01/22	06/30/23
6	Arterial Operations Committee	Staff	Trainings, webinars and meetings	STBG	07/01/22	06/30/23
7	Transit Priority Program Planning	Staff	Program planning and corridor analysis	STBG	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

- Continue IDEA program with new deployments
- Continue project and program management for transit priority improvements
- Continue AOC webinar, meeting and training events

G. Federal Planning Factors Addressed

- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Complete Streets
- Data in Transportation Planning

Work Element 1235: Implement Incident Management Program

Project Manager: Sarah Burnworth

A. Budget

Amendment No. 1

Expenses	
Salaries	\$ 496,772
Benefits	215,922
Indirect	356,347
Other Operating	-
Consultants	5,963,566
Total Expenses	\$ 7,032,607

Revenues		
Congestion Mitigation and Air Quality (CMAQ)		\$ 4,517,976
<i>Toll Credit Match</i>	518,212	
Congestion Mitigation and Air Quality (CMAQ) - New		1,498,000
<i>Toll Credit Match</i>	171,821	
Surface Transportation Block Grant (STBG)		1,016,631
<i>Toll Credit Match</i>	116,608	
Total Revenues		\$ 7,032,607

Federal Share

100.00%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

The Incident Management Program undertakes planning and preliminary engineering activities to identify system management strategies that will mitigate the effects of non-recurrent congestion caused by incidents that occur along Bay Area corridors. This project includes development of a Strategic Plan for Bay Area Traffic Incident Management. Integrated Corridor Management (ICM) projects implement technical and operational strategies to

alleviate community impacts resulting from increased traffic on local streets during freeway incidents on I-880. I-880 ICM projects are complementary to other agency incident management efforts, such as the Bay Area Incident Management Task Force, which aims to improve the cooperation, coordination and communication among Bay Area first responders and partner agencies responsible for incident management.

C. Project Products

Incident Management Program

This program undertakes planning and preliminary engineering activities to identify system management strategies that will mitigate the effects of non-recurrent congestion caused by incidents that occur along Bay Area corridors. This project includes development of a Strategic Plan for Bay Area Traffic Incident Management. Integrated Corridor Management (ICM) projects implement technical and operational strategies to alleviate community impacts resulting from increased traffic on local streets during freeway incidents on I-880. I-880 ICM projects are complementary to other agency incident management efforts, such as the Bay Area Incident Management Task Force, which aims to improve the cooperation, coordination, and communication among Bay Area first responders and partner agencies responsible for incident management.

Planning Project: Traffic Incident Management (TIM) Strategic Plan

Develop strategic vision for the Bay Area Incident Management program to identify key strategies, priorities and resources.

Capital Project: I-880 Integrated Corridor Management (ICM) North Segment Project

The purpose of the project is to manage arterial traffic that has naturally diverted due to an incident and route motorists back to the freeway using Intelligent Transportation Systems (ITS) strategies (e.g., trailblazer signs, cameras) to optimize operations. The project involves coordination with multiple agencies, including Caltrans, the City of Oakland, the City of San Leandro and AC Transit.

Capital Project: I-880 Integrated Corridor Management (ICM) Central Segment Project

The purpose of the project is to manage arterial traffic that has naturally diverted due to an incident and route motorists back to the freeway using ITS strategies to optimize operations. The project will involve coordination with Caltrans and City of San Leandro.

D. Previous Accomplishments and Links to Relevant Products

Planning Project: Traffic Incident Management (TIM) Strategic Plan

- Completed the request for proposal and consultant selection process; executed consultant contract.
- Kicked off planning process and coordinated initial input from stakeholders, including Caltrans, CHP and responder agencies.

Capital Project: I-880 Integrated Corridor Management (ICM) North Segment

- Continued project system integration work, attended regular coordination meetings, reviewed deliverables, and followed up with stakeholders on key items
- Continued project system integration work and construction project close out

Capital Project: I-880 Integrated Corridor Management (ICM) Central Segment

- Completed design services pre-award audit
- Executed design services agreement with the consultant
- Continued to work with the Consultant to develop contract document for implementation

- Continued to work with the City of San Leandro to execute Master Agreement Supplement for construction phase and post construction operation & maintenance activities

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Coordinate with the City of Oakland, the City of San Leandro, and Caltrans to close out the construction contract for the I-880 ICM North Segment	Staff/Consultant (MNS, Sturgeon, Parsons)	I-880 ICM North Segment contract completion	STBG/CMAQ	12/27/17	06/30/23
2	Coordinate with the City of San Leandro and the Consultant to develop the construction contract document for the I-880 ICM Central Segment	Staff/Consultant (DKS)	I-880 ICM Central Segment construction contract document	STBG/CMAQ	12/21/21	06/30/23
3	Oversee development of Traffic Incident Management (TIM) Strategic Plan	Staff/Consultant (Parsons)	TIM Strategic Plan	CMAQ	07/01/21	06/30/23

F. Anticipated Future Activities (FY 2023-24)

Continue development and implementation of technical strategies, and strategic plan recommendations

G. Federal Planning Factors Addressed

- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Equity and Justice⁴⁰ in Transportation Planning
- Data in Transportation Planning.

Work Element 1237: Freeway Performance Program

Project Manager: Kevin Chen/Stefanie Hom

A. Budget

Amendment No. 1

Expenses	
Salaries	\$ 1,112,335
Benefits	556,168
Indirect	834,251
Other Operating	-
Consultants	18,786,860
Total Expenses	\$ 21,289,614

Revenues		
Congestion Mitigation and Air Quality (CMAQ)		764,124
<i>Toll Credit Match</i>	87,645	
Exchange Fund		1,021,500
Federal Highway Administration Planning (FHWA) Regional Infrastructure Accelerators (RIA) Program (FY 2022-23)		1,500,000
Surface Transportation Block Grant (STBG) - New		235,844
<i>Toll Credit Match</i>	27,051	
Service Authority for Freeways and Expressways (SAFE) - Advanced		25,000
State Transit Assistance (STA)		78,615
Surface Transportation Block Grant (STBG)		17,664,531
<i>Toll Credit Match</i>	2,026,122	
Total Revenues	\$	21,289,614

Federal Share

94.72%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

MTC continues to focus on ways to improve the efficiency, safety and reliability of freeway travel for people and freight through improved freeway, arterial, transit operations, demand management and resiliency strategies. Major initiatives include Bay Bridge Forward, Richmond-San Rafael Forward, Dumbarton Forward, Napa Forward and Resilient State Route 37.

Bay Area Forward is a strategic operations program that diagnoses key transportation problems, assesses and recommends specific mitigations, and implements recommended mitigations in priority corridors within available resources and partnership support. Bay Area Forward delivers cost-effective operational strategies (such as managed lanes, adaptive ramp metering, shoulder running lanes for buses and HOVs, traffic operations system, integrated corridor management, arterial/transit priority signal upgrades, express bus services, carpool and higher vehicle occupancy strategies) that complement and support the successful implementation of other regional and local transportation programs, high occupancy vehicle lane strategies and policies, integrated bridge corridor operations and dynamic transit routing, technology and operational improvements, active transportation, bike share, commuter parking, first and last mile solutions, and other multi-modal/demand management/pricing strategies. It also looks to implement person throughput strategies and policy changes on the regions managed lanes system, which include HOV and express lanes. Overall, Bay Area Forward planning and capital projects aim to better manage and operate Bay Area freeways, arterials, and transit systems.

C. Project Products

- Corridor studies/design alternative assessments
- Adaptive ramp metering upgrade
- Ramp metering implementation plans
- Corridor transit signal priority implementation
- Other related technical studies/operational analyses
- Operational/capital improvements
- Performance monitoring and data collection/analysis

D. Previous Accomplishments and Links to Relevant Products

Conducted analyses for the feasibility of upgrading existing ramp meters to corridor adaptive ramp metering and activating existing ramp meter gaps; developed staging plans for implementation; implemented corridor adaptive ramp metering, conduct before and after studies to assess traffic operations after implementation.

Conducted design alternative assessments on key regional corridors to identify operational improvements from congestion relief, system performance, safety, design feasibility, and cost perspectives. Identified strategies to increase person throughput by improving transit and carpool travels, as ways to encourage mode shift away from solo drivers. Strategies that improve corridor resiliency to climate change were also included. Completed a comprehensive multimodal corridor plan for SR 37.

Conducted analyses for the feasibility of installing and activating other active traffic management and mobility management strategies, such bus queue jump lanes, bus on shoulder, park-rides, carpooling, transit services improvements, etc.

Worked closely with Caltrans, Bay Area Transportation Authority agencies, and other partners in the planning, environmental review, design, and capital project delivery of recommended operational/capital improvements.

Identified short and long-term transportation funding needs to fully implement and deliver Bay Area Forward strategies.

Supported related operational planning activities in support of managed lanes, MTC express lanes program, etc.

Monitored system performance and collected/analyzed data within available resources and where appropriate to inform analysis and policy changes.

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Bay Bridge Forward Program	Staff	- Analysis of operational improvements - Project development and delivery documents	STBG	07/01/22	06/30/23
2	Bay Bridge Forward Program	Consultant	- Analysis of operational improvements - Project development and delivery documents	STBG, Exchange Fund, SAFE	07/01/22	06/30/23
3	Richmond-San Rafael Forward Program	Staff	- Analysis of operational improvements - Project development and delivery documents	STBG	07/01/22	06/30/23
4	Richmond-San Rafael Forward Program	Consultant	- Analysis of operational improvements - Project development and delivery documents	STBG, Exchange Fund	07/01/22	06/30/23
5	Dumbarton Forward Program	Staff	- Analysis of operational improvements - Project development and delivery documents	STBG	07/01/22	06/30/23
6	Napa Valley Forward Program	Staff	- Analysis of operational improvements - Project development and delivery documents	STBG	07/01/22	06/30/23
7	Resilient SR 37 Program	Staff	- Analysis of operational improvements - Project development and delivery documents	STBG	07/01/22	06/30/23
8	Resilient SR 37 Program	Consultant	- Analysis of operational improvements - Project development and delivery documents	STBG, Caltrans Grant	07/01/22	06/30/23

9	Adaptive Ramp Metering and Optimized Corridor Operations	Staff	- Analysis of operational improvements - Project development and delivery documents	STBG	07/01/22	06/30/23
10	Innovate 680	Staff	- Analysis of operational improvements	STBG	07/01/22	06/30/23
11	San Mateo-Hayward Bridge Forward/Other Bridge Forward or Corridor Projects	Staff	- Analysis of operational improvements - Project development and delivery documents	STBG	07/01/22	06/30/23
12	San Mateo-Hayward Bridge Forward/Other Bridge Forward or Corridor Projects	Consultant	- Analysis of operational improvements - Project development and delivery documents	STBG	07/01/22	06/30/23
13	Data Collection and Data Analytics	Consultant	- Analysis of operational improvements	STBG	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

Continue to work on all projects to advance through the various project development phases.

G. Federal Planning Factors Addressed

- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1238: Technology-Based Operations and Mobility

Project Manager: Robert Rich/Michelle Go

A. Budget

Amendment No. 1

Expenses	
Salaries	\$ 549,171
Benefits	274,586
Indirect	411,878
Other Operating	-
Consultants	2,791,000
Total Expenses	\$ 4,026,635

Revenues		
Exchange Fund		\$ 1,066,000
Surface Transportation Block Grant (STBG)		2,260,635
<i>Toll Credit Match</i>	259,295	
Surface Transportation Block Grant (STBG)		700,000
<i>Toll Credit Match</i>	80,290	
Total Revenues		\$ 4,026,635

Federal Share

73.53%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

Technology-based Operations & Mobility is an area of interest for MTC because emerging technologies and services are significantly changing the way we think, plan, operate and deliver mobility improvements across the region in support of our goals of person throughput, safety, and access and mobility on our freeways, bridges and local streets. MTC aims to pilot and deliver a suite of technology-based operational strategies that will help us achieve our goals. This work element includes both the Shared Use Mobility as well as Connected and Automated Vehicles programs.

Shared Use Mobility: Implements innovative projects and initiatives that promote shared forms of technology-based transportation options (e.g., commute management tools for employers, car/vanpool, car/bikeshare, ridehail, on-demand shuttle/transit, TDM analytical platforms, etc.) to support HOV3+ policy; close first/mile gaps; support home-work travel that is prone to single-occupant vehicle use and not well-served by existing public transit, shuttles, or ridesharing; boost public transit use (particularly for transbay travel across toll bridges); and reduce congestion, emissions, vehicle miles traveled as well as vehicle ownership and transportation costs in the Bay Area.

Connected/Automated Vehicles (C/AV): Supports connected and automated vehicle deployments in the region. This is a multimodal initiative that aims to enable safe, interoperable and networked wireless communications among vehicles, infrastructure and personal communications devices to improve safety, mobility and the environment. Key strategic areas for deployments include:

- Deployments of automated shuttles, associated roadside equipment, on-board passenger-focused technology and facilitating services for assessing:
 - The safety, effectiveness and equity of automated first/last mile services to transit; and
 - The efficacy of universal vehicle designs and human-machine interfaces to serve passengers with disabilities via automated transit.
- Intersection-based arterial deployments to enable a variety of safety, mobility and sustainability applications;
- Freeway-oriented deployments to increase the functional capacity of heavily congested corridors, promote high-occupancy modes and reduce non-recurrent delay by improving incident management; and
- Deploying systems that support advanced traveler information dissemination to connected vehicles in order to positively influence traveler behavior and encourage mode shift.
- Freight-focused solutions to reduce emissions related to operations at regional ports.

Additionally, through this work element, MTC will engage in the local, state and national deployment dialog and facilitate conversations with regional stakeholders to document and share best practices and lessons learned from new apps, mobility services and early deployments of C/AV and related technologies.

C. Project Products

- Operations/planning analysis
- MTC SHIFT (commute management platform grant) program management
- Napa Valley Forward (employer transportation demand management/commute platform pilot) program management
- Bikeshare program management
- Richmond-San Rafael (RSR) Bridge E-Bike Commute Program management
- RSR Rides – group bike/e-bike rides across RSR bridge
- Commuter Parking operations/outreach and parking occupancy data analysis
- Innovative Deployments to Enhance Arterials Shared Automated Vehicles (IDEA SAV) Systems Engineering Documentation
- Test Plan Documentation (IDEA SAV)
- IDEA SAV Program Management
- IDEA SAV Project Evaluations

D. Previous Accomplishments and Links to Relevant Products

- Released Rounds 1 and 2 of MTC SHIFT grant program and executed employer partnership agreements
- Developed Commuter Parking Project Manager Operations Plan
- Launched Napa Valley Forward employer transportation demand management program with launch of commute management platform

- IDEA SAV Call for Projects and Workshops
- IDEA SAV Project Scope and Funding Agreements
- Launched RSR Rides

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Richmond-San Rafael Bridge E-Bike Commute Program	Staff	Project Management	STBG	07/01/22	12/31/22
2	Richmond-San Rafael Bridge E-Bike Commute Program	Consultant	Program planning and administration	STBG	07/01/22	12/31/22
3	Bikeshare	Staff	Program management	STBG	07/01/22	06/30/23
4	Bikeshare	Consultant	Planning Studies/outreach	STBG	07/01/22	06/30/23
5	Napa Valley Forward	Staff	Project Management	STBG	07/01/22	06/30/23
6	Napa Valley Forward	Consultant	Program Administration	STBG	07/01/22	06/30/23
7	MTC SHIFT	Staff	Program Management	STBG	07/01/22	06/30/23
8	MTC Commuter Parking – Outreach and Parking Occupancy Data	Staff	Project Management	STBG	07/01/22	06/30/23
9	RSR Rides	Staff	Project Management	STBG	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

- Continue management of Bikeshare program
- Continue management of MTC SHIFT
- Continue Evaluation of IDEA SAV

G. Federal Planning Factors Addressed

- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future

- Equity and Justice40 in Transportation Planning
- Data in Transportation Planning

Work Element 1239: Regional Mobility Technology Program

Project Manager: Nick Roethel

A. Budget

Amendment No. 1

Expenses	
Salaries	\$ 349,851
Benefits	174,926
Indirect	262,389
Other Operating	-
Consultants	4,629,885
Total Expenses	\$ 5,417,051

Revenues		
Bay Area Toll Authority (BATA) Regional Measure 2		\$ 888,347
Bay Area Toll Authority (BATA) Reimbursement		500,000
Surface Transportation Block Grant (STBG)		2,791,538
<i>Local Match - General fund</i>		361,673
Service Authority for Freeways and Expressways (SAFE) - Advanced		25,000
State Transit Assistance (STA)		421,254
Surface Transportation Block Grant (STBG)		100,000
<i>Toll Credit Match</i>	11,470	
Surface Transportation Block Grant (STBG) - New		288,763
<i>Toll Credit Match</i>	33,121	
General Fund		40,475
Total Revenues		\$ 5,417,051

Federal Share

58.71%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

The Regional Mobility Technology program encompasses (1) the Regional ITS Architecture program; (2) the Regional Transit Mapping and Wayfinding Program; (3) Regional Mobility Account Management; and (4) Transit Connectivity Gap Analysis with Regional GTFS Tool, all of which contribute to improving the mobility of travelers in the San Francisco Bay Area. The program works to guide and implement innovative technology solutions at a regional level to improve mobility in an equitable manner.

Specific activities for FY22-23 include:

- 1) Complete the design and develop a more interactive Bay Area Regional ITS Architecture system that will facilitate transportation stakeholders in the region to maintain their ITS program/project information as per the USDOT ARC-IT framework.
- 2) Procure a design consultant and begin development of regional design standards to be tested through a prototype. Procure fabrication and implementation contractor(s) for prototype installation.
- 3) Operate, maintain and further enhance a regional mobility account management platform enabling customers to register for and manage customer mobility accounts, including transit benefits/discounts.
- 4) Procurement consultant and complete Phase 1 for the Regional Mapping Data Services Platform for the Regional Transit Mapping and Wayfinding Program.
- 5) Enhance the Transit Connectivity Gap Analysis with Regional GTFS Tool

C. Project Products

- 1) Bay Area ITS Regional Architecture System
- 2) Regional Transit Mapping and Wayfinding Standards, Signage, Maps and Digital Mapping Platform
- 3) Regional Mobility Account Management Website, APIs and CRM
- 4) Regional Mapping Data Services Platform
- 5) Transit Connectivity Gap Analysis with Regional GTFS Tool

D. Previous Accomplishments and Links to Relevant Products

Regional ITS Architecture and other related plans and documents, available at:

<https://mtc.ca.gov/operations/programs-projects/intelligent-transportation-systems-its> and <https://mtc.ca.gov/operations/programs-projects/intelligent-transportation-systems/its-architecture>

Regional Communications: <https://mtc.ca.gov/operations/programs-projects/intelligent-transportation-systems/regional-communications-network>

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Development of the new Bay Area Regional ITS Architecture system as per USDOT ARC-IT framework	Consultant	Bay Area ITS Regional Architecture System	SAFE, STA	07/01/22	12/31/22

2	Design draft Regional Mapping & Wayfinding Standards and plan prototype testing.	Consultant	Draft Regional Design Standards Prototype Plans	STA, RM2 Marketing, STBG	07/01/22	06/30/23
3	Develop and maintain a Regional Mobility Account Management Platform.	Consultant	Regional mobility account website, APIs, Customer Relationship Management System	BATA	07/01/22	06/30/23
4	Develop Regional Mapping Data Services Platform	Consultant	Regional Mapping Data Services Platform	STBG	07/01/22	06/30/23
5	Enhance Transit Connectivity Gap Analysis with Regional GTFS Tool	Consultant	Fully functional Transit Connectivity Gap Analysis with Regional GTFS Tool	RM2 Capital Funds	07/01/22	12/31/22

F. Anticipated Future Activities (FY 2023-24)

- Continue to develop, operate and maintain, and enhance the above systems.

G. Federal Planning Factors Addressed

- Increase the accessibility and mobility of people and freight
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Enhance travel and tourism

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Data in Transportation Planning

Work Element 1240: Clean Air Program

Project Manager: Ashley Nguyen

A. Budget

Expenses	
Salaries	\$ -
Benefits	-
Indirect	-
Other Operating	-
Consultants	6,500,000
Total Expenses	\$ 6,500,000

Revenues	
Clean California Enhancement Proposal (New)	\$ 6,500,000
Total Revenues	\$ 6,500,000

B. Project Description

As part of the Clean California Initiative to beautify California, MTC will partner with the California Department of Transportation (Caltrans) to install architectural lighting at three Bay Area portals sites:

- Priority 1: Yerba Buena Island Portal, which connects the east and west spans of the San Francisco-Oakland Bay Bridge
- Priority 2: Caldecott Tunnel (historic site), which connects the cities of Orinda (Contra Costa County) and Oakland (Alameda County) via the Berkeley Hills
- Priority 3: Posey Tube (historic site), which is one of two parallel underwater tunnels that connect the Cities of Oakland and Alameda via the Oakland Estuary

The Project seeks to enhance the architecture of these Bay Area portals for nighttime elegance and provide an intra-regional aesthetic experience that will help unify the visual experience of the driver, while celebrating local architecture. The architectural lighting will be capable of colorful displays and/or white light that could be changed with seasonal interest.

Through the partnership, Caltrans will be responsible for environmental clearance, while MTC will be responsible for design and construction of the Project.

C. Project Products

- Project Management
- Construction Management procurement and contract management
- Design-Build procurement and contract management
- Design and construction of portal lighting improvements

D. Previous Accomplishments and Links to Relevant Products

Not applicable, as this is a new project.

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Project Management	Staff	Project Management	Caltrans Grant	07/01/22	12/31/23
2	Construction Management Procurement	Staff	CM RFQ	Caltrans Grant	07/01/22	04/30/22
3	Construction Management Contract	Consultant	CM services	Caltrans Grant	07/01/22	12/31/23
4	Design-Build Contract procurement	Staff	D-B RFP	Caltrans Grant	07/01/22	08/31/22
5	Design-Build Contract	Consultant	D-B services	Caltrans Grant	09/01/22	12/31/23

F. Anticipated Future Activities (FY 2023-24)

- Complete CM procurement
- Manage CM contract
- Complete DB procurement
- Manage DB contract

G. Federal Planning Factors Addressed

- Increase the safety of the transportation system for motorized and non-motorized users

- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation
- Enhance travel and tourism

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Public Involvement

Work Element 1310: Access and Mobility Planning and Programs

Project Manager: Judis Santos

A. Budget

Amendment No. 1

Expenses	
Salaries	\$ 310,292
Benefits	155,146
Indirect	232,719
Other Operating	-
Consultants	482,144
Total Expenses	\$ 1,180,301

Revenues	
Job Access and Reverse Commute Program (JARC)	\$ 32,144
Surface Transportation Block Grant (STBG) (OBAG 3) - New	200,000
<i>Toll Credit Match</i> 90,901	
State Transit Assistance (STA)	250,000
General Fund	698,157
Total Revenues	\$ 1,180,301

Federal Share

19.67%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

Coordinated Public Transit-Human Services Transportation Plan:

- Improve mobility in the region for older adults, individuals with disabilities and low-income populations through recommended strategies in the Coordinated Public Transit-Human Services Transportation Plan.
- Access and Mobility Planning activities include identifying transportation needs and barriers faced by the region's transportation disadvantaged populations, and supporting local, collaborative processes to prioritize

solutions to those gaps via local, community-based transportation planning and developing the Coordinated Public Transit-Human Services Transportation Plan. The last Coordinated Plan was adopted in February 2018, and staff began the update process in Summer 2020. The update process will continue through 2022, with the plan adoption coming in 2023. Activities to be completed during the FY will be community outreach to confirm gaps; literature review on gaps and findings from other planning efforts; research on local updates, new projects and best practices pre-, during and post-COVID; demographics update; update of local transportation resources; and draft updates to strategies and recommendations.

Equity Priority Communities (EPCs) and Community Based Transportation Program (CBTP):

Since 2001, MTC has identified communities (census tracts) that are currently or have historically been underserved by public institutions, terming these areas Equity Priority Communities (referred to as Communities of Concern until May 2021). These geographies are areas with a concentration of underserved populations, such as households with low-incomes and people of color. A combination of additional factors is also used to identify these areas, such as people with disabilities, single parent families, or seniors over the age of 75, among others. MTC and other partners at the local and regional level use EPCs to direct planning, funding and operations efforts to meaningfully reverse disparities in access to transportation, housing and other community services.

- Improve mobility in the region's Equity Priority Communities (EPCs), as identified in the regional long-range transportation plan. These communities are identified where there are multiple concentrations of transportation-disadvantaged populations, including concentrations of low-income and people of color.
- Understand the needs of different EPCs through community-based planning processes that result in clearly identified projects that will enhance access and mobility and can be funded with Lifeline or other programs.
- Staff will work closely with County Transportation Agencies (CTAs) to conduct community-based transportation planning activities in EPCs through a new round of grant funding to fund new or update outdated community-based transportation plans. The last round of funding was made available in 2018.

FTA Section 5310 Funding Program:

- Support the efforts of the FTA Section 5310 Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program, which enhances mobility for seniors and persons with disabilities by providing funds to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.
- Caltrans is the designated recipient of 5310 funds and partners with MTC for putting out calls for projects and determining applicant eligibility. MTC screens applications for eligibility; scores applications consistent with the California Transportation Commission-established scoring criteria; and forwards a regional application list to Caltrans for consideration. MTC works with subrecipients to ensure appropriate progress on projects.

Lifeline Transportation Funding Programs:

- Provide grants for capital and operating projects intended to improve mobility for low-income communities in the Bay Area through MTC's Lifeline Transportation Program.
- The Lifeline Transportation program has traditionally been funded by a mix of federal and state funding sources including FTA Section 5307 Urbanized Area, a portion of which has been made available through the set aside through Lifeline set-aside in MTC's Transit Capital Priorities (TCP) Process and Criteria. Historically, funds have been programmed to eligible Lifeline projects by county transportation authorities (CTAs).
- Lifeline Cycle 5 (FY2016-17 and FY2017-18): Changes to this cycle included the inclusion of piloting participatory budgeting through the Community-Based Transportation Planning (CBTP) process, with a set-aside of up to \$1 million from the Lifeline Transportation Program for projects identified through this effort. Two CTAs participated in the pilot: 1) the San Francisco County Transportation Authority working with

the San Francisco Municipal Transit Agency to update the Bayview CBTP and 2) the Solano Transportation Authority updating the Vallejo CBTP. An evaluation is being conducted upon completion of the pilot.

- Lifeline Cycle 6 (FY 2018-19 and FY2019-20): MTC staff solicited feedback from transit operators County Transportation Agencies, and the Policy Advisory Council’s Equity and Access Subcommittee on whether to focus Cycle 6 similar to previous Cycles or to broaden eligibility in response to the COVID-19 pandemic. The Council voted unanimously to focus Cycle 6 similar to previous cycles. Approximately \$7 million in FTA 5307 funds from the Transit Capital Priorities program was made available and programmed to transit operators, with the exception of Santa Clara Valley Transportation Authority of approximately \$1.6 million, to be programmed in early 2021.

Staff will work closely with County Transportation Agencies (CTAs) and other stakeholders to develop policy and funding guidelines for future/upcoming cycles of grant funding to fund the implementation of CBTP, Coordinated Plan, and Plan Bay Area 2050 implementation of equity-driven transportation initiatives.

C. Project Products

- Coordinated Public Transit-Human Services Transportation Plan: https://mtc.ca.gov/sites/default/files/MTC_Coordinated_Plan.pdf
- Community-Based Transportation Plans, see complete list: <https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities>
- For Lifeline program in Cycles 1 – 6, see: <https://mtc.ca.gov/our-work/plans-projects/equity-accessibility/lifeline-transportation-program>
- Section 5310 program and projects and regional prioritized list of projects

D. Previous Accomplishments and Links to Relevant Products

- Coordinated Public Transit—Human Services Transportation Plan Update (2018) and implementation activities
- Community-Based Transportation Plans (ongoing). To date, nearly 50 Community-Based Transportation Plans have been produced in total. More recently, since 2018, 12 plans have been produced, with 5 more currently underway as of January 2022. This includes 2 Participatory Budgeting Pilot programs, one in San Francisco’s Bayview/Hunters Point neighborhood and one in Vallejo
- MTC staff completed a program evaluation for the Community-Based Transportation Planning program, examining the efficacy of the planning process and the funding and implementation outcomes associated with projects recommended in those plans. This information informed an update to the CBTP program guidelines in Spring 2022 and will continue to guide MTC’s policy and programming work to further support these equity-advancing projects.
- Program guidelines for cycles 1-6 of the Lifeline Transportation Program
- Administered calls for projects and coordinated with CTAs and transit agencies, reviewed, and approved locally prioritized projects for the Lifeline Transportation Program
- Coordinated with Caltrans for FY 18 & 19 Section 5310 Cycle

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date

1	Update of the Coordinated Public Transit-Human Services Transportation Plan	Nelson\Nygaard Consulting	Draft elements of the Coordinated Plan update	General Fund	07/01/22	06/30/23
2	Community Based Transportation Plans	Staff	Oversee plans as implemented by CTAs and provide technical assistance	General Fund STBG/ OBAG 3 STA	07/01/22	06/30/23
3	Support the implementation of strategies outlined in the Coordinated Public Transit—Human Services Transportation Plan	Staff	Lifeline Transportation Program, Section 5310 Program, and other projects implemented consistent with the Coordinated Plan; implementation activities consistent with the 2018 Coordinated Plan	General Fund STBG/ OBAG 3 STA	07/01/22	06/30/23
4	Develop policy for next Lifeline Transportation Program (LTP) – Cycle 7	Staff	Plan/policy guidelines for next LTP Cycle	General Fund STBG/ OBAG 3 STA	07/01/22	06/30/23
5	Fund Lifeline projects	Staff	LTP Projects	H General Fund	07/01/22	06/30/23
6	Submit reports and documents to FTA as required	Staff	FTA Quarterly Reports FTA Annual Service Report	General Fund STA	07/01/22	06/30/23
7	For incomplete Lifeline Cycle 3 projects, monitor subrecipients' compliance with federal requirements as applicable. For all Lifeline Cycles (1-5), monitor project status through CMAs.	Staff	Monitoring reports prepared as required	General Fund STA	07/01/22	06/30/23

8	Support implementation of FTA 5310 FY 15,16, 17 and FY 18 & 19 programs	Staff	FTA 5310 FY 15,16, 17 Program of Projects FTA 5310 FY 18 & 19 Program of Projects	General Fund	07/01/22	06/30/23
9	Lifeline Cycle 5 Participatory budgeting pilot (Opportunity areas and Next Steps)	Staff	Application of lessons learned and exploration of opportunity areas	General Fund	07/01/22	06/30/23
10	Support analysis and implementation of programs to advance CBTP implementation, such as technical assistance or funding for additional participatory budgeting efforts	Staff	Memo summarizing CBTP program performance and recommendations for future cycles	General Fund	07/01/22	06/30/23
11	Coordinate with Caltrans for the FY 20 & 21 Section 5310 call for projects	Staff	FTA 5310 FY 20 & 21 Program of Projects	General Fund	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

- Complete the update to the Coordinated Plan, expected 2023
- Support priority strategies identified in the Coordinated Public Transit—Human Services Transportation Plan (2018)
- Provide technical support and continued administrative refinements to Lifeline Transportation Program to reflect changes in FAST and other funding sources as appropriate
- New or updated CBTPs for communities identified as Equity Priority Communities (EPCs)
- Monitor ongoing Cycle 3, Cycle 4, Cycle 5 and Cycle 6 Lifeline Projects and assistance to project sponsors, county program administrators, and grant recipients
- For ongoing Cycle 3 Lifeline projects (if any), review and approve subrecipient invoices and quarterly reports and compliance with federal requirements
- Submit reports and other documentation to FTA as required
- Explore, assess, and apply lessons learned from the Cycle 5 Participatory Budgeting Pilot Programs
- Develop funding guidelines for Cycle 7 and provide technical assistance to project sponsors, county program administrators, and grant recipients
- Submit reports and other documentation to Caltrans as required, provide technical assistance to 5310 project sponsors, and commence development of next 5310 cycle
- Continue to implement, oversee, and assess programs to advance the implementation of CBTPs

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Data in Transportation Planning

Work Element 1314: Means-Based Toll Discount Pilot Evaluation

Project Manager: Lulu Mao/Pierce Gould

A. Budget

Expenses		
Salaries		\$ 85,559
Benefits		42,780
Indirect		64,170
Other Operating		-
Consultants		600,000
Total Expenses		\$ 792,509

Revenues		
Surface Transportation Block Grant (STBG)		\$ 792,509
Toll Credit Match	90,901	
General Fund		-
Total Revenues		\$ 792,509

Federal Share

100.00%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

Subject to Board approval, BAIFA will pilot a means-based toll discount program to make express lanes more affordable and accessible to low-income travelers. The pilot would be an important step to meeting equity goals in Plan Bay Area 2050 and supporting inclusion of the regional express lane network in the Plan. The pilot will be on BAIFA's Ala-880 express lanes.

The objective of this work element is to evaluate the pilot (see WE 6840 for pilot implementation). The pilot will be evaluated against a series of goals and related performance measures to gauge the success and impact of pilot implementation. 'Impact' goals assess whether and how the pilot makes a difference for low-income drivers. 'Implementation' goals assess the success of program outreach, program administration and operational performance.

This project is primarily to conduct a Before and After Study to assess the pilot's impact on corridor operational

performance, including the express lane and the general-purpose lanes. The scope includes data collection, data analysis and reporting by consultants and staff. A Before Study is required to establish a benchmark for the operation of the existing I-880 corridor prior to pilot implementation. After the pilot launches and traffic patterns have stabilized (about 12-months), data will be collected again, compared against the baseline conditions, and documented in a Before/After Study Report.

Funds may also support data collection, analysis and reporting work for the other impact and implementation aspects of the pilot evaluation and to cover staff costs for pilot evaluation.

C. Project Products

- Procurement and contract
- Traffic and toll data
- Tables and figures
- Reports

D. Previous Accomplishments and Links to Relevant Products

- Awarded consultant contract to perform the scope of work (February 2022)
- Defined study and control corridor limits
- Collected ‘before’ data (spring 2022)

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Perform project management	Consultant	<ul style="list-style-type: none"> • Meeting agendas, materials • Progress reports • Budget, invoices • Schedule 	STBG/ General Fund	07/01/22	06/30/23
2	Collect traffic and toll data	Consultant	<ul style="list-style-type: none"> • Raw and summarized data 	STBG/ General Fund	07/02/22	06/30/23

3	Analyze data	Consultant	• Tables, figures	STBG/ General Fund	07/01/22	06/30/23
4	Document data collection, analysis and findings	Consultant	• Before Study Report	STBG/ General Fund	07/01/22	06/30/23
5	Manage contract and review work products	Staff	• Meetings • Comments	STBG/ General Fund	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

- Analyze ‘after’ data
- Document ‘after’ data collection, analysis and findings in Before/After Study Report

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
- Increase the accessibility and mobility of people and freight
- Promote efficient system management and operation

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Equity and Justice⁴⁰ in Transportation Planning
- Public Involvement
- Data in Transportation Planning

Work Element 1515: State Programming, Monitoring and STIP Development

Project Manager: Kenneth Kao

A. Budget

Expenses	
Salaries	\$ 613,100
Benefits	306,550
Indirect	459,825
Other Operating	-
Consultants	300,000
Total Expenses	\$ 1,679,474

Revenues	
Surface Transportation Block Grant (STBG) (OBAG 3) - New	\$ 300,000
<i>Toll Credit Match</i>	34,410
General Fund	1,379,474
Total Revenues	\$ 1,679,474

Federal Share

17.86%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

Through state law, MTC has the responsibility to manage and program a number of fund sources, monitor their delivery, and develop the regional portion of the State Transportation Improvement Program (STIP). Below are some of the statutes and MTC's role in managing state programs.

- Senate Bill 45 (Chapter 622, Statutes 1997) transferred a number of programming responsibilities to the Regional Transportation Planning Agencies, including the programming of the regional 75% of the STIP. This portion, known as the RTIP, is developed by MTC as the Bay Area's RTPA, and submitted to the California Transportation Commission for inclusion into the STIP every other year. MTC works closely with the CTAs, transit agencies and Caltrans to develop an RTIP that supports the goals of the region's RTP and that has the highest chance of being funded by the CTC. The region also works closely with Caltrans in their development of the interregional 25% of the STIP.
- Assembly Bill 1012 (Chapter 783, Statutes of 1999) sets forth a number of deadlines related to the delivery of projects funded with state and regional funds. If these deadlines are not met, the funding returns to the state for use in other projects. MTC's goal is to ensure that no funds are lost to the region. MTC staff actively monitors

the delivery milestones and status of projects funded with state and federal funds and aids project sponsors that are in danger of not meeting those deadlines.

- Proposition 1B (Chapter 25, Statutes 2006) provided almost \$20 billion in new one-time bond funds for infrastructure improvements in California. A number of the new programs created by Proposition 1B improve local, regional and state transportation infrastructure and is managed by Caltrans or the CTC. MTC's role in these programs is generally to facilitate programming of these funds to regional projects and ensure all project delivery milestones are met so that funds are not lost to regional projects. MTC continues to be involved in guiding consensus in the remaining Proposition 1B programs, including the State-Local Partnership Program, Trade Corridor Improvement Fund, Local Bridge Seismic Retrofit Program (LBSRP) and the Public Transportation Modernization, Improvement, and Service Enhancement Account Program.
- Senate Bill 99 (Chapter 359, Statutes of 2013) established the Active Transportation Program (ATP), combining several state- and federally-funded transportation programs (including the federal Surface Transportation Block Grant Transportation Alternatives set-aside) into a single program administered by the CTC. MTC, as the Regional Transportation Planning Agency (RTPA) and Metropolitan Planning Organization (MPO) for the nine counties of the San Francisco Bay Area, has programming responsibility for the large-MPO portion of the ATP.
- The State budget proposes substantial funding in statewide Cap and Trade funding across various transportation program categories. Additionally, the Legislature also enacted a trailer bill, Senate Bill 862, providing a long-term funding framework by allocating percentages of future funds across similar program categories, including the Low Carbon Transit Operations Program (LCTOP) which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. As the MPO, MTC is responsible for programming the population-based funds under this program. MTC also helps coordinate High Speed Rail efforts within the Bay Area.
- MTC has created a web-enabled fund tracking database known as the Fund Management System (FMS), which is used to monitor STIP and ATP projects as well as to process STIP, ATP and SB1 projects in the Transportation Improvement Program (TIP). MTC plans to further enhance FMS based on changes in law and program deadlines and business rules including reporting capabilities for the Active Transportation Program.
- Senate Bill 1 (Chapter 5, Statutes of 2017) increases various transportation-related taxes and fees to augment funding for new and existing transportation programs. Certain revenues are distributed via formula, such as Local Streets and Roads, STIP augmentation, and Local Partnership Program formula funds. Other funds are placed in competitive programs, including the Solutions for Congested Corridors (SCC) program, Trade Corridor Enhancement Program (TCEP), ATP augmentation, Transit and Intercity Rail Capital Program (TIRCP, also funded through Cap and Trade), and Local Partnership Program competitive funding. The guidelines for these programs are administered through the California Transportation Commission, California State Transportation Agency, and/or the California Department of Transportation.

C. Project Products

- Monthly project status reports for STIP delivery: <http://fms.mtc.ca.gov/fms/pages/reportManager/reportHomeFundingReports.jsp>
- 2022 RTIP Policies: <https://mtc.ca.gov/digital-library/5020756-mtc-resolution-no-4488>
- 2022 RTIP Programming: <https://mtc.legistar.com/View.ashx?M=F&ID=10346680&GUID=602D7D41-B960-4BB8-8F1E-C9E354DCCE0B>
- STIP Amendments and Extensions: <https://mtc.ca.gov/funding/state-funding/state-transportation-improvement-program-stip>
- Cycles 1-5 Regional Active Transportation Program: <https://mtc.ca.gov/funding/investment-strategies-commitments/climate-protection/active-transportation-program>
- Updated and enhanced fund management and project tracking database (FMS): <http://fms.mtc.ca.gov/fms/pages/reportManager/reportHomeFundingReports.jsp>
- Cap and Trade Framework: http://mtc.ca.gov/sites/default/files/Cap_and_Trade_Fact_Sheet_0.pdf

- Caltrain Electrification Funding Agreement
- Program of Projects for LCTOP
- SB 1 Competitive Program Prioritization Principles for Cycle 2:
<https://mtc.legistar.com/View.ashx?M=F&ID=7879880&GUID=6C832683-1BB1-4F03-8901-1FABF96C2B1A>
- SB 1 Local Partnership Program Formula Share – MTC/BATA Programming:
<https://mtc.legistar.com/View.ashx?M=F&ID=6633623&GUID=921EAF4F-76EB-4A41-94D9-F1DF8B5254ED>
- SB 1 SCCP and TCEP Programs for Cycle 2:
<https://mtc.legistar.com/View.ashx?M=F&ID=8447865&GUID=AAA25D0B-9E1C-4453-9DCE-EADD585A5A70>

D. Previous Accomplishments and Links to Relevant Products

- Development, implementation and delivery of the 2022 STIP (ongoing)
- Quarterly meetings with Caltrans District staff on project delivery of regionally significant highway projects
- Semi-annual meetings with the Northern California Megaregion Group and Bay Area Goods Movement Collaborative on SB 1 Trade Corridor Enhancement Program (TCEP) and other freight-related funding programs and planning efforts
- Programming and monitoring of Proposition 1B funds (including LBSRP and Transit, Security and Trade corridors)
- Participation in various statewide funding, programming, and delivery committees and groups
- Guidelines development, programming and implementation of Cycles 1 through 6 of the Active Transportation Program
- Adoption of Regional Goods Movement Investment Strategy (January 2017)
- Adoption of regional Cap and Trade framework to guide programming and prioritization of Cap-and-Trade funds over the Plan Bay Area 2040 timeframe and a distribution framework for the programming of LCTOP funds
- Release of enhancements to Fund Management System including new monitoring feature to track federal obligations more accurately
- Maintain and enhance Fund Management System (FMS)
- Guidelines development, programming, and implementation of various Senate Bill 1 (SB 1) programs and projects
- Quarterly meetings with Caltrans District staff on project delivery of regionally significant highway projects
- Development and submittal of regional nominations for the second cycle of the CTC SB1 competitive programs (TCEP, SCC and LPP competitive programs)

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Prepare STIP Amendments and Extensions as requested	Staff	STIP Amendments STIP Extensions	STBG/ General Fund	07/01/22	06/30/23

2	Prepare status reports on STIP project delivery	Staff	Status Reports on STIP Delivery	STBG / General Fund	07/01/22	06/30/23
3	Prepare status reports on Proposition 1B project delivery	Staff	Status Reports on Prop. 1B Delivery	STBG / General Fund	07/01/22	06/30/23
4	Develop enhancements to web-enabled funding database	Staff	Updated database	STBG / General Fund	07/01/22	06/30/23
5	Participate in various statewide funding, programming, and delivery committees and groups	Staff	Documents produced by committees	STBG / General Fund	07/01/22	06/30/23
6	Implement the 2022 RTIP in coordination with Bay Area CTAs, transit operators, and Caltrans	Staff	Provide assistance as needed to STIP project sponsors and Bay Area CTAs	STBG / General Fund	07/01/22	06/30/23
7	Implement Cycles 1-5 ATP	Staff	Cycles 1-5 ATP	STBG / General Fund	07/01/22	06/30/23
8	Attend CTC meetings (typically 7 per year)	Staff	Email of meeting highlights for stakeholders and Letter for CTC Commissioners	STBG / General Fund	07/01/22	06/30/23
9	Develop maintain, and implement enhancements and upgrades to Fund Management System (FMS)	Agreeya Solutions	FMS 5.0	STBG / General Fund	07/01/22	06/30/23
10	Develop LCTOP Population-Based program, coordinate with CalSTA, SGC, CARB, on other processes (TIRCP, AHSC, HSR, ZEV)	Staff	Annual Transit Operating and Capital Program	STBG / General Fund	07/01/22	06/30/23
11	Cap & Trade Development	Staff	Ongoing project monitoring	STBG / General Fund	07/01/22	06/30/23

12	Develop and implement programs authorized in Senate Bill 1 (SB 1)	Staff	Programming and implementation of SCC, TCEP, LPP, TIRCP, etc.	STBG / General Fund	07/01/22	06/30/23
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F. Anticipated Future Activities (FY 2023-24)

Same as above.

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Complete Streets
- Public Involvement
- Planning and Environment Linkages (PEL)

Work Element 1612: Bay Area Regional Collaborative (BARC) Regional Climate Mitigation and Adaptation Planning

Project Manager: Allison Brooks

A. Budget

Expenses		
Salaries		\$ 366,296
Benefits		183,148
Indirect		274,722
Other Operating		-
Consultants		400,000
Total Expenses		\$ 1,224,167

Revenues		
Association of Bay Area Governments (ABAG)		\$ 188,872
Bay Area Air Quality Management District (BAAQMD)		440,207
San Francisco Bay Conservation		188,872
General Fund		406,217
Total Revenues		\$ 1,224,167

B. Project Description

The Bay Area Regional Collaborative (BARC) is a consortium of regional and state agencies (BARC member agencies) that come together to address crosscutting issues of regional significance, with the ultimate goal of improving the quality of life for all Bay Area residents. The member agencies written into state legislation include the Metropolitan Transportation Commission (MTC), the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD) and the Bay Conservation and Development Commission (BCDC). The member agencies appoint four commissioners or board members from their respective agencies to serve on the BARC Governing Board. Non-voting members also include the executive leadership of Caltrans District 4, the San Francisco Bay Water Quality Control Board and the California State Coastal Conservancy.

For fiscal year 2022-23, BARC will be focused in implementing a set of initiatives identified in the BARC Shared Work Plan completed at the end of FY21/22. The Shared Work Plan was developed pursuant to a Joint Resolution passed at the September 2021 BARC Governing Board meeting that outlined a set of commitments by the BARC member agencies to measurably address climate change in the Bay Area. The Shared Work Plan will consist of a discrete set of bold and collaborative climate mitigation and adaptation initiatives, with appropriate commitments of staff time and resources from the appropriate BARC member agencies, aimed at accelerating progress on specific

climate mitigation and climate adaptation outcomes within a 1–5-year timeframe. The Shared Work Plan development process is guided by the BARC Executive Director in partnership with the Executive Leadership of the member agencies, the BARC Governing Board and key staff from across the agencies who form two working groups – one on climate adaptation and one on greenhouse gas reduction – focused on identifying the Initiatives to be undertaken and the metrics to determine progress. BARC engaged the consultant firm Arup North America to assist in the development of the Shared Work Plan.

Tied to the Shared Work Plan, BARC will continue to engage in its ongoing work to coordinate and communicate the climate change-related policy and planning activities of its member agencies, as well as key regional, local and non-governmental stakeholders as appropriate. To do this, BARC staff help to identify strategies that achieve targets and goals laid out in member agency planning documents (e.g., Plan Bay Area, Clean Air Plan), and where collaboration between agencies is essential to successful implementation and the delivery of successful outcomes. For the recently completed Plan Bay Area 2050 and Bay Adapt Joint Platform, BARC is helping to promote effective and equitable implementation of key strategies by coordinating cross-agency planning activities, in addition to potentially targeting specific strategies contained in those plans through the Shared Work Plan. BARC conducts its work through the lens of equity, seeking opportunities to measurably improve quality of life outcomes for frontline communities and BIPOC communities, and to support the participation of community-based organizations and local residents in planning and decision-making processes in a meaningful way.

C. Project Products

- BARC Shared Work Plan adopted by BARC Member Agencies, followed by a 1–5-year implementation period of agencies working collaboratively on chosen initiatives
- Support in the implementation of key climate adaptation and resilience processes and projects across the Bay Area
- Ongoing coordination between BARC Member Agencies and key stakeholders to improve outcomes related to climate change mitigation and adaptation planning and policy
- Robust communication of local and regional progress related to climate mitigation and adaptation, through the online magazine KneeDeepTimes, supported by BARC, and via the BARC website, publications and other avenues to share information beyond the usual suspects

D. Previous Accomplishments and Links to Relevant Products

- Developed the BARC Joint Resolution on Climate Change, which was passed unanimously at the September 2021 BARC Governing Board Meeting. <https://barc.ca.gov/whats-happening/news/barc-adopts-joint-resolution-address-climate-change>
- Established regional Climate Adaptation Legislative Working Group, which convenes approximately quarterly, to coordinate regional climate adaptation and resilience stakeholders on legislative activities and positions related to climate adaptation and resilience in the San Francisco Bay Area.
- Assisted in ensuring a robust resilience focus in Plan Bay Area 2050, including climate adaptation and resiliency for multiple hazards through close coordination between BARC member agencies. <https://www.planbayarea.org/2050-plan/final-plan-bay-area-2050/chapter-5-environment>
- Ensuring close regional coordination between development of Plan Bay Area 2050 and the Bay Adapt Joint Platform.
- Submitted proposal for 2022-23 SB1 Caltrans Sustainable Transportation Planning Grant for a grant to continue

advanced adaptation planning for the Dumbarton Bridge West Approach and surrounding communities of East Palo Alto and Menlo Park. Grant proposal was submitted in partnership with the San Francisquito Creek Joint Powers Authority, with the support of local jurisdictions and community-based organizations.

- Redesigned and updated the BARC home page to better reflect BARC's current projects and key climate change developments occurring regionally. <https://barc.ca.gov/>
- Supported the development of an online magazine focused on sharing information and telling stories on climate adaptation activities taking place in frontline communities, the Bay Area region and beyond. <https://www.kneedeepetimes.org/>

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	BARC Shared Work Plan Implementation	Staff	Draft BARC Shared Work Plan	ABAG/ BAAQMD/ BCDC/ General Fund	07/01/22	06/30/23
2	Continued Support of Adaptation Planning Projects in Specific Jurisdictions	Staff	Support for implementation of Resilient by Design project locations as well as other key localities (e.g., Northern Contra Costa County).	General Fund	07/01/22	06/30/23
3	Bay Adapt and Plan Bay Area 2050: Supporting Implementation	Staff	Enhanced coordination and support for implementation of key climate change strategies in Plan Bay Area 2050 and Bay Adapt.	General Fund	07/01/22	06/30/23

4	Coordinating Building Decarbonization Activities Across Agencies	Staff	Coordination of BAAQMD and MTC planning activities related to building decarbonization, including appliance GHG reductions, housing production and preservation, and technical assistance for local governments.	General Fund	07/01/22	06/30/23
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F. Anticipated Future Activities (FY 2023-24)

Supporting the implementation of Shared Work Plan initiatives. These initiatives will include climate adaptation and GHG reduction efforts involving key staff across BARC Member Agencies and will focus on an approximately 1-5-year timeframe.

Continue to facilitate the Regional Climate Adaptation Legislative Working Group to coordinate BARC Member Agencies and key stakeholders on a unified vision and strategy for engaging with state and federal legislative leaders to advance regional climate adaptation and resilience in an equitable fashion.

Continuing to support the implementation of strategies identified in Plan Bay Area 2050 and the Bay Adapt Joint Platform, particularly where activities would benefit from heightened coordination across BARC Member Agencies.

Continuing to support progress on key climate adaptation planning and implementation processes in specific sites across the region, including projects that originated through the Resilient by Design: Bay Area Challenge, and other opportunities as they emerge.

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1615: Connecting Housing and Transportation

Project Manager: Daniel Saver

A. Budget

Amendment No. 1

Expenses	
Salaries	\$ 1,802,851
Benefits	901,425
Indirect	1,352,138
Other Operating	-
Consultants	58,933
Total Expenses	\$ 4,115,347

Revenues	
Environmental Protection Agency (EPA)	\$ 58,933
California Housing Community Development (HCD) Regional Early Action Plan (REAP)	3,200,984
California Housing Community Development (HCD) Regional Early Action Plan (REAP) 2.0	159,371
General Fund	696,059
Total Revenues	\$ 4,115,347

B. Project Description

This Work Element supports implementation of the Regional Transportation Plan and the Sustainable Communities Strategy (RTP/SCS) with a focus on the connection between transportation investment decisions and housing outcomes. A primary objective is the implementation of the “3 Ps” framework (protection, preservation and production) through a combination of regional policy leadership and technical assistance for local jurisdictions.

The activities within this Work Element include providing analytic and policy support for MTC funding programs that operate at the intersection of transportation and housing, communicating with county planning and transportation authorities about MTC plans, programs, policies and grant opportunities, as well as providing technical assistance to local jurisdictions to implement strategies from Plan Bay Area 2050 that link housing, transportation and climate outcomes.

Staffing support for all efforts within Work Element 1615 will be funded by non-federal funds.

C. Project Products

Products include data tables and analysis, staff memos and presentations, as well as a variety of technical assistance products that range from data tools to policy guidance.

D. Previous Accomplishments and Links to Relevant Products

Housing Incentive Pool (HIP) Program 2018 and 2019 Progress Report - <https://mtc.ca.gov/sites/default/files/documents/2021-05/3b%20-%202021-0182%20-%20HIP%202018-2019%20Progress%20Report.pdf>

Regional Housing Policy and Data Explorer - <https://abag.ca.gov/tools-resources/data-tools/housing-policy-data-explorer>

Regional Housing Permit Data report and visualization - <http://housing.abag.ca.gov/map>

Regional Housing Technical Assistance Program - <https://abag.ca.gov/our-work/housing/regional-housing-technical-assistance>

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Program support for MTC transportation/ housing coordination	Staff	- Data table and analysis of Housing Permit Data - Staff memos	California Housing Community Development (HCD)/ General Fund	07/01/22	06/30/23
2	Local County Planning Director and County Transportation Authority meetings	Staff	- Attend and participate in monthly county planning director meetings and County Transportation Agency meetings - Monthly "Bulletin" summarizing key MTC/ABAG initiatives for local stakeholders	California Housing Community Development (HCD)/ General Fund	07/01/22	06/30/23

3	Regional technical assistance strategy and programs to support local jurisdiction implementation of Plan Bay Area 2050 growth pattern and housing strategies	Staff	- Staff memos and presentations - Technical assistance products for local jurisdictions (staff led with support from consultants)	REAP 2/ General Fund	07/01/22	06/30/23
4	REAP 2 program development and administration	Staff	-REAP 2 program and project delivery -Staff memos and presentations	REAP 2/ General Fund	1/1/23	6/30/22

F. Anticipated Future Activities (FY 2023-24)

Continue to support coordination of transportation and housing efforts within MTC and continue to provide technical assistance to local jurisdictions to implement Plan Bay Area 2050 growth pattern and housing strategies.

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Equity and Justice⁴⁰ in Transportation Planning

WORK ELEMENTS FUNDED BY STATE AND LOCAL SOURCES

FY 2022–2023

Work Element 1114: Support Policy Advisory Council

Project Manager: Kỳ-Nam Miller

A. Budget (FY 2021-22)

Expenses	
Salaries	\$ 60,611
Benefits	30,306
Indirect	45,459
Other Operating	-
Consultants	-
Total Expenses	\$ 136,376

Revenues	
General Fund	136,376
Total Revenues	\$ 136,376

B. Project Description

- MTC seeks to involve citizens of diverse backgrounds and interests in developing transportation plans and programs, in a manner consistent with applicable state and federal requirements and Commission policy.
- To ensure that a wide spectrum of views is considered in developing commission policy, MTC provides staff support to the Policy Advisory Council. The Council advises the Commission on transportation policies in the San Francisco Bay Area, incorporating a broad cross-section of perspectives related to the environment, the economy and social equity.
- The Policy Advisory Council was created by MTC on November 18, 2009, in an effort to synthesize the work formerly done by the Elderly Disabled Advisory Committee, the Minority Citizens Advisory Committee and the MTC Advisory Council. Following a two-year pilot period, advisors now serve a four-year term.

C. Project Products

- Policy Advisory Council meetings
- Equity and Access Subcommittee meetings
- Fare Coordination and Integration Subcommittee meetings
- Regional Equity Working Group meetings, as needed
- Council Reports/Motions to the Commission
- Annual Meeting with the Commission and the Council

D. Previous Accomplishments and Links to Relevant Products

- The [Policy Advisory Council](#) advised the Commission on multiple subjects including Plan Bay Area 2050, the work of the Blue Ribbon Transit Recovery Task Force and the Fare Integration Task Force, Clipper START, the Cycle 5 Lifeline Transportation Program, the Express Lanes Means-based Toll Discount pilot, Youth Programs, the Equity Platform, and the Regional Vision Zero Safety Program.
- The Policy Advisory Council worked with staff to provide updates to the Council on MTC's ongoing DBE and Title VI activities; worked with staff to restructure MTC's high school internship program; and provided ongoing input to MTC staff.

E. Work Plan (FY2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Staff monthly meetings of the Policy Advisory Council	Staff	Meeting agendas and packets, staff reports, presentation materials	General Fund	07/01/22	06/30/23
2	Staff the Equity and Access Subcommittee as needed	Staff	Meeting agendas and packets, staff reports, presentation materials	General Fund	07/01/22	06/30/23
3	Staff the Fare Coordination & Integration Subcommittee as needed	Staff	Meeting agendas and packets, staff reports, presentation materials	General Fund	07/01/22	06/30/23
4	Attend the Regional Equity Working Group, as needed	Staff	Staff reports, as needed	General Fund	07/01/22	06/30/23
5	Plan and implement the annual meeting with Commission and the Council	Staff	Meeting agenda Presentation materials	General Fund	07/01/22	06/30/23
6	Assist with Council reports/ motions to the Commission	Staff	Prepare memos, as needed	General Fund	07/01/22	06/30/23
7	Staff monthly Council prep meetings with Council Leaders and MTC Executives	Staff	Updates to workplan & Council agendas, pre-and-post meeting communication	General Fund	07/01/22	06/30/23

			ns, follow-up actions			
8	Orientation for Council advisors appointed in 2022 and replacements, as needed	Staff	Presentations, as needed	General Fund	07/01/22	06/30/23
9	Expand and deepen Community Based Organization (CBO) network	Staff	Develop an ad-hoc committee to support CBO partnerships in program-specific geographies and across the region.	General Fund	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

- Staff the Policy Advisory Council (and its subcommittees, as needed)
- Complete orientation for new Council advisors appointed as replacements during the 2022-2026 term
- Plan and implement the annual meeting with the Commission and the Council
- Assist with Council reports/motions to the Commission
- CBO Network expansion and development

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Data in Transportation Planning

Work Element 1124: Regional Goods Movement

Project Manager: Kara Vuicich

A. Budget

Expenses	
Salaries	\$ 14,260
Benefits	7,130
Indirect	10,695
Other Operating	-
Consultants	-
Total Expenses	\$ 32,085

Revenues	
General Fund	\$ 32,085
Total Revenues	\$ 32,085

B. Project Description

Implement the Regional Goods Movement Investment Strategy: In 2018, the MTC Commission adopted the Regional Goods Movement Investment Strategy, a ten-year prioritized set of projects and programs. MTC will work to monitor the delivery of projects and programs included in the investment strategy. A specific focus will be the allocation of Regional Measure 3 funds upon their availability. MTC will endorse projects from this strategy for state and federal discretionary funding sources. MTC will work with Bay Area County Transportation Agencies (CTAs), the Bay Area Air Quality Management District, and Ports on delivering community protection projects.

Continue to monitor/support statewide goods movement planning efforts and funding initiatives: MTC will continue to participate in the California Freight Advisory Committee (CFAC), which continues to meet quarterly to guide development of the California Freight Mobility Plan (CFMP) and other state initiatives. MTC will continue to participate in statewide planning efforts related to federal freight formula funding, including the prioritization of Critical Urban and Rural Corridors and the Freight Investment Plan. MTC will continue to coordinate with local partners on prioritization of project proposals for new SB1 funding programs, especially the Trade Corridor Enhancement Program. MTC will continue to participate in Caltrans Comprehensive Multimodal Corridor Planning.

Continue mega-regional coordination, in alignment with the Goods Movement Efficiency and Competitiveness in Northern California Megaregion Study: MTC led the Study in coordination with San Joaquín Council of Governments, Sacramento Area Council of Governments, Association of Monterey Bay Governments (AMBAG),

and Caltrans. The study was completed in June 2019, and MTC staff and partners continue to communicate and implement the study's findings, including identification and prioritization of project proposals for state funding programs.

Regional Airport and Seaport Planning: Convene Regional Airport Planning Committee (RAPC) or Seaport Planning activities, as needed. Participate in the Seaport Planning Advisory Committee to update the San Francisco Bay Area Seaport Plan (<https://bcdca.gov/BPA/BPASeaportPlan.html>). Consider potential impacts related to passenger and freight volumes at the region's three major airports.

C. Project Products

Improving Goods Movement Efficiency and Competitiveness in Northern California Megaregion Study (June 2019)

Goods Movement Investment Strategy (January 2018)

Regional Goods Movement Plan adoption (February 2016)

Freight Emission Reduction Plan (Fall 2017)

Regional Airport System Planning Analysis Update 2011 (September 2011)

San Francisco Bay Area Seaport Plan (Amended through December 2011)

D. Previous Accomplishments and Links to Relevant Products

Improving Goods Movement Efficiency and Competitiveness in Northern California Megaregion Study (June 2019) - <https://mtc.ca.gov/planning/transportation/regional-transportation-studies/northern-california-mega-region-goods>

Goods Movement Investment Strategy (January 2018) - <https://mtc.ca.gov/news/mtc-adopts-10-year-investment-strategy-goods-movement>

Regional Goods Movement Plan adoption (February 2016) - <https://mtc.ca.gov/planning/transportation/san-francisco-bay-area-goods-movement-plan>

Freight Emission Reduction Plan (Fall 2017) - http://2040.planbayarea.org/files/2020-02/Freight_Emis_Redctn_Action_Plan_PBA2040_Supplemental%20Report_7-2017.pdf

Regional Airport System Planning Analysis Update 2011 (September 2011)

San Francisco Bay Area Seaport Plan (Amended through December 2011) - <https://bcdca.gov/seaport/seaport.pdf>

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
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1	Continue to monitor and support statewide goods movement planning efforts and funding initiatives	Staff	<p>Participate in the California Freight Advisory Committee.</p> <p>Participate in statewide planning efforts related to federal freight formula funding, including the prioritization of Critical Urban and Rural Corridors and the Freight Investment Plan.</p> <p>Coordinate with local partners on prioritization of project proposals for new SB1 funding programs, especially the Trade Corridor Enhancement Program.</p> <p>Participate in Caltrans Comprehensive Multimodal Corridor Planning.</p>	General Fund	07/01/22	06/30/23
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2	Support regional goods movement planning and implementation efforts, including Plan Bay Area 2050 implementation actions	Staff	<p>Participate in quarterly meetings of the regional Goods Movement Executive Team.</p> <p>Support and assist partner agencies in applications for state and federal funding for goods movement plans and projects.</p> <p>Coordinate with other regional agencies (BCDC and BAAQMD) on goods movement planning and activities.</p> <p>Participate in state and local goods movement planning activities within the region.</p>	General Fund	07/01/22	06/30/23
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F. Anticipated Future Activities (FY 2023-24)

Potentially update the Regional Goods Movement Investment Strategy in concert with Bay Area CTAs, Ports (both Maritime and Aviation), Bay Area Air Quality Management District (BAAQMD), and Caltrans.

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning

Work Element 1131: Develop an Effective Legislative Program

Project Manager: Georgia Gann Dohrmann

A. Budget

Amendment No. 1

Expenses	
Salaries	\$ 385,865
Benefits	192,048
Indirect	288,072
Other Operating	-
Consultants	-
Total Expenses	\$ 865,985

Revenues	
General Fund	865,985
Total Revenues	\$ 865,985

B. Project Description

- MTC researches, analyzes and monitors state and federal legislation for its impact on Bay Area transportation and MTC's overall long-range planning objectives. MTC staff works with other local, regional and statewide organizations to advance our priorities. MTC staff develops legislative positions and proposals, obtains Commission approval, and advocates our positions and proposals to the appropriate legislative bodies. Advocacy includes visits between staff and Commissioners and state and federal elected officials and members of the state and federal executive branch.
- MTC develops an advocacy program that makes progress on our core regional goals, including Plan Bay Area 2050, and that advances the goals of our core customer facing programs including Clipper, FasTrak and the BATA bridges; engages in relevant legislation related to our advocacy program; and builds relationships and partnership with regional and statewide partners.
- No state or federal funding is used to support advocacy programs.

C. Project Products

Legislative Program

- Monitor changes to federal and state legislation and regulations and disseminate information to the Commission and the public
- Review and analyze new legislation and budget proposals
- Prepare and distribute legislative history

- Provide updates on transportation matters to MTC staff, commissioners and MTC Policy Advisory Council
- Develop legislative programs and proposals
- Develop and advocate positions on:
 - Funding for Bay Area transportation projects and programs
 - State and federal fund programming reform
 - Climate change related legislation
 - Affordable housing related legislation
 - Structural reforms to ensure adequate and predictable funding for transportation infrastructure
- Prepare legislative action alerts and testimony
- Maintain the legislative portion of MTC's Web site
- Represent MTC before Congress, U.S. DOT, the State Legislature, and related agencies
- Coordinate agency efforts in legislative strategies related to current and future federal surface transportation programs and legislation, and state funding and project delivery reforms.
- Actively participate in state and national forums involving the formation of legislative and regulatory proposals

D. Previous Accomplishments and Links to Relevant Products

- Secured \$1.2 billion in transit operating funding from federal COVID relief bill, 2021 America Rescue Plan Act (ARP).
- Advocated for passage of the Infrastructure Investment and Jobs Act, which includes reauthorization of the federal surface transportation program and major increases in transit and highway formula as well as discretionary funding.
- Secured \$20 million to support the launch of pilot projects for the Bay Area Housing Finance Authority from the state budget.
- Secured about \$100 million for the region in one-time funding from a new state grant program, known as REAP 2.0, to support reduced vehicle-miles traveled projects and plans.
- Supported AB 43 (Friedman) which was signed into law and aims to improve roadway safety by repealing the 85th percentile requirement for setting speed limits.
- Secured funding to support transit operators transition to zero-emission fleet in state budget.
- Supported AB 361 (Rivas), to extend the ability of public agencies to hold meetings remotely through 2023 for the benefit of board members and the public during the ongoing COVID 19 pandemic or other emergencies warranting social distancing.
- Committee memos for the Legislation Committee can be found on the MTC Web site by searching for the Legislation Committee here: <https://mtc.ca.gov/meetings-events/joint-mtc-abag-legislation-committee-2022-02-11t174000>.
- The Legislative history can be found here: <https://mtc.legistar.com/gateway.aspx?M=F&ID=1e412e92-850e-48e5-bec2-02aff288cc65.pdf>.
- The 2022 Advocacy Program can be found here: https://mtc.ca.gov/sites/default/files/documents/2022-01/2022_Advocacy_Program_0.pdf.

E. Work Plan (FY 22-23)

Task No.	Task Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Staff monthly meetings of the Legislation Committee	Staff	Meeting agendas and packets	General Fund	07/01/22	06/30/23

			Staff reports Presentation materials			
2	Analyze legislation	Staff	Memos for internal and external purposes Staff reports Presentation materials	General Fund	07/01/22	06/30/23
3	Legislative history	Staff	Prepare monthly reports and determine which bills to track	General Fund	07/01/22	06/30/23
4	Provide updates to MTC Policy Advisory Council & outside organizations	Staff	Provide regular updates on legislation MTC is tracking and/or supporting or opposing	General Fund	07/01/22	06/30/23
5	Organize meetings with key stakeholders on bills of interest	Staff	Organize meeting materials, agendas. Share reports of meeting outcomes	General Fund	07/01/22	06/30/23
6	Begin planning for 2023 legislative priorities	Staff	Prepare work plan following Appendix A of PPP	General Fund	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

- Legislation related to a regional funding measure for transportation, including potentially transportation and other priorities, such as climate resilience and affordable housing.
- Other legislation aligned with the goals of Plan Bay Area 2050

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation
- Enhance travel and tourism

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1132: Advocate Legislative Programs

Project Manager: Georgia Gann Dohrmann

A. Budget

Expenses	
Salaries	\$ 52,719
Benefits	26,360
Indirect	39,540
Other Operating	-
Consultants	667,000
Total Expenses	\$ 785,619

Revenues	
Service Authority for Freeways and Expressways (SAFE)	\$ 50,000
Bay Area Toll Authority (BATA) Reimbursement	50,000
General Fund	685,619
Total Revenues	\$ 785,619

B. Project Description

- Implement the goals of our 2022 Advocacy Program
- MTC staff develops legislative positions and proposals, obtains Commission approval, and advocates our positions and proposals to the appropriate legislative bodies in Sacramento and Washington, D.C. Advocacy includes visits between MTC staff and Commissioners and state and federal elected officials and their staff, as well as legislative committee staff and officials within the state and federal executive branch.
- No state or federal funding is used to support advocacy programs.

C. Project Products

- Prepare memos and other written materials, including letters, fact sheets, presentations and testimony to influence state and federal legislation.
- Reports to the Legislature and Bay Area Congressional Delegation

D. Previous Accomplishments and Links to Relevant Products

- Secured \$1.2 billion in transit operating funding from federal COVID relief bill, 2021 America Rescue Plan Act (ARP).
- Advocated for passage of the Infrastructure Investment and Jobs Act, which includes reauthorization of the

federal surface transportation program and major increases in transit and highway formula as well as discretionary funding.

- Secured \$20 million to support the launch of pilot projects for the Bay Area Housing Finance Authority from the state budget.
- Secured about \$100 million for the region in one-time funding from a new state grant program, known as REAP 2.0, to support reduced vehicle-miles traveled projects and plans.
- Supported AB 43 (Friedman) which was signed into law and aims to improve roadway safety by repealing the 85th percentile requirement for setting speed limits.
- Secured funding to support transit operators transition to zero-emission fleet in state budget.
- Supported AB 361 (Rivas), to extend the ability of public agencies to hold meetings remotely through 2023 for the benefit of board members and the public during the ongoing COVID 19 pandemic or other emergencies warranting social distancing.

E. Work Plan (FY 22-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Coordinate with lobbyists on meetings with key legislators and elected officials	Staff	Meeting scheduling	General Fund/ BATA /SAFE	07/01/22	06/30/23
2	Meet with legislators and their staff	Staff	Briefing materials	General Fund /BATA/ SAFE	07/01/22	06/30/23
3	Testify in committee hearings	Staff	Prepared oral testimony	General Fund/ BATA/ SAFE	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

- Outreach to state and federal delegations related to 2023 Advocacy Program priorities
- Meetings with legislators, their staff and state and federal Administration officials
- Prepare briefing materials for meetings with legislators, their staff and state and federal Administration officials

G. Federal Planning Factors

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation
- Enhance travel and tourism

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1156: Library Services

Project Manager: Julie Teglovic

A. Budget

Expenses	
Salaries	\$ 146,836
Benefits	73,418
Indirect	110,127
Other Operating	-
Consultants	-
Total Expenses	\$ 330,382

Revenues	
General Fund	\$ 330,382
Total Revenues	\$ 330,382

B. Project Description

The MTC/ABAG Library, managed by the Metropolitan Transportation Commission (MTC) and also sponsored in part by the Association of Bay Area Governments (ABAG), has an extensive collection of reports, books and magazines, covering transportation planning, demographics, economic analysis, public policy issues and regional planning in the San Francisco Bay Area, and is designed to meet the information needs of government agencies, researchers, students, the media and anyone else who is interested in transportation, regional planning and related fields.

The library houses 17,000 books, periodicals and reports, including local, California and federal government documents, all MTC and ABAG publications, city and county general plans and environmental reports, traffic counts and forecasts, 1,000 serial titles (magazines, newspapers, annual reports, etc.), demographic data including U.S. Census reports for 1960-1990, earthquake maps, transportation and urban planning, construction reports for bridges, tunnels and roads, housing, public policy, economics and regional planning.

The library is open to the public by appointment and participates in interlibrary loans.

The library provides extensive reference assistance by telephone, email and in-person.

C. Project Products

Transportation headlines	Daily
New acquisitions bibliography	3-4 times a year

D. Previous Accomplishments and Links to Relevant Products

- Transportation headlines, <https://mtc.ca.gov/news/news-headlines>
- Library services, <https://mtc.ca.gov/tools-resources/mtcabag-library>
- Managed MTC-ABAG Library, maintain a collection of print and electronic format documents and sources of information that support the work of MTC and ABAG
- Provided reference services to MTC Commission and staff and to ABAG staff, as well as to outside agencies and the public
- Screened major media, prepare and disseminate daily electronic “Transportation Headlines” compilation via email and Web
- Maintained the MTC Records Management Program for archiving internal records
- Provided electronic access to Library catalog through the Internet
- Published a listing of library acquisitions several times a year
- Maintained the library and publications sections of MTC’s Web page
- Served as an affiliate of the State Data Center
- Maintained the Bay Area Census Website
- Managed the Electronic Information Delivery Service (GovDelivery)

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Manage MTC-ABAG Library, maintain a collection of print and electronic format documents and sources of information that support the work of MTC and ABAG	Staff	Library and library services	General Fund	07/01/22	06/30/23
2	Provide reference services to MTC Commission and staff and to ABAG staff, as well as to outside agencies and the public	Staff	Reference services	General Fund	07/01/22	06/30/23
3	Screen major media, prepare and disseminate daily electronic “Transportation Headlines” compilation via email and Web	Staff	Transportation Headlines	General Fund	07/01/22	06/30/23
4	Maintain the MTC Records Management Program for archiving internal records	Staff	Records Management Program	General Fund	07/01/22	06/30/23
5	Provide electronic access to Library catalog through the Internet	Staff	Library catalog	General Fund	07/01/22	06/30/23

6	Publish a listing of library acquisitions several times a year	Staff	Library acquisition listing	General Fund	07/01/22	06/30/23
7	Maintain the library and publications sections of MTC's Web page	Staff	Publications listing	General Fund	07/01/22	06/30/23
8	Serve as an affiliate of the State Data Center	Staff	State Data Center affiliate	General Fund	07/01/22	06/30/23
9	Maintain the Bay Area Census Website	Staff	Bay Area Census Website	General Fund	07/01/22	06/30/23
10	Manage the Electronic Information Delivery Service (GovDelivery)	Staff	Electronic Info Delivery Service	General Fund	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

Same as above, ongoing activities.

G. Federal Planning Factors Addressed

- Promote efficient system management and operation

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Public Involvement
- Data in Transportation Planning

Work Element 1311: Means-Based Fare Program

Project Manager: Drennen Shelton

A. Budget

Amendment No. 1

Expenses	
Salaries	\$ -
Benefits	-
Indirect	-
Other Operating	-
Consultants	3,594,404
Total Expenses	\$ 3,594,404

Revenues	
Low Carbon Transit Operations Program (LCTOP)	\$ 594,404
State Transit Assistance (STA)	3,000,000
Total Revenues	\$ 3,594,404

B. Project Description

MTC conducted a regional means-based transit fare pricing study to develop scenarios for funding and implementing a regional means-based transit fare program or programs in the nine-county Bay Area. As a result of the study and in consultation with transit operators, the MTC Commission approved the Regional Means-Based Transit Fare Pilot in May 2018, a transit discount program for qualified low-income participants on select transit operators in the Bay Area. The pilot program, Clipper START, launched in July 2020 and will conclude on June 30, 2023. The initial launch included four transit agencies, but in the wake of the COVID emergency was expanded to 17 additional agencies. Customers are eligible for the program if they are ages 19-64, a resident of the Bay Area, and earn less than 200% of the federal poverty level. MTC will reimburse transit agencies for half of a 20% discount per trip, applied to the Clipper base adult fare. Transit agencies offering a discount greater than 20% will cover all of the revenue losses above the 20%.

A comprehensive evaluation is being conducted on the pilot and will inform the continuation of and improvements to the program.

C. Project Products

- Regional Means-Based Transit Fare Pricing Study Report
- MTC Resolution 4320 and MTC Resolution 4439

- Year 1 Evaluation

D. Previous Accomplishments and Links to Relevant Products

- Regional Means-Based Transit Fare Pricing Study (2018)
- Pilot Program Approved by MTC Commission (2018)
- Rollout of initial four operators (July 2020)
- Secured \$5M in CARES Act funding for additional transit agencies (July 2020)
- Rollout of additional 17 transit agencies (November 2020 – January 2021)

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Program management and monitoring	Staff	Quarterly data reports	LCTOP / STA	07/01/22	06/30/23
2	Pilot evaluation	Consultant	Quarterly tech memos and final reports	LCTOP / STA	07/01/22	06/30/23
3	Review and update program policies	Staff	Program Policies and Procedures and recommendations to the Commission	LCTOP / STA	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

- Year 2 Evaluation
- Final recommendations pending pilot conclusion
- Future program implementation, if applicable

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the accessibility and mobility of people and freight
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Equity and Justice⁴⁰ in Transportation Planning

Work Element 1312: Support Title VI and Environmental Justice

Project Manager: Michael Brinton

A. Budget

Expenses	
Salaries	\$ 45,809
Benefits	22,905
Indirect	34,357
Other Operating	-
Consultants	75,000
Total Expenses	\$ 178,071

Revenues	
General Fund	\$ 178,071
Total Revenues	\$ 178,071

B. Project Description

MTC is committed to ensuring that no person is excluded from participation in, denied the benefits of, or discriminated against under its projects, programs or activities on the basis of race, color or national origin, as provided in Title VI of the Civil Rights Act and 49 Code of Federal Regulations Part 21. Furthermore, MTC is committed to assisting DOT in fulfilling its efforts to achieve Environmental Justice as outlined in Executive Order 12898, DOT Order 5610.2(a) and related FTA/FHWA guidance.

The objective of this work element is to support MTC's Title VI and Environmental Justice activities.

C. Project Products

- Development and Implementation of Public Outreach Activities
- Title VI Program and Report

D. Previous Accomplishments and Links to Relevant Products

Beneficiary Notifications:

- MTC informs members of the public of their rights under Title VI in several ways, including notification at the MTC offices, on MTC's website and in MTC's Library. MTC incorporates notice of the availability of language assistance into its existing outreach materials. For special projects, such as the region's long-range transportation plan, MTC works with stakeholders to inform Limited English Proficient (LEP) individuals of available services, including the availability of language assistance services.

- In October 2020, the Commission approved MTC’s 2020 Compliance Report, and it was submitted to the FTA in November as required under FTA Title VI Circular 4702.1B. The Final Program along with all the appendices is posted on MTC’s web site at:
https://mtc.ca.gov/sites/default/files/Title_VI_Triennial_Report_2020.pdf
- MTC updated its analysis and outreach necessary to review and update the 2013 Language Assistance Plan (LAP), finalized the Revised LAP 2019 in June 2019. The 2019 Plan for Special Language Services to Limited English Proficient (LEP) Populations can be accessed by a link available at:
https://mtc.ca.gov/sites/default/files/MTC_2019_Plan_for_Providing_Special_Language_Services_to_LEP_Population_-_Final.pdf

Public Participation Plan (PPP):

- MTC’s current PPP was adopted in June 2018. This document informs interested residents on how to engage in the range of MTC’s planning work and funding allocations and includes a framework for public outreach and involvement for the update to Plan Bay Area — the region’s long-range transportation and land use blueprint. Specific information about the Plan Bay Area update is included as Appendix A to the 2018 Public Participation Plan. The Final 2018 PPP can be viewed at: <http://www.mtc.ca.gov/about-mtc/public-participation/public-participation-plan>

Plan Bay Area 2050 Equity Analysis:

- In collaboration with Bay Area residents, especially historically underserved populations, the Regional Equity Working Group, MTC’s Policy Advisory Council and various partner agencies and working groups, MTC and ABAG developed Plan Bay Area 2050 as a long-range plan that is poised to accommodate future housing and employment growth over the next three decades and ensure that the Bay Area is affordable, connected, diverse, healthy and vibrant for all. The plan is designed to meet and exceed federal and state requirements, and ultimately serve as the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for the San Francisco Bay Area.
- The Equity Analysis Report for Plan Bay Area 2050 reflects on the equity lens approach used in the planning process. The report summarizes all the equity-focused components that are weaved into the plan strategies, identifies the share of planned investments that directly benefit households with low incomes and analyzes forecasted outcomes of the plan and its impact on existing disparities in the region. The analysis also demonstrates MTC’s compliance with federal requirements related to Title VI and environmental justice (EJ) in the regional transportation plan development process, by examining the benefits and burdens of proposed transportation investments on people of color and determining if the plan has any adverse impacts on historically underserved populations.
https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Equity_Analysis_Report_October_2021.pdf

Other Activities:

- Implement regional programs that invest strategically to enhance mobility for communities of concern and transportation-disadvantaged populations.
- Pursue state and federal advocacy initiatives related to supporting and improving the region’s affordable housing and transportation options.
- Integrated regional indicators related to affordability, employment and environmental justice as part of the region’s broader performance monitoring program “Vital Signs,” discussed further in WE 1212.
<https://www.vitalsigns.mtc.ca.gov/>
- Developed guidelines for Cycle 6 of MTC’s Lifeline Transportation Program based on issues, needs, and priorities; discussed further in WE 1311. <https://mtc.ca.gov/planning/transportation/access-equity-mobility/lifeline-transportation-program>
- Assisted county transportation agencies with data and analysis to support the development of Countywide Transportation Plans.

- Provided technical assistance to FTA Section 5310 applicants from the Bay Area on Title VI program development. Caltrans is the direct recipient of Section 5310 funds, and MTC provides support and technical assistance to 5310 sub recipients and program applicants.

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Develop and implement public outreach activities as appropriate that engage Title VI/EJ/LEP communities in the implementation of the regional transportation plan.	Staff	Meeting agendas and notes Presentation Materials Staff reports	General Funds	07/01/22	06/30/23
2	Continue to prepare all necessary Title VI/EJ/ reports and analyses.	Staff	Meeting agendas and notes Presentation Materials Staff reports	General Funds	07/01/22	06/30/23
3	Continue to work with Policy Advisory Council, the Bay Area Partnership, and other stakeholder groups on actions that will advance equity and environmental justice in the region.	Staff	Staff reports Presentation Materials to Policy Advisory Council Technical reports Meeting agendas and notes	General Funds	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

- As needed Title VI/EJ reports and analyses.
- Continue to coordinate and oversee activities related to the New Freedom and Lifeline Transportation Program.
- Continue to work with Policy Advisory Council, the Bay Area Partnership, and the RTP/SCS Equity Working Group on actions that will advance environmental justice in the region.
- Continue to meet with the Title VI working group on a quarterly basis.
- Public outreach activities that engage Title VI, EJ and LEP communities in the implementation of the regional transportation plan.
- Research best practices around the nation for any other investment/equity analysis methods. Consider EJ principles and Plan Bay Area Equity Analysis findings in developing implementation activities for the RTP/Sustainable Communities Strategy.
- Include appropriate Title VI/nondiscrimination language in all appropriate contracts.
- Continue to work with MTC Policy Advisory Council and other regional partners and stakeholders in

advancing equity and environmental justice principles through MTC's Equity Platform (<https://mtc.ca.gov/about-mtc/what-mtc/mtc-abag-equity-platform>) in the metropolitan planning process and related to the RTP/SCS.

- Research best practices around the nation for any other investment/equity analysis methods.

G. Federal Planning Factors Addressed

- Increase the accessibility and mobility of people and freight

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Equity and Justice⁴⁰ in Transportation Planning

Work Element 1412: Transportation Conformity and Air Quality Planning

Project Manager: Harold Brazil

A. Budget

Expenses	
Salaries	\$ 110,127
Benefits	55,064
Indirect	82,595
Other Operating	-
Consultants	-
Total Expenses	\$ 247,786

Revenues	
General Fund	\$ 247,786
Total Revenues	\$ 247,786

B. Project Description

Objectives:

- 1) Integrate regional air quality and transportation planning to meet national ambient air quality standards and achieve the resulting public health benefits.
- 2) Demonstrate that the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) prepared by MTC conform to the purpose of the State Implementation Plan (SIP) through a transportation conformity process required by the Clean Air Act Section 176(c) (42 U.S.C. 7506(c)).
- 3) Provide coordination among Federal, State and local agencies for air quality planning purposes. The Air Quality Conformity Task Force provides this interagency consultation and meets monthly to discuss transportation conformity issues.
- 4) As needed, conduct air quality planning and policy analysis in response to federal and state air quality regulations.

Description:

- 1) The transportation conformity process is intended to ensure that a federal nonattainment area will keep transportation-related emissions within the bounds needed to bring the state into compliance with the national ambient air quality standards and to advance the public health goals of the Clean Air Act. MTC is the agency responsible to conduct the conformity process in the San Francisco Bay Area nonattainment area and is required to forecast regional and localized emissions from transportation. These projections, in turn, are used to determine whether expected future pollution levels jeopardize the timely achievement of the federal standards. While the MTC is responsible for ensuring a conformity determination is made, the conformity process depends on Federal, State, and local transportation and air quality agencies working together to meet the transportation conformity requirements.

- 2) In March 2008, EPA lowered the national 8-hour ozone standard from 80 ppb to 75 ppb. On March 12, 2009, CARB submitted its recommendations for area designations for the revised national 8-hour ozone standard and recommended that the Bay Area be designated as non-attainment for the national 8-hour ozone standard. EPA issued final designations by March 12, 2010, based on more up to date monitoring data.
- 3) On October 1, 2015, EPA strengthened the NAAQS for ground-level ozone to 70 ppb, based on extensive scientific evidence about ozone's effects on public health and welfare. In September 2016, CARB recommended to EPA that the San Francisco Bay Area be designated in nonattainment for the 70 ppb 2015 ozone NAAQS. EPA concurred with CARB's recommendation and on April 30, 2018.
- 4) In 2006, the EPA revised the air quality standards for particle pollution. The 24-hour PM_{2.5} standard was strengthened by lowering the level from 65 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$) to 35 $\mu\text{g}/\text{m}^3$. On December 14, 2009, EPA designated the Bay Area as non-attainment for the national 24-hour PM_{2.5} standard based upon violations of the standard over the three-year period from 2007 through 2009.
- 5) MTC's Resolution No. 3757 outlines procedures to be undertaken by MTC, U.S. Environmental Protection Agency (EPA), California Department of Transportation (Caltrans), FHWA, FTA, State and local air agencies before making transportation conformity determinations on the RTP and TIP. Interagency consultation on transportation conformity and related air quality planning is facilitated through MTC's Air Quality Conformity Task Force.
MTC also performs:
 - a. Air quality and planning analysis on a wide range of State and local air quality regulations and policies.
 - b. Coordination with the California Air Resources Board (CARB) on the development of its regional emissions analysis and prepares model assumptions and analysis for use by CARB.

C. Project Products

- 1) MTC Resolution No. 4482 – Transportation-Air Quality Conformity Analysis Report for Plan Bay Area 2050 and Amended 2021 Transportation Improvement Program
 - a. See: https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Air_Quality_Conformity_Report_October_2021.pdf
- 2) Air Quality Conformity Task Force meeting agendas, meeting materials, and summary notes
 - a. See: <https://mtc.ca.gov/meetings-events?committee=61871&type=All#past>
- 3) VMT data for local communities to assist in conducting their climate planning work

D. Previous Accomplishments and Links to Relevant Products

- 1) Prepared the Transportation-Air Quality Conformity Analysis Report for Plan Bay Area 2050 and Amended 2021 Transportation Improvement Program, which was used to demonstrate conformity for the 2015 ozone NAAQS and was approved by the Commission in October 2021.
- 2) Responded to CARB and SACOG activity data requests for Eastern Solano County for ozone photochemical modeling and regional conformity determination purposes (respectively).
- 3) Conducted interagency consultation regarding transportation conformity, PM_{2.5} project-level conformity, and other air quality issues through MTC's Transportation Air Quality Conformity Task (meeting monthly throughout 2021).
- 4) Continued assistance local communities in the region to develop their mobile source GHG emission inventories for their local Climate Action Plan (CAP) development by providing passenger and commercial vehicle VMT data to communities in the region.

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Staff will conduct interagency consultation regarding transportation conformity, PM2.5 project-level conformity, and other air quality issues through MTC's Transportation Air Quality Conformity Task. The Task Force meets on a monthly basis, for PM2.5 project-level conformity interagency consultation needs.	Staff	Staff reports Air Quality Conformity Task Force meeting agendas, meeting materials, and summary notes.	General Fund	07/01/22	06/30/23
2	Staff will prepare transportation-air quality conformity analysis on RTP and TIP amendments, as needed.	Staff	Transportation conformity analysis	General Fund	07/01/22	10/31/22
3	Staff will coordinate with the CARB on state air quality planning issues and emissions model development or update, as needed – specifically, update regional emission analyses according to EPA requirements.	Staff	Consultation meetings Technical memos Data Exchange	General Fund	07/01/22	06/30/23
4	Staff will plan, develop and prepare various air quality and climate protection policies and data estimation guidance in response to local, state and federal air quality and climate change planning needs, including updating and modernizing EMFAC documentation processes.	Staff	To be determined	General Fund	07/01/22	07/01/23

F. Anticipated Future Activities (FY 2023-24)

- 1) Continue to manage and staff the regional Air Quality Conformity Task Force.
- 2) Prepare draft and final Transportation-Air Quality Conformity Analysis for the TIP and TIP updates as needed.
- 3) Continue to provide travel demand model data and GHG emission inventory calculation assistance and guidance for local community climate action planning development for cities in the region.

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1514: Regional Assistance Program and Project Reviews

Project Manager: Cheryl Chi

A. Budget

Expenses	
Salaries	\$ 432,811
Benefits	216,406
Indirect	324,608
Other Operating	-
Consultants	575,000
Total Expenses	\$ 1,548,825

Revenues	
State Transit Assistance (STA)	487,751
General Fund	1,061,074
Total Revenues	\$ 1,548,825

B. Project Description

MTC allocates transportation assistance funds and administers and accounts for these funds, including Transportation Development Act Local Transportation Fund (TDA), State Transit Assistance (STA), STA State of Good Repair, and Regional Measure 2 (RM2) operating funds. MTC also administers the 25% share of the one-half cent sales tax (“AB1107” funds) for AC Transit, BART and San Francisco Muni pursuant to Public Utilities Code Section 29142.2(b); and various toll bridge-related revenues to support public transportation programs and projects. Administration of these funds requires development, maintenance and distribution of fund application forms and instructions; related financial accounting; evaluation of fund applications (“claims”); development of materials to support allocation recommendations to the Commission; assistance to applicants in compliance with procedural, regulatory and statutory requirements.

Pursuant to PUC Section 99246, administration of TDA and STA funds requires MTC’s oversight of the Triennial Performance Audits of transit operators and MTC (independent audits are conducted annually on a rotating basis affecting a specified group of operators). MTC conducts audits of claimants to ensure compliance with laws, regulations, and administrative requirements. Pursuant to PUC Section 99244, MTC must annually identify, analyze and recommend potential productivity improvements. MTC annually adopts a Productivity Improvement Program (PIP) to comply with PUC Section 99244. The PIP requirement is suspended for FY 2020-21–FY 2022-23.

MTC has discretion over the population-based portion of STA funds (PUC Section 99313) and retains a portion of these funds pursuant to PUC Section 99313.6(d). These funds are used to implement projects that enhance transit coordination such as Clipper and 511. MTC annually adopts a program of projects for the use of these funds.

C. Project Products

- Allocations of TDA, STA, STA-SGR, and RM2 Operating funds by resolution, amendments to the resolution, and Executive Director's Delegation of Authority (DA)
- Monthly allocations through
- Quarterly report of the allocations through Executive Director's Delegation of Authority
- Triennial Performance Audit of a portion of Bay Area operators on a rolling basis
- STA Regional Coordination Program

D. Previous Accomplishments and Links to Relevant Products

Programs under this work item are ongoing. Therefore, all the work products identified above have been or will be produced in FY 2021-22 and occur annually.

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Review and process ongoing requests for TDA, STA, and RM2 Operating funds	Staff	Allocation Resolutions and amendment to resolution	RM2/ STA/ General Fund	07/01/22	06/28/23
2	Quarterly Report of allocations by DA	Staff	Quarterly Report of the DA	RM2/ STA/ General Fund	10/12/22	06/30/23
3	Update and distribution claim forms to request TDA and STA for FY 2023-24	Staff	FY2023-24 Claim Forms	RM2 STA/ General Fund	01/25/23	03/08/23
4	Conduct Triennial Audits for FY 2022-23	Consultant (Not Selected)	Draft and Final Triennial Audit Report	General Fund	09/01/22	06/21/23
5	Adopt STA Regional Coordination Program of projects for FY 2023-24	Staff	Resolution and program of projects	STA/ General Fund	01/04/23	05/24/23

F. Anticipated Future Activities (FY 2023-24)

Ongoing work. Same work products as FY 2022-23. In addition, the Productivity Improvement Program (PIP) requirement is expected to resume. Therefore, MTC will adopt a PIP.

G. Federal Planning Factors Addressed

- Increase the accessibility and mobility of people and freight
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Emphasize the preservation of the existing transportation system
- Enhance travel and tourism

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Equity and Justice⁴⁰ in Transportation Planning

Work Element 1618: Affordable Mobility Pilot Program (CARB)

Project Manager: Krute Singa/Therese Trivedi

A. Budget

Expenses	
Salaries	\$ 28,520
Benefits	14,260
Indirect	21,390
Other Operating	-
Consultants	-
Total Expenses	\$ 64,170

Revenues	
General Fund	\$ 64,170
Total Revenues	\$ 64,170

B. Project Description

The Car Sharing and Mobility Hubs in Affordable Housing Pilot Project (Project) has several key goals and objectives including:

- Reducing greenhouse gas emissions (GHGs) and criteria pollutants from the combination of reduced vehicle trips and use of electric vehicles (EVs) rather than internal combustion engine vehicles.
- Reducing private vehicle ownership and vehicle miles traveled (VMT) in the communities and reducing the transportation costs for residents.
- Increasing access for low-income residents to economic opportunity, medical facilities, schools, parks, grocery stores and other daily needs.
- Gathering credible data on vehicle ownership. This will help inform cities and developers on right-sized parking for affordable housing developments that include a suite of mobility options.
- Creating a sustainable and viable mobility program for affordable homes that is similar in scope and impact to the most innovative Travel Demand Management (TDM) programs integrated into some market-rate developments.

The Project will provide battery electric vehicles and electric charging stations along with a suite of mobility options such as bikeshare, transit passes, electric bicycles, credit for taxi and Lyft Line trips to transit, GIG (one-way car share) and other rideshare solutions at three affordable housing sites in disadvantaged communities (DACs) in the cities of Oakland, Richmond and San Jose.

This Project is funded by the California Air Resources Board (CARB) and will offer affordable transportation options to meet the travel needs of under-served low-income residents in the region, while reducing GHGs, improving health outcomes, and creating a new model for affordable housing development. These mobility options

will be coupled with effective travel training and outreach to support resident choices reducing vehicle trips, especially in internal combustion engine vehicles, while moving away from private vehicle ownership.

To increase impact and get participation levels high enough to sustain the car sharing program there will also be intensive outreach to the surrounding neighborhood residents, encouraging them to enroll in car share. The Project will be implemented in three initial sites in Oakland, Richmond and San Jose. A Project Advisory Committee (PAC) will support the efforts to replicate the program, as well as use the Project results to inform policy to implement the Project's innovations going more easily forward.

C. Project Products

Mobility hubs at three affordable housing communities.

D. Previous Accomplishments and Links to Relevant Products

In August and September 2021, the project team and First Community Housing (FCH) met with Envoy and KIGT to discuss electric vehicle (EV) car share service coordination and the implementation timeline for Betty Ann Gardens (San José). As of September 30, 2021, KIGT, an EV charger company, is awaiting permit approval for electric vehicle supply equipment (EVSE) installation from the City of San José Planning Department. Although EVSE installation has not started, Envoy engaged Betty Ann Gardens' residents to raise awareness for the upcoming EV car share program.

During Quarter 3, 2021, the project team held a meeting with Envoy and RCF Connects (RCF) to discuss a "third-party stipend." The stipend is earmarked to cover 36-months of support for a Nystrom community member to help with Envoy car share operations (i.e., charging vehicles, reporting maintenance needs, cleaning in and around the site).

As of September 7, 2021, TransForm and Lyft have a fully executed General Service Agreement for the Lyft Ride Pass Program at all three project sites. The Ride Pass program provides an affordable option for last-minute/essential transportation needs. The program will also increase residents' access to economic opportunity and other essential locations like medical facilities, schools, grocery stores and workplaces.

LINK launched a small scooter fleet at Betty Ann Garden (San Jose) for the Mobility Hubs enrollment fair on September 10, 2021. LINK also streamlined their reduced fare program, LINK-Up, sign-up process for the event.

TransForm and First Community Housing (FCH) hosted the first Mobility Hubs Enrollment Fair at Betty Ann Gardens (San Jose) on September 10, 2021. An estimated 30 residents attended the event, two TransForm staff, four FCH staff and multiple vendors. TransForm staff hosted a table to enroll residents into the Lyft Ride Pass Program, Clipper START and completed Envoy's car share interest form.

On November 5, 2021, TransForm hosted a Mobility Hubs Fair at Lions Creek Crossings (Oakland).

In addition, a COVID-19 Travel Survey was conducted earlier this year.

All materials for the project can be found here: <https://www.transformca.org/landing-page/mobility-hubs-affordable-housing-pilot>.

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
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1	Program Design	Staff	<ul style="list-style-type: none"> Detailed program and implementation strategy with site specific partner and resident input Confirm sites for participation Support partnerships (Project Advisory Committee (PAC) and Resident Engagement and Site Level Teams) 	General Fund	07/01/22	06/31/23
2	Program Implementation	Staff	<ul style="list-style-type: none"> Implement programs at each site with vendors 	General Fund	07/01/22	06/31/23
3	Outreach and Education	Staff	<ul style="list-style-type: none"> Communication & outreach plan for community and partnership cultivation Training sessions with residents and one on one sessions 	General Fund	07/01/22	06/31/23
4	Resident Surveys, Data Collection and Evaluation	Staff	<ul style="list-style-type: none"> Survey design, implementation and analysis at each site 	General Fund	07/01/22	06/31/23
5	Project Administration	Staff	<ul style="list-style-type: none"> Ongoing project coordination, reporting and invoicing Draft Final Report Final Disbursement 	General Fund	07/01/22	06/31/23

F. Anticipated Future Activities (FY 2023-24)

For all three sites:

- EV charger implementation
- EV carshare
- Transit pass implementation
- Bikeshare and scooter share implementation
- Outreach and education

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Emphasize the preservation of the existing transportation system
- Enhance travel and tourism

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning

Work Element 1620: Bay Area Housing Finance Authority (BAHFA)

Project Manager: Kate Hartley/Daniel Saver

A. Budget

Amendment No. 1

Expenses	
Salaries	\$ 1,296,045
Benefits	648,022
Indirect	972,034
Other Operating	-
Consultants	9,086,310
Total Expenses	\$ 12,002,411

Revenues	
California Housing Community Development (HCD)	\$ 11,683,669
California Housing Community Development (HCD) Regional Early Action Plan (REAP) 2.0	318,742
Total Revenues	\$ 12,002,411

B. Project Description

In 2019, the State Legislature invested MTC/ABAG with a new authority to design, fund and operate a Bay Area Housing Finance Authority (BAHFA). The authorities and mandate for BAHFA are established by statute in Cal. Gov. Code 64500 et seq. In 2021, the State allocated \$20 million in seed funding to BAHFA to support the launch of the agency.

Work Element 1620 is a new Work Element to reflect the agency's expanded housing portfolio via BAHFA. A primary focus of BAHFA is the implementation of the "3 Ps framework": protection of residents from displacement, preservation of existing housing affordable to lower- and moderate-income residents, and production of new housing. BAHFA will pursue this work through a combination of financing programs, regional policy leadership, and technical assistance for local jurisdictions.

Support for all efforts within Work Element 1620 will be funded via non-federal funds.

C. Project Products

Products include staff memos and presentations, a "Business Plan" for BAHFA, and a refined scope and launch of five new pilot programs to increase the agency's housing capacity.

D. Previous Accomplishments and Links to Relevant Products

Launch of the Bay Area Housing Finance Authority: <https://mtc.ca.gov/about-mtc/authorities/bay-area-housing-financing-authority-bahfa>

Report titled “Momentum for Lasting Solutions: Launching the Bay Area Housing Finance Authority and the Expanded Regional Housing Portfolio”: https://mtc.ca.gov/sites/default/files/Launching%20BAHFA-Regional%20Housing%20Portfolio_2-24-21.pdf

Secured \$20 million in seed funding to launch BAHFA from the FY21-22 State Budget: <https://abag.ca.gov/news/new-state-budget-propel-pilot-programs-bay-area-housing>

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Launch five new BAHFA pilot programs	Staff	- Refined Workplans for each new Pilot Program - Staff memos and presentations	California Housing Community Development (HCD)/REAP 2	07/01/22	06/30/23
2	Explore BAHFA revenue mechanisms	Staff	- Memos, reports, and presentations	California Housing Community Development (HCD)	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

Continue to implement the five Pilot Programs, begin implementation of the recommendations from the Business Plan, and continue scoping potential revenue mechanisms.

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Equity and Justice⁴⁰ in Transportation Planning

AGENCY MANAGEMENT

Objectives

This subcategory provides for agency management, including financial management, administrative services and other services such as information technology, building maintenance, graphics and library support.

Major Tasks

- Financial Management
- Administration and Facilities Services
- Information Technology Services

Not funded by CPG grants

Work Element 1152: Financial Management

Project Manager: Arleicka Conley/Raymond Woo

A. Project Description

To maintain and operate MTC's accounting and financial reporting system in such a manner as to establish adequate internal controls, ensure that obligations are properly recorded and paid, assure compliance with statutory requirements, and provide timely, pertinent and accurate financial information. Financial management includes maintaining accounting records in such a way as to be accurate and in strict accordance with Generally Accepted Accounting Principles (GAAP), Governmental Accounting Standards Board (GASB), and 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements (Uniform Guidance) for Federal Awards as well as with the accounting policies and procedures established by the Commission. Also, confirm financial management through an annual independent audit. Respond to the audit committee during auditor presentation of annual audit results.

Ongoing Tasks:

- Direct and coordinate annual agency budget preparation, implementation and monitoring
- Conduct contract compliance annual audits per Uniform Guidance standards
- Conduct annual audit of MTC's and ABAG's financial records in accordance with GAAP, GASB and Uniform Guidance
- Maintain financial records in accordance with GAAP, GASB and Uniform Guidance standards
- Finance provides the accounting, budgeting, measuring functions for the financial transactions and the general internal controls necessary to administer the OWP as well as to provide for all audit requirements
- OWP preparation including SB1 fund sources, monitoring, coordinate quarterly progress reports
- Investment reports
- Administering the general internal controls necessary to meet audit requirements
- Financial Statement preparation and monitoring
- Grant application and management
- Invoice funding sources for grants
- Administer and monitor the agency budgets
- Produce quarterly progress reports to Caltrans
- Conduct third party audits as needed
- Implement 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements (Uniform Guidance) for Federal Awards
- Apply and Manage Federal, State and Private Grants

B. Project Products

Products	Estimated Completion Date
Operating and Capital Budgets	July-2022
Financial Reports	Monthly/Quarterly or as required
Financial Summaries	Monthly/Quarterly or as required
Requisitions to Funding Sources	Monthly or as required
Quarterly Progress Reports	Quarterly
Annual Independent Audit	Fall 2022
Investment Reports	Monthly
OWP	May 2023
Compliance Audits	As required

Included as part of ICAP

Work Element 1153: Facilities and Contract Services

Project Manager: Denise Rodrigues

A. Project Description

MTC's Facilities and Contracts Services Section provides various support services to MTC staff, including contracting & procurement, DBE and SBE programs, ADA reporting, Title VI oversight and reporting, facilities management, and general office services support.

B. Project Products

Contracting Policies and Procedures	Ongoing
Contracts, Purchase Orders and Agreements	Ongoing
Compliance Monitoring (all programs)	Ongoing
General Services Support	Ongoing
Security & Emergency Planning and Management	Ongoing
Facilities Administration	Ongoing
Submittal of Caltrans 9-B Local Agency DBE Annual Submittal Form	July 2022
DBE Semi-annual Progress Reports	October 2022 / April 2023
Submittal of Caltrans 9-C Local Agency ADA Annual Certification Form	July 2022
FTA DBE Goal Methodology	August 2022
Business Insurance Renewal	September 2022

C. Previous Accomplishments and Links to Relevant Products

Processed over 2,500 procurement and contract actions.

Initiated the review of MTC's procurement and contracting policies, engaging an outside consultant to assist with the review and suggestion of revisions.

Successful submittal of the Agency's DBE Semi-Annual Reports.

Continually responded to and communicated to staff on all building related State and Local requirements related to Covid-19 pandemic.

D. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Purchasing, procurement and contract management services including the administration and monitoring of the agency's DBE, SBE and Title VI program and compliance.	Staff	Ongoing support of Agency Procurements, Contracts, and Purchase Orders. Various DBE, SBE Reports. Creation of MTC's FTA DBE Goal Methodology	General Funds	07/01/22	06/30/23
2	Business operations support including copying and mail services, janitorial and security vendor management, general services support, workspace planning, furniture and fixture upkeep, employee and agency parking facilities oversight, and fleet vehicle management.	Staff	Ongoing management, oversight, and execution of actions required to maintain the functionality of business operations for the agency.	General Funds	07/01/22	06/30/23
3	Management of agency business insurance program.	Staff	Yearly Agency insurance coverage renewal.	General Funds	07/01/22	06/30/22

4	Oversight of agency reception area.	Staff	Ongoing administrative assistance provided to support agency and customer needs.	General Funds	07/01/22	06/30/23
5	Provide management and staff services to 375 Beale Condominium Corporation	Staff	Ongoing management, scheduling, and support for 375 Condominium Board Brown Act Meetings	General Funds, BAHA, and SSO	07/01/22	06/30/23

E. Anticipated Future Activities (FY 2023-24)

Finalize revisions to the Agency's procurement and contracting policies contained in the Executive Director's Management Memorandum (EDMM) 352.

Attend various outreach events to engage Disadvantage Business Enterprise and Small Business Enterprise contractors.

Continue responding to and communicate to staff on all building related state and local requirements related to Covid-19 pandemic.

F. Federal Planning Factors Addressed

Not applicable.

G. Federal Planning Emphasis Areas (PEAs) Addressed

- Equity and Justice⁴⁰ in Transportation Planning

Included as part of ICAP

Work Element 1154: Graphics Services

Project Manager: John Goodwin

A. Project Description

MTC's graphics staff provides graphic, artistic and technical support to MTC for presentation in print publications, maps and documents, PowerPoint presentations, video, photography and on the Web.

Ongoing tasks:

- Designing and producing MTC publications (e.g., Plan Bay Area, Annual Report to Congress and Annual Report to State Legislature) for electronic and print distribution
- Creating accessible PowerPoint presentations for internal and public meetings
- Design and art direction of collateral including logos, icons, letterheads etc.
- Designing and producing data graphics for use at meetings or in publications.
- Designing and producing MTC newsletters (for both hard copy and electronic distribution)
- Incorporating GIS data into maps for the web, in publications and for display at meetings
- Creating maps and presentation materials for outreach meetings
- Maintaining a comprehensive catalog of MTC's photo resources
- Creating and maintaining pages on MTC's website
- Shooting still photos and video at events and of transportation subjects
- Editing video and creating motion graphics for video presentation
- Developing new systems for making forms available to staff online
- Procure printing or other deliverables/services, as well as maintain good relationships with vendors

B. Project Products

Products	Estimated Completion Date
Website maintenance	Daily
Other graphics products	As required

Included as part of ICAP

Work Element 1161: Information Technology Services

Project Manager: Gilbert Mingming

A. Project Description

Provide ongoing strategy, operation, maintenance and enhancement of computer, communication and information systems as an essential support function to enable MTC to accomplish its objectives. This task includes support and training for all MTC staff, on-going evaluation of developments in information technology, and development of implementation plans to incorporate new elements as required.

Acquisition, implementation and maintenance of new information technology systems, software and services are another important support task. This includes development of applications that support business and public programs. Functions include upgrading the hosting environments and software underlying the agency websites and installing more sophisticated systems to manage the Web-based information more effectively.

B. Project Products

Records management program

Application development projects

Business analysis and process automation

End user support (help desk)

Software/hardware acquisition

IT Infrastructure maintenance

Enterprise security program

Agency websites management

Regional mapping & wayfinding

Included as part of ICAP

HIGHWAY AND ARTERIAL SYSTEM MANAGEMENT (SAFE)

Objectives

MTC improves the overall efficiency of freeway and arterial routes through its MTC SAFE call box and FSP, freeway performance, incident management, and arterial operations programs. MTC works in close collaboration and partnership with Caltrans District 4 and Headquarters, the owner and operator of the State Highway System, to improve and better manage highway operations, improvements, and maintenance as well as monitoring and performance.

Major Tasks

- SAFE Regional Freeway Assist System
- SAFE Freeway Service Patrol (FSP)

Major Products to be delivered in FY 2022–2023

Estimated completion dates

Annual SAFE operating budget	Spring
Provide freeway patrol service on 550 miles of freeway	Ongoing
Provide support to the Local Streets & Roads Committee	Monthly
Reports on call box system usage and operation	Monthly
TETAP and RSTP projects and services	Ongoing

All SAFE activities are not funded by CPG Grants

Work Element 6031: SAFE Regional Freeway Assist System

Project Manager: Jaime Maldonado

A. Project Description

In 1988, the Commission became the Service Authority for Freeways and Expressways (SAFE) and installed 684 call boxes in the nine Bay Area counties. This call box network has been paired down and is supplemented by the Freeway Assist System. The MTC SAFE partners with Caltrans to install new call boxes as needed and to develop other motorist aid systems. Freeway Assist is linked to the California Highway Patrol (CHP), as well as regional call box answering services. SAFE monitors program performance to ensure a timely response to users and keep boxes in service with timely maintenance. The regional Emergency Management program and Incident Management program activities are also performed under this work element.

B. Project Products

Maintain the call box network and maintain and update emergency operation plans.

C. Previous Accomplishments and Links to Relevant Products

Maintenance of the call box network, updates to emergency operation plans, and annual regional emergency exercises.

D. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Maintain Call Box network in the field	Consultant	Field work	SAFE	07/01/22	06/30/23
2	Reporting Call Box Data	Consultant	Monthly Reports	SAFE	07/01/22	06/30/23
3	Emergency Management Exercises	Staff	Field exercises	SAFE	07/01/22	06/30/23
4	Develop and update Regional and Agency Emergency plan	Consultant	Reports and updates	SAFE	07/01/22	06/30/23
5	Incident management field and consulting activities	Consultant	Reports, field work, and project-specific deliverables	SAFE	07/01/22	06/30/23

E. Anticipated Future Activities (FY 2023-24)

Field work and reports are ongoing, repeated each year.

F. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Promote efficient system management and operation
- Enhance travel and tourism

G. Federal Planning Emphasis Areas (PEAs) Addressed

- Equity and Justice⁴⁰ in Transportation Planning
- Public Involvement

Work Element 6032: SAFE Freeway Service Patrol (FSP)

Project Manager: Jaime Maldonado

A. Project Description

MTC, CHP and Caltrans initiated FSP service in late August 1992 on one beat covering 10 miles of congested freeway with three trucks. Since that time, service has been expanded to 77 trucks covering approximately 440 centerline miles of freeway. Each month, these roving trucks provide over 9,000 assists, which including removing debris, providing free gas, and quick mechanical fixes to disabled vehicles.

B. Project Products

Assist freeway motorists via contracts established with tow contractors. Analyze performance data to ensure that program resources are efficiently allocated. Oversee fleet management services.

C. Previous Accomplishments and Links to Relevant Products

Assist freeway motorists.

D. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Provide freeway patrol Service	Consultant	Towing services	Caltrans State Highway Account, SB1, SAFE	07/01/22	06/30/23
2	Present budgets, expenditures, reports to SAFE Board	Staff	Memorandum, presentations	Caltrans State Highway Account, SB1, SAFE	07/01/22	06/30/23
3	Provide data on Bay Area traffic conditions	Staff	Reports and data feeds	Caltrans State Highway Account, SB1, SAFE	07/01/22	06/30/23

E. Anticipated Future Activities (FY 2023-24)

Same as above.

F. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Promote efficient system management and operation
- Enhance travel and tourism

G. Federal Planning Emphasis Areas (PEAs) Addressed

- Equity and Justice⁴⁰ in Transportation Planning
- Data in Transportation Planning

BAY AREA TOLL AUTHORITY (BATA)

Objectives

To manage the Bay Area Toll Authority (BATA) and associated responsibilities, including a cooperative agreement with Caltrans for its operation and maintenance of the state-owned Bay Area toll bridges; the planning, design and construction of improvements to those bridges; and preparation and adoption of a long-range plan. The planning activities are part of the BATA budget approved separately by BATA.

Major Tasks

- Project Management
- BATA Lane Operations and Toll Collection
- BATA Administration
- BATA Finance
- Regional Measure 2

Major Products to be delivered in FY 2022–2023

Estimated completion dates

Program Project Monitoring Report	Monthly
Annual Toll Bridge Report to the Legislature	Fall 2022
Audit of toll revenues and expenditures	Fall 2022

Not funded by CPG Grants

Work Element 1251: Project Management

Project Manager: Peter Lee

A. Project Description

Description

On January 28, 1998, State law created the Bay Area Toll Authority (BATA). BATA was initially created to oversee the base toll and implementation of Regional Measure 1 projects. Since 1998, the voters added \$1.5 billion to the Regional Measure 2 program and the State added administration of the \$6.2 billion bridge seismic retrofit program.

Ongoing tasks

- Coordinate, budget and deliver Caltrans and BATA operating and maintenance activities
- Coordinate the budget and delivery of the Toll Bridge Rehabilitation Plan with Caltrans, including oversight and direct project delivery
- Maintain the toll plazas and toll collection systems
- Support other toll related projects and activities

B. Project Products

- Annual Capital Budget
- Toll Bridge Rehabilitation Projects

Work Element 1252: BATA Lane Operations and Toll Collection

Project Manager: Peter Lee

A. Project Description

In 2005, BATA completed the contract process for a new joint Regional Customer Service Center (RCSC) with the Golden Gate Bridge, Highway and Transportation District (GGBH&TD). A major software upgrade was completed in 2014 and the RCSC was relocated to MTC's new Bay Area Metro center in 2016. The RCSC currently processes transactions for BATA, GGBH&TD, the San Francisco Airport and regional Express Lanes including BAIFA's new Express Lane on I-880 northbound from Dixon Landing Road to Lewelling Boulevard and southbound from Hegenberger Road to Dixon Landing Road.

In 2005, BATA began its operations and maintenance oversight of the Caltrans installed toll collection system at the seven state-owned toll bridges. In 2013, BATA completed a system upgrade utilizing new toll equipment and software. BATA is currently preparing for the next generation toll collection system that will support open road tolling. BATA staff maintain the data network which transfers information from in-lane equipment to intermediate server room locations and then on to MTC's location in San Francisco.

In response to the shelter-in-place order that began in March 2020 and to protect the traveling public and toll collectors, manual toll collection at the seven state-owned toll bridges was ceased and the RCSC was updated to support all electronic tolling. Since toll collectors are not present at the toll plazas, BATA no longer provides funding for manual toll collection previously provided by Caltrans staff.

Ongoing tasks:

- Administer contract for the operation of the Regional Customer Service Center

B. Project Products

- Bay Area Toll Bridge Program FY 2021-22
- Regular Maintenance of ATCAS Toll System
- Toll Transaction Processing at the RCSC
- Toll Tag Distribution

Work Element 1253: BATA Administration

Project Manager: Peter Lee

A. Project Description

The toll revenue for which BATA has management responsibility derives from tolls collected on the seven state-owned Bay Area toll bridges and is used to support the following:

Outgoing Tasks

- Toll bridge operations and administration
- Toll bridge maintenance
- Toll bridge rehabilitation and operational improvement projects
- Toll-funded transit programs
 - AB 664 Net Revenues (public transportation capital support)
 - 90% Regional Rail Reserves (public transportation capital support)
 - 2% Transit Transfers (public transportation capital and operating support)¹

Ongoing tasks:

- Bridge toll revenue allocation policy
- Annual financial report of state-owned toll bridges
- Toll schedule for Bay Area bridges
- Programming and annual allocations of net bridge toll revenues
- BATA-Caltrans Cooperative Agreement

B. Project Products

- Financial planning and policy documents

¹ 2% Transit Transfer funds refer to a portion of Regional Measure 1 revenues dedicated to projects that reduce vehicular traffic congestion and improve bridge operations on any bridge, pursuant to SHC Section 30913(b).

Work Element 1254: BATA Finance

Project Manager: Arleicka Conley/ Raymond Woo

A. Project Description

The effective and prudent administration and investment of funds held in the Bay Area Toll Account for all toll bridge and toll-funded public transportation purposes.

Ongoing tasks:

Consolidation of the toll revenue, analysis and reporting

B. Project Products

Bay Area Toll Account investment reports

Annual Toll Bridge Report to the Legislature

Audit of toll revenues and expenditures

Financial Reports

BATA Audit

Work Element 1255: Regional Measure 2

Project Manager: Theresa Romell

A. Project Description

Description

On March 2, 2004, voters passed Regional Measure 2 (RM2), raising the toll on the seven State-owned toll bridges in the San Francisco Bay Area by \$1.00 to fund 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). Specifically, RM2 establishes the Regional Traffic Relief Plan and identifies specific transit operating assistance and capital projects and programs eligible to receive RM2 funding.

The Bay Area Toll Authority (BATA) is responsible for the collection of the bridge tolls and MTC is responsible for administering the Regional Measure 2 program. BATA's Long Range Plan was updated in December 2006 to incorporate the Regional Measure 2 projects and subsequent revisions include revisions to the RM2 program. MTC annually adopts an RM2 Operating Program which identifies routes that will be funded with RM2 operating funds.

In 2013, a Delivery Strategy program was undertaken to address RM2 capital projects that have experienced delivery challenges. Project sponsors submitted plans for delivering a usable segment, and through 2014 staff worked with the Commission to address these plans, which in some cases included shifting funds to other eligible projects through a public hearing process in May 2014. Monitoring of these projects will continue through FY22.

Ongoing tasks:

- Project reviews
- Invoice review
- Progress reporting
- Project allocations (capital and operating)
- Performance assessment against performance measures for operating projects

B. Project Products

Project and Program Allocations

Capital Program Progress Report to Commission: <http://mtc.legistar.com/gateway.aspx?M=F&ID=26012750-efda-4078-b11a-9b1299b884df.pdf>

Operating Program Performance Review: <http://mtc.legistar.com/gateway.aspx?M=F&ID=7c6266c5-af4a-4a3f-b965-d29de5ea78fb.pdf>

Adoption of Annual Operating Program: <http://mtc.legistar.com/gateway.aspx?M=F&ID=2a497f2d-cbed-48ce-840a-928d03c4e117.pdf>

C. Previous Accomplishments and Links to Relevant Products

Project and Program Allocations

Capital Program Progress Report to Commission: <http://mtc.legistar.com/gateway.aspx?M=F&ID=26012750-efda-4078-b11a-9b1299b884df.pdf>

Operating Program Performance Review: <http://mtc.legistar.com/gateway.aspx?M=F&ID=7c6266c5-af4a-4a3f-b965-d29de5ea78fb.pdf>

Adoption of Annual Operating Program: <http://mtc.legistar.com/gateway.aspx?M=F&ID=2a497f2d-cbed-48ce-840a-928d03c4e117.pdf>

D. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Prepare allocations and coordinate allocation materials	Staff	RM2 allocations	Bridge tolls	07/01/22	06/30/23
2	Prepare status reports on RM2 project delivery	Staff	Status Reports on RM2 Delivery	Bridge tolls	07/01/22	06/30/23
3	Prepare analyses on RM2 delivery and project performance	Staff	Reports and analyses on delivery/performance	Bridge tolls	07/01/22	06/30/23

E. Anticipated Future Activities (FY 2023-24)

Same as above.

F. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation

G. Federal Planning Emphasis Areas (PEAs) Addressed

- Complete Streets
- Public Involvement

BAY AREA INFRASTRUCTURE FINANCING AUTHORITY

Objectives

To plan, fund, deliver and operate express lanes under the Metropolitan Transportation Commission's (MTC's) statutory authority, which was delegated to the Bay Area Infrastructure Financing Authority (BAIFA), a joint powers authority between MTC and the Bay Area Toll Authority (BATA). The California Transportation Commission has found MTC eligible to implement express lanes on portions of Ala/CC/Sol-80, Ala-880, CC-680, SR-92 and SR-84.

Express lanes will: improve mobility by providing travelers with another travel option; maximize the efficiency of existing and planned facilities; generate revenue to maintain and expand the express lane network, improving connectivity; and support transit and ridesharing by creating reliable travel corridors for bus riders and carpoolers.

Major Tasks

- Implement BAIFA's portion of the Regional Express Lanes Network
- Operate BAIFA's Express Lanes

Major Products to be delivered in FY 2022–2023	Estimated completion dates
Express Lane Program Report (delivery and operations)	Quarterly
BAIFA Toll Ordinance Amendment	Summer 2022
Ala-880 Express Lanes Means-Based Toll Discount Pilot Go-Live	End of 2022
US-101 Phase 2 Toll System Installation, Testing Go-Live	End of 2022

Not funded by CPG Grants

Work Element 6840: Implement the Regional Express Lanes Network

Project Manager: Stephen Wolf

A. Project Description

Plan Bay Area 2050, the region's most recent adopted long range transportation plan, includes a 600-mile network of express lanes (high occupancy toll lanes) to increase the time-competitiveness of carpooling and express bus when compared to single-occupancy vehicle travel, incentivizing a shift toward these more sustainable modes of travel. This network will also: improve mobility by providing travelers with another travel option; maximize the efficiency of existing and planned facilities; generate revenue to build and complete the express lane network, improving connectivity.

The objective of this work element is to deliver express lanes under MTC's statutory authority. MTC's 270-mile share of the network is being developed by converting 150 miles of existing HOV lanes to express lanes and building new segments to close gaps in the existing system on some 120 miles. The remaining 280 miles of the network are being built by other public agencies (although one has contracted with MTC to build its toll system). In 2011, the CTC found MTC eligible to implement express lanes on portions of Ala/CC/Sol-80, Ala-880, CC-680, SR-92 and SR-84. In 2013, MTC delegated its authority to implement and operate its express lanes to the Bay Area Infrastructure Financing Authority (BAIFA), a joint powers authority between MTC and the Bay Area Toll Authority (BATA). BAIFA coordinates with BATA, Caltrans, CHP and CTAs. BAIFA follows a rigorous project management process including ongoing schedule, risk and change management analysis to deliver quality projects as quickly and cost-effectively as possible. BAIFA reports program delivery progress to the public on a quarterly basis (see mtc.ca.gov/express-lanes).

Project development and construction of MTC's share of the network has been 100% locally funded.

B. Project Products

- Procurements and resulting contracts
- PA/ED Documents
- PS&E Documents
- Completed civil improvements
- Functioning toll system
- Public outreach materials
- BAIFA Committee memos, presentations, etc.

C. Previous Accomplishments and Links to Relevant Products

- Sol-80: secured full project funding with Caltrans and STA (November 2020)
- SM-101: SMCEL JPA agreement to build toll system executed (May & November 2019); Phase 1 toll system opened (February 2022)
- CC-680 North Segment Southbound: civil construction awarded (July 2018) and completed (August 2020); toll system opened (August 2021)
- Ala-880: civil construction awarded (July 2017) and completed (September 2020); toll system opened (October 2020)
- CC-680 Southern Segment: civil construction completed (May 2017); toll system opened (October 2017)
- Backhaul fiber optic communications installation: San Ramon to Martinez completed (June 2017); Oakland to Milpitas completed (November 2019)

- Express Lanes Program Advisor: contract awarded (January 2018)
- Regional Operations Center: buildout completed (May 2017)
- Cooperative agreements/amendments to sponsor civil construction: CCTA for CC-680 North Segment Southbound (January 2016; September 2017); STA for Sol-80 (September 2015)
- Various cooperative agreements/amendments with Caltrans for CC-680 South and Ala-880

D. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Perform program management for BAIFA's Express Lanes such as: <ul style="list-style-type: none"> • Organization and staffing analysis • Financial analysis • Schedule analysis • Risk analysis • Change management • Partner agency coordination • Contractor hiring and oversight 	Staff	<ul style="list-style-type: none"> • Technical memos and reports • Budgets • Schedules • Risk registers • Change control documents • Quarterly reports • Agreements • Procurements • Contracts 	BAIFA EL Funds	07/01/22	06/30/23
2	Perform public outreach and education for project delivery	Consultant	<ul style="list-style-type: none"> • Website • Research • Outreach plans • Materials • Media buys 	BAIFA EL Funds	07/02/22	06/30/23
3	Monitor partner agency progress on civil construction for Sol-80	Consultant	<ul style="list-style-type: none"> • Quarterly reports 	BAIFA EL Funds	07/01/22	06/30/23
4	Perform toll system installation and testing for Sol-80	Consultant	<ul style="list-style-type: none"> • Toll system improvements 	BAIFA EL Funds	10/01/22	06/30/23
5	Perform Phase 2 toll system installation and testing for SM-101	Consultant	<ul style="list-style-type: none"> • Toll system improvements 	BAIFA EL Funds	07/01/22	12/31/22
6	Coordinate with BATA (FasTrak) on toll system testing and future technology	Staff	<ul style="list-style-type: none"> • Technical memos and other materials 	BAIFA EL Funds	07/01/22	06/30/23

7	Pilot means-based toll discount on Ala-880, if approved by BAIFA (<i>see WE 1314 for pilot evaluation</i>)	Consultant	<ul style="list-style-type: none"> • Website • Application database • FasTrak system changes • Outreach materials 	BAIFA EL Funds	07/01/22	06/30/23
8	Coordinate with partner agencies on planning, design policy and public outreach for express lanes (ESC, PIWG, other meetings)	Staff	<ul style="list-style-type: none"> • Agendas and notes • Staff reports • Presentation materials 	BAIFA EL Funds	07/01/22	06/30/23
9	Prepare program delivery items for BAIFA policy board review and approval as needed	Staff	<ul style="list-style-type: none"> • Agendas and notes • Staff reports • Presentation materials 	BAIFA EL Funds	07/01/22	06/30/23
10	Attend and present on express lanes at meetings of transportation agencies, local jurisdictions and others as requested	Staff	<ul style="list-style-type: none"> • Staff reports • Presentation materials 	BAIFA EL Funds	07/01/22	06/30/23

E. Anticipated Future Activities (FY 2023-24)

- Continue coordination with partner agencies (Caltrans, CHP, CTAs) on project planning, development and implementation
- Continue civil and toll system project delivery
- Continue Ala-880 toll discount pilot

F. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
- Increase the accessibility and mobility of people and freight
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation

G. Federal Planning Emphasis Areas (PEAs) Addressed

- Equity and Justice⁴⁰ in Transportation Planning
- Data in Transportation Planning

Work Element 6860: Express Lanes — Operating

Project Manager: Stephen Wolf

A. Project Description

Plan Bay Area 2050, the region's most recent adopted long range transportation plan, includes a 600-mile network of express lanes (high occupancy toll lanes) to increase the time-competitiveness of carpooling and express bus when compared to single-occupancy vehicle travel, incentivizing a shift toward these more sustainable modes of travel. This network will also: improve mobility by providing travelers with another travel option; maximize the efficiency of existing and planned facilities; generate revenue to build and complete the express lane network, improving connectivity.

The objective of this work element is to operate express lanes under MTC's statutory authority. In 2011, the CTC found MTC eligible to operate express lanes on portions of Ala/CC/Sol-80, Ala-880, CC-680, SR-92 and SR-84. In 2013, MTC delegated its authority to operate its express lanes to the Bay Area Infrastructure Financing Authority (BAIFA), a joint powers authority between MTC and the Bay Area Toll Authority (BATA). BAIFA's toll policies are established in its Toll Facility Ordinance. BAIFA follows a rigorous performance management process to ensure its express lanes are safe, reliable and help mitigate congestion. BAIFA conducts on-going performance monitoring to make sure the lanes meet federal performance standards. At a minimum, BAIFA reports express lane performance data to the public on a quarterly basis (see mtc.ca.gov/express-lanes) and will publish Before/After Studies for each new lane.

In addition to operating its own express lanes, BAIFA has entered into agreements with the San Mateo County Express Lanes Joint Powers Authority (SMCEL JPA) to build and operate the toll system for the SM-101 express lanes. BAIFA has also entered into an agreement with the Alameda County Transportation Commission to perform certain operational functions for its Ala-580 and Ala-680 express lanes.

Operations is 100% locally funded.

B. Project Products

- Toll Facility Ordinance updates
- Standard operating procedures
- Public outreach and education materials
- Website updates (expresslanes.511.org)
- Performance reports
- BAIFA Committee memos, presentations, etc.
- Concept of Operations updates (as needed)

C. Previous Accomplishments and Links to Relevant Products

- Toll Facility Ordinance: adopted to toll CC-680 (July 2016); updated to toll Ala-880 (January 2020); updated to toll CC-680 extension (September 2020); updated policies (May 2022): <https://mtc.ca.gov/planning/transportation/driving-congestion-environment/mtc-express-lanes/express-lanes-policies>
- Public outreach campaigns to open new lanes
- Tolling initiated: CC-680 (September 2017); Ala-880 (October 2020); CC-680 extension (August 2021); SM-101 Phase 1 (February 2022)
- CHP traffic enforcement agreement amendments for CC-680 and Ala-880 (spring 2022)

- Caltrans express lanes operations and maintenance agreement (December 2018)
- SMCEL JPA agreement to operate SM-101 (May 2019)
- Alameda CTC agreement to manage Ala-580 and Ala-680 operations (October 2020)
- Ongoing operations and maintenance
- Website updates: <https://511.org/driving/express-lanes>

D. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Operate and maintain the Ala-880 and CC-680 (including extension) express lanes and toll system	Consultant	<ul style="list-style-type: none"> • Standard operating procedures • Maintenance logs • Monthly dashboards 	BAIFA EL Funds	07/01/22	06/30/23
2	Operate and maintain the SM-101 express lanes toll system	Consultant	<ul style="list-style-type: none"> • Standard operating procedures • Maintenance logs • Monthly dashboard • Agreement 	SMCEL JPA EL Funds	07/01/22	06/30/23
3	Manage operations of the Ala-580 and Ala-680 express lanes	Consultant	<ul style="list-style-type: none"> • Standard operating procedures • Agreement 	Alameda CTC EL Funds	07/01/22	06/30/23
4	Track and report on Ala-880 and CC-680 express lanes performance	Consultant	<ul style="list-style-type: none"> • Quarterly reports • Before/after studies 	BAIFA EL Funds	07/01/22	06/30/23
5	Perform public outreach and education to support express lanes operations	Consultant	<ul style="list-style-type: none"> • Website • Research • Outreach plans • Materials • Media buys 	BAIFA EL Funds	07/01/22	06/30/23
6	Coordinate with Caltrans and CHP on maintenance, incident management and enforcement	Staff	<ul style="list-style-type: none"> • Staff reports • Presentation materials • Meeting agendas and notes • Agreements 	BAIFA EL Funds	07/01/22	06/30/23

7	Coordinate with express lane operators on toll policy	Staff	<ul style="list-style-type: none"> • Staff reports • Presentation materials • Meeting agendas and notes • MOU 	BAIFA EL Funds	07/01/22	06/30/23
8	Prepare items for BAIFA policy board review and approval	Staff	<ul style="list-style-type: none"> • Staff reports • Presentation materials • Meeting agendas and notes 	BAIFA EL Funds	07/01/22	06/30/23
9	Attend and present on express lanes at meetings of transportation agencies, local jurisdictions and others as requested	Staff	<ul style="list-style-type: none"> • Staff reports • Presentation materials 	BAIFA EL Funds	07/01/22	06/30/23
10	Update BAIFA Toll Facility Ordinance as needed	Staff	<ul style="list-style-type: none"> • Public process materials • Amendments 	BAIFA EL Funds	07/01/22	06/30/23

E. Anticipated Future Activities (FY 2023-24)

- Operate express lanes, monitor performance and respond to issues in coordination with Caltrans and CHP, as needed
- Track and report on express lanes performance
- Perform public outreach to educate the public on how to use the lanes
- Coordinate traffic enforcement by CHP
- Coordinate toll policy per MOU
- Amend the Toll Facility Ordinance

F. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the accessibility and mobility of people and freight
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation

G. Federal Planning Emphasis Areas (PEAs) Addressed

- Equity and Justice⁴⁰ in Transportation Planning
- Data in Transportation Planning.

CLIPPER® PROGRAMS

Clipper® historically has used smart card technology to enable transit riders to pay their fares on participating transit operators. Clipper® is currently accepted for payment on AC Transit, BART, Caltrain, City Coach, County Connection, FAST, Golden Gate Transit and Ferry, Marin Transit, Muni, Petaluma Transit, SamTrans, San Francisco Bay Ferry, Santa Rosa CityBus, SMART, SolTrans, Sonoma County Transit, Tri Delta Transit, Union City Transit, Vine, VTA, WestCAT and Wheels. Clipper® customers can purchase and load value to their card in the form of cash value, which is deducted on a pay-per-ride basis and accepted by all participating agencies and passes that are valid for travel on specific transit systems.

Work Element 1221: Implement and Coordinate Clipper® Operations

Project Manager: Sebi Osa-Idehen

A. Project Description

The purpose of this work element is to improve fare collection operations for transit agencies and provide transit riders with convenient, secure and reloadable fare payment media that can be used on 22 Bay Area transit operators for the Next Generation Clipper System Project. For Next Generation Clipper to achieve the goal of providing a modern, consistent and seamless travel experience, the system must reflect the requirements and operations of all transit operators in the region.

B. Project Products

MTC, along with transit operators in the greater San Francisco Bay Area, is in the process of implementing the Next Generation Clipper® Fare Collection System (“Clipper”), an account-based regional fare collection system designed to replace the existing card-based system.

The new system is expected to be operational in 2023 and includes the development of a standardized application programming interface (API) to integrate with paratransit scheduling and dispatch systems. This interface will allow fares for a trip booked through a paratransit scheduling system to be paid from the customer’s Clipper account.

MTC is implementing, through a design-build-operate-maintain (DBOM) contract with Cubic Transportation Systems, Inc. (Cubic) three main systems:

1. Operator systems that encompass all front-end fare acceptance equipment and all back-end systems required to process Clipper® transactions;
2. Distribution systems that encompass all Clipper® card and value distribution locations, partnerships with employer transit benefit programs and partnerships with other agencies that provide transit value, i.e., universities and social services agencies; and
3. The Clipper® Service Bureau, which has four broad functions: data collection and reconciliation, financial settlement and reporting, customer service, and maintenance.

During Fiscal Year 2019-20, MTC launched Clipper® START, a means-based transit fare pilot that leverages Clipper® technology to provide discounted fares to eligible low-income transit riders. The program includes establishment of both a clearinghouse to ensure that funds collected are returned to transit operators where the card was used and a distribution network to ensure that all Bay Area transit riders have convenient access to the Clipper® cards and value.

Work Element 2780: Implement Next Generation Clipper® System

Project Manager: Sebi Osa-Idehen

A. Project Description

The purpose of this work element is to implement a new regional fare payment system that allows Bay Area transit riders to seamlessly transition from the current card-base Clipper® smart card system to an account-based payment system.

Ongoing tasks:

- Management of System Integrator Design-Build-Operate-Maintain (DBOM) contract
- Procurement of customer service center, payment gateway, and fare media contractors
- Design document review
- Test witnessing
- Developing plans to facilitate the transition to the next-generation Clipper® system
- Coordination with the Clipper Executive Board and transit operators to assist with program management and decision-making

B. Project Products

- Accelerated Deployment Package 1 – Frequent Actions List
- Accelerated Deployment Package 2 – New Retail and Fare Collection Equipment
- Accelerated Deployment Package 3 – Mobile App
- Account Based System Revenue Ready
- System Transition
- System Completion

MTC BUDGET SUMMARY

FY 2022–2023

FY 2022-23 Overall Work Program (OWP) Expense Estimates - Final Amendment No. 1

	Total Budget	Salaries, Benefits	Indirect	Other Operating	Consultants
Funded by the Consolidated Planning Grant (CPG)	173,785,921	16,294,320	8,144,506	10,000	149,337,095
1112 Implement Public Information Program and Tribal Government Coordination	6,485,469	3,518,082	1,756,387	10,000	1,201,000
1113 Support the Partnership Board	1,263,725	842,483	421,242	-	-
1121 Regional Transportation Plan/Sustainable Communities Strategy	8,405,381	1,399,127	699,564	-	6,306,690
1122 Analyze Regional Data Using GIS and Planning Models	10,554,243	3,982,854	1,991,427	-	4,579,962
1125 Active Transportation Planning	1,064,452	348,594	174,297	-	541,562
1127 Regional Trails	5,966,155	693,798	346,899	-	4,925,458
1212 Performance Measurement and Monitoring	278,737	35,825	17,912	-	225,000
1413 Climate Initiatives	48,445,343	846,220	423,110	-	47,176,014
1511 Conduct Financial Analysis and Planning	463,050	308,700	154,350	-	-
1512 Federal Programming, Monitoring and TIP Management	2,970,116	1,980,078	990,039	-	-
1517 Transit Sustainability Planning	8,428,180	570,179	285,090	-	7,572,911
1520 BART Metro 2030 and Beyond	168,192	-	-	-	168,192
1521 Bay Area Regional Rail Partnerships: Project Delivery and Governance	227,983	26,418	13,209	-	188,357
1522 SFMTA Muni Metro Modernization Planning Study	1,200,000	-	-	-	1,200,000
1611 Regional Growth Framework Planning and Implementation	75,160,786	799,261	399,630	-	73,961,895
1614 Vehicle Miles Traveled - Reduction Planning for Priority Development Areas	367,448	38,177	19,088	-	310,183
1621 Network Management - Planning for Implementation	561,774	43,187	21,594	-	496,993
1622 Next-Generation Bay Area Freeways Study	1,774,885	861,338	430,669	-	482,878
Funded by Federal/State Grants and Local Sources	99,767,828	11,450,398	5,725,199	-	82,592,231
1120 Regional Conservation Investment Strategy	622,020	62,879	31,440	-	527,701
1128 Resilience and Hazards Planning	694,692	263,128	131,564	-	300,000
1222 Regional Carpool/Vanpool Program and Commuter Benefits Program	6,559,271	52,410	26,205	-	6,480,657
1223 Support Transportation Managements System Program	4,647,129	373,267	186,633	-	4,087,230
1224 Implement Regional Traveler Information Services	9,347,424	1,394,285	697,143	-	7,255,996
1233 Transportation Asset Management (TAM) Program	17,327,299	504,010	252,005	-	16,571,283
1234 Arterial and Transit Management	7,312,290	303,542	151,771	-	6,856,977
1235 Implement Incident Management Program	7,032,607	712,694	356,347	-	5,963,566
1237 Freeway Performance Program	21,289,614	1,668,503	834,251	-	18,786,860
1238 Technology-Based Operations and Mobility	4,026,635	823,757	411,878	-	2,791,000
1239 Regional Mobility Technology Program	5,417,051	524,777	262,389	-	4,629,885
1240 Clean Air Program	6,500,000	-	-	-	6,500,000
1310 Access and Mobility Planning and Programs	1,180,301	465,438	232,719	-	482,144
1314 Means-Based Toll Discount Pilot Evaluation	792,509	128,339	64,170	-	600,000
1515 State Programming, Monitoring and STIP Development	1,679,474	919,650	459,825	-	300,000
1612 Bay Area Regional Collaborative (BARC) Regional Climate Mitigation and Adaptation Planning	1,224,167	549,445	274,722	-	400,000
1615 Connecting Housing and Transportation	4,115,347	2,704,276	1,352,138	-	58,933
Funded by State and Local Sources	19,732,880	3,824,034	1,911,132	-	13,997,714
1114 Support Policy Advisory Council	136,376	90,917	45,459	-	-
1124 Regional Goods Movement	32,085	21,390	10,695	-	-
1131 Develop an Effective Legislative Program	865,985	577,913	288,072	-	-
1132 Advocate Legislative Programs	785,619	79,079	39,540	-	667,000
1156 Library Services	330,382	220,255	110,127	-	-
1311 Means Based Fare Program	3,594,404	-	-	-	3,594,404
1312 Support Title VI and Environmental Justice	178,071	68,714	34,357	-	75,000
1412 Transportation Conformity and Air Quality Planning	247,786	165,191	82,595	-	-
1514 Regional Assistance Programs and Project Reviews	1,548,825	649,217	324,608	-	575,000
1618 Affordable Mobility Pilot Program (CARB)	10,937	7,291	3,646	-	-
1620 Bay Area Housing Finance Authority (BAHFA)	12,002,411	1,944,067	972,034	-	9,086,310
Total Grant and Non Grant Funded	293,286,629	31,568,752	15,780,837	10,000	245,927,040
Agency Management and Administration	5,088,500	-	-	-	5,088,500
1150 Executive Office	500,000	-	-	-	500,000
1152 Financial Management	531,000	-	-	-	531,000
1153 Facilities and Contract Services	1,000,000	-	-	-	1,000,000
1158 Administration and Human Development	899,500	-	-	-	899,500
1161 Information Technology Services	2,083,000	-	-	-	2,083,000
1162 Agency Websites	75,000	-	-	-	75,000
Total Agency Management and Administration	5,088,500	-	-	-	5,088,500
TOTAL MTC BUDGET	298,375,129	31,568,752	15,780,837	10,000	251,015,540
Highway and Arterial System Management (SAFE)	490,770	-	490,770	-	-
Bay Area Toll Authority (BATA)	9,078,073	-	9,078,073	-	-
Bay Area Infrastructure Financing Authority (BAIFA)	1,421,001	-	1,421,001	-	-
Total Not Federally Funded	10,989,844	-	10,989,844	-	-
Total Expenses for OWP Purposes	309,364,973	31,568,752	26,770,682	10,000	251,015,540

FY 2022-23 Overall Work Program (OWP)
Revenue Estimates - Final Amendment No. 1

[illegible]

(1): FHWA PL T.C. Match \$1,076,248

(1): FHWA PL T.C. Match \$37,895

(2): FHWA PL T.C. Match C/O \$119,150

(3): FTA 5303 PL T.C. Match \$416,202

(4): ETA 5303 PL T.C. Match C/O \$22,514

Total \$1,838,023

FY 2022-23 Overall Work Program (OWP)
Revenue Estimates - Final Amendment No. 1

	BAAQMD	BAIFA	BART	BATA Marketing	BATA Reimbursement	BATA Rehab	Bay Trail Nonprofit	BCDC	CA Dept Of Conservation	Clean California Enhancement Proposal (New)	CMAQ	CMAQ (New)	Coastal Conservancy	Communication Fiber Lateral (New)	EPA	Exchange Funds	FTA 5307 (New)	General Fund	HCD	HCD (REAP 2.0)	HOV	LCTOP	MTC Exchange Funds
Funded by the Consolidated Planning Grant (CPG)	-	224,593	68,767	585,000	337,500	-	-	-	250,000	-	674,106	46,500,000	1,846,101	-	-	-	-	11,902,299	-	478,113	470,722	-	2,000,000
1112 Implement Public Information Program and Tribal Government Coordination	-	-	-	470,000	337,500	-	-	-	-	-	-	-	-	-	-	-	-	1,497,172	-	-	-	-	-
1113 Support the Partnership Board	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	787,657	-	-	-	-	-
1121 Regional Transportation Plan/Sustainable Communities Strategy	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	732,583	-	-	-	-	-
1122 Analyze Regional Data Using GIS and Planning Models	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,477,980	-	-	402,148	-	-
1125 Active Transportation Planning	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	192,509	-	-	-	-	-
1127 Regional Trails	-	-	-	-	-	-	-	-	-	-	-	-	1,846,101	-	-	-	-	109,698	-	-	-	-	-
1212 Performance Measurement and Monitoring	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	225,000	-	-	-	-	-
1413 Climate Initiatives	-	-	-	-	-	-	-	-	-	-	674,106	46,500,000	-	-	-	-	-	122,590	-	-	68,574	-	-
1511 Conduct Financial Analysis and Planning	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	95,265	-	-	-	-	-
1512 Federal Programming, Monitoring and TIP Management	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,402,078	-	-	-	-	-
1517 Transit Sustainability Planning	-	-	-	115,000	-	-	-	-	-	-	-	-	-	-	-	-	-	972,478	-	318,742	-	-	-
1520 BART Metro 2030 and Beyond	-	-	68,767	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1521 Bay Area Regional Rail Partnerships: Project Delivery and Governance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39,626	-	-	-	-	-
1522 SFMTA Muni Metro Modernization Planning Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1611 Regional Growth Framework Planning and Implementation	-	-	-	-	-	-	-	-	250,000	-	-	-	-	-	-	-	-	1,533,109	-	159,371	-	-	2,000,000
1614 Vehicle Miles Traveled - Reduction Planning for Priority Development Areas	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57,265	-	-	-	-	-
1621 Network Management - Planning for Implementation	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64,781	-	-	-	-	-
1622 Next-Generation Bay Area Freeways Study¶	-	224,593	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	592,509	-	-	-	-	-
Funded by Federal/State Grants and Local Sources	432,657	-	-	655,000	600,000	-	-	-	-	6,500,000	12,048,159	3,998,000	-	-	58,933	2,087,500	-	5,685,117	-	159,371	-	-	-
1120 Regional Conservation Investment Strategy	-	-	-	-	100,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1128 Resilience and Hazards Planning	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	674,960	-	-	-	-	-
1222 Regional Carpool/Vanpool Program and Commuter Benefits Program	-	-	-	-	-	-	-	-	-	-	3,952,247	2,500,000	-	-	-	-	-	78,615	-	-	-	-	-
1223 Support Transportation Managements System Program	-	-	-	-	-	-	-	-	-	-	365,845	-	-	-	-	-	-	-	-	-	-	-	-
1224 Implement Regional Traveler Information Services	-	-	-	155,000	-	-	-	-	-	-	-	-	-	-	-	-	-	385,017	-	-	-	-	-
1233 Transportation Asset Management (TAM) Program	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	816,016	-	-	-	-	-
1234 Arterial and Transit Management	-	-	-	-	-	-	-	-	-	-	2,447,968	-	-	-	-	-	-	340,777	-	-	-	-	-
1235 Implement Incident Management Program	-	-	-	-	-	-	-	-	-	-	4,517,976	1,498,000	-	-	-	-	-	-	-	-	-	-	-
1237 Freeway Performance Program	-	-	-	-	-	-	-	-	-	-	764,124	-	-	-	-	-	1,021,500	-	-	-	-	-	-
1238 Technology-Based Operations and Mobility	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,066,000	-	-	-	-	-	-
1239 Regional Mobility Technology Program	-	-	-	500,000	500,000	-	-	-	-	-	-	-	-	-	-	-	-	402,148	-	-	-	-	-
1240 Clean Air Program	-	-	-	-	-	-	-	-	-	6,500,000	-	-	-	-	-	-	-	-	-	-	-	-	-
1310 Access and Mobility Planning and Programs	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	698,157	-	-	-	-	-
1314 Means-Based Toll Discount Pilot Evaluation	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1515 State Programming, Monitoring and STIP Development	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,172,708	-	-	-	-	-
1612 Bay Area Regional Collaborative (BARC) Regional Climate Mitigation and Adaptation Planning	432,657	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	420,661	-	-	-	-	-
1615 Connecting Housing and Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58,933	-	-	696,059	-	159,371	-	-	-
Funded by State and Local Sources	-	-	-	-	50,000	-	-	-	-	-	-	-	-	-	-	-	-	3,457,397	11,683,669	318,742	-	594,404	-
1114 Support Policy Advisory Council	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	136,376	-	-	-	-	-
1124 Regional Goods Movement	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32,085	-	-	-	-	-
1131 Develop an Effective Legislative Program	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	865,985	-	-	-	-	-
1132 Advocate Legislative Programs	-	-	-	-	50,000	-	-	-	-	-	-	-	-	-	-	-	-	685,619	-	-	-	-	-
1156 Library Services	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	330,382	-	-	-	-	-
1311 Means Based Fare Program	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	594,404	-	-
1312 Support Title VI and Environmental Justice	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	178,071	-	-	-	-	-
1412 Transportation Conformity and Air Quality Planning	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	247,786	-	-	-	-	-
1514 Regional Assistance Programs and Project Reviews	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	970,157	-	-	-	-	-
1618 Affordable Mobility Pilot Program (CARB)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10,937	-	-	-	-	-
1620 Bay Area Housing Finance Authority (BAHFA)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11,683,669	318,742	-	-	-
Total Grant and Non Grant Funded	432,657	224,593	68,767	1,240,000	987,500	-	-	-	250,000	6,500,000	12,722,265	50,498,000	1,846,101	-	58,933	2,087,500	-	21,044,814	11,683,669	956,225	470,722	594,404	2,000,000
Agency Management and Administration	-	-	-	50,000	481,000	-	-	-	-	-	-	-	-	-	-	-	-	4,267,500	-	-	-	-	-
1150 Executive Office	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	500,000	-	-	-	-	-
1152 Financial Management	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	531,000	-	-	-	-	-
1153 Facilities and Contract Services	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,000,000	-	-	-	-	-
1158 Administration and Human Development	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	899,500	-	-	-	-	-
1161 Information Technology Services	-	-	-	-	481,000	-	-	-	-	-	-	-	-	-	-	-	-	1,337,000	-	-	-	-	-
1162 Agency Websites	-	-	-	50,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL MTC BUDGET	432,657	224,593	68,767	1,290,000	1,468,500	-	-	-	250,000	6,500,000	12,722,265	50,498,000	1,846,101	-	58,933	2,087,500	-	25,312,314	11,683,669	956,225	470,722	594,404	2,000,000
Highway and Arterial System Management (SAFE)																							
Bay Area Toll Authority (BATA)	-	-	-	-	9,078,073	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bay Area Infrastructure Financing Authority (BAIFA)	-	1,421,001	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Not Federally Funded	-	1,421,001	-	-	9,078,073	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenue for OWP Purposes	432,657	1,645,595	68,767	1,290,000	10,546,573	-	-	-	250,000	6,500,000	12,722,265	50,498,000	1,846,101	-	58,933	2,087,500	-	25,312,314	11,683,669	956,225	470,722	594,404	2,000,000

(1): FHWA PL T.C. Match \$1,076,248
(1): FHWA PL T.C. Match \$37,895
(2): FHWA PL T.C. Match C/O \$119,150
(3): FTA \$303 PL T.C. Match \$416,202
(4): FTA \$303 PL T.C. Match C/O \$166,013
(4): FTA \$303 PL T.C. Match C/O \$22,514
Total \$1,838,023

FY 2022-23 Overall Work Program (OWP)
Revenue Estimates - Final Amendment No. 1

	PMP	Cities/Local Funds	PTAP	HCD (REAP)	RM2 Capital	RM2 Operating	SAFE	SAFE - Funds Advanced	SFMTA Local Funding	SSARPL	STA (new)	State of California (Prop 68)	STBG	STBG (OBAG 3) (New)	STIP - PPM	TFCA	FHWA PL and FTA 5303 Toll Credit
Funded by the Consolidated Planning Grant (CPG)	-	87,962	-	-	1,750,000	-	-	-	700,000	-	794,351	-	82,775,455	-	-	-	1,838,023
1112 Implement Public Information Program and Tribal Government Coordination	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	479,537
1113 Support the Partnership Board	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54,605
1121 Regional Transportation Plan/Sustainable Communities Strategy	-	-	-	-	-	-	-	-	-	-	-	-	5,067,092	-	-	-	175,250
1122 Analyze Regional Data Using GIS and Planning Models	-	87,962	-	-	-	-	-	-	-	-	-	-	2,032,000	-	-	-	522,361
1125 Active Transportation Planning	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100,012
1127 Regional Trails	-	-	-	-	-	-	-	-	-	-	-	-	2,500,000	-	-	-	55,707
1212 Performance Measurement and Monitoring	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6,164
1413 Climate Initiatives	-	-	-	-	-	-	-	-	-	-	-	-	159,699	-	-	-	-
1511 Conduct Financial Analysis and Planning	-	-	-	-	-	-	-	-	-	-	136,376	-	-	-	-	-	26,543
1512 Federal Programming, Monitoring and TIP Management	-	-	-	-	-	-	-	-	-	-	-	-	390,359	-	-	-	135,091
1517 Transit Sustainability Planning	-	-	-	-	1,500,000	-	-	-	-	-	657,975	-	2,518,742	-	-	-	225,987
1520 BART Metro 2030 and Beyond	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1521 Bay Area Regional Rail Partnerships: Project Delivery and Governance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1522 SFMTA Muni Metro Modernization Planning Study	-	-	-	-	-	-	-	-	700,000	-	-	-	-	-	-	-	-
1611 Regional Growth Framework Planning and Implementation	-	-	-	-	-	-	-	-	-	-	-	-	70,107,663	-	-	-	-
1614 Vehicle Miles Traveled - Reduction Planning for Priority Development Areas	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1621 Network Management - Planning for Implementation	-	-	-	-	250,000	-	-	-	-	-	-	-	-	-	-	-	-
1622 Next-Generation Bay Area Freeways Study¶	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56,766
Funded by Federal/State Grants and Local Sources	1,500,000	206,585	543,900	3,200,984	388,347	-	-	50,000	-	312,906	949,869	522,020	54,843,331	3,000,000	206,766	28,410	-
1120 Regional Conservation Investment Strategy	-	-	-	-	-	-	-	-	-	-	-	522,020	-	-	-	-	-
1128 Resilience and Hazards Planning	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1222 Regional Carpool/Vanpool Program and Commuter Benefits Program	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28,410	-
1223 Support Transportation Managements System Program	-	-	-	-	-	-	-	-	-	-	-	-	4,281,285	-	-	-	-
1224 Implement Regional Traveler Information Services	-	-	-	-	-	-	-	-	-	-	200,000	-	8,554,733	-	-	-	-
1233 Transportation Asset Management (TAM) Program	1,500,000	-	543,900	-	-	-	-	-	-	312,906	-	-	11,654,477	2,500,000	-	-	-
1234 Arterial and Transit Management	-	206,585	-	-	-	-	-	-	-	-	-	-	4,316,960	-	-	-	-
1235 Implement Incident Management Program	-	-	-	-	-	-	-	-	-	-	-	-	1,016,631	-	-	-	-
1237 Freeway Performance Program	-	-	-	-	-	-	-	25,000	-	-	78,615	-	17,900,375	-	-	-	-
1238 Technology-Based Operations and Mobility	-	-	-	-	-	-	-	-	-	-	-	-	2,960,635	-	-	-	-
1239 Regional Mobility Technology Program	-	-	-	-	388,347	-	-	25,000	-	-	421,254	-	3,180,301	-	-	-	-
1240 Clean Air Program	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1310 Access and Mobility Planning and Programs	-	-	-	-	-	-	-	-	-	-	250,000	-	-	200,000	-	-	-
1314 Means-Based Toll Discount Pilot Evaluation	-	-	-	-	-	-	-	-	-	-	-	-	792,509	-	-	-	-
1515 State Programming, Monitoring and STIP Development	-	-	-	-	-	-	-	-	-	-	-	-	-	300,000	206,766	-	-
1612 Bay Area Regional Collaborative (BARC) Regional Climate Mitigation and Adaptation Planning	-	-	-	-	-	-	-	-	-	-	-	-	185,425	-	-	-	-
1615 Connecting Housing and Transportation	-	-	-	3,200,984	-	-	-	-	-	-	-	-	-	-	-	-	-
Funded by State and Local Sources	-	-	-	-	-	-	50,000	-	-	-	3,578,668	-	-	-	-	-	-
1114 Support Policy Advisory Council	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1124 Regional Goods Movement	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1131 Develop an Effective Legislative Program	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1132 Advocate Legislative Programs	-	-	-	-	-	-	50,000	-	-	-	-	-	-	-	-	-	-
1156 Library Services	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1311 Means Based Fare Program	-	-	-	-	-	-	-	-	-	-	3,000,000	-	-	-	-	-	-
1312 Support Title VI and Environmental Justice	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1412 Transportation Conformity and Air Quality Planning	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1514 Regional Assistance Programs and Project Reviews	-	-	-	-	-	-	-	-	-	-	578,668	-	-	-	-	-	-
1618 Affordable Mobility Pilot Program (CARB)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1620 Bay Area Housing Finance Authority (BAHFA)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Grant and Non Grant Funded	1,500,000	294,547	543,900	3,200,984	2,138,347	-	50,000	50,000	700,000	312,906	5,322,888	522,020	137,618,786	3,000,000	206,766	28,410	1,838,023
Agency Management and Administration	-	-	-	-	-	-	65,000	-	-	-	25,000	-	-	-	200,000	-	-
1150 Executive Office	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1152 Financial Management	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1153 Facilities and Contract Services	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1158 Administration and Human Development	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1161 Information Technology Services	-	-	-	-	-	-	65,000	-	-	-	-	-	-	-	200,000	-	-
1162 Agency Websites	-	-	-	-	-	-	-	-	-	-	25,000	-	-	-	-	-	-
TOTAL MTC BUDGET	1,500,000	294,547	543,900	3,200,984	2,138,347	-	115,000	50,000	700,000	312,906	5,347,888	522,020	137,618,786	3,000,000	406,766	28,410	1,838,023
Highway and Arterial System Management (SAFE)							490,770										
Bay Area Toll Authority (BATA)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bay Area Infrastructure Financing Authority (BAIFA)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Not Federally Funded	-	-	-	-	-	-	490,770	-	-	-	-	-	-	-	-	-	-
Total Revenue for OWP Purposes	1,500,000	294,547	543,900	3,200,984	2,138,347	-	605,770	50,000	700,000	312,906	5,347,888	522,020	137,618,786	3,000,000	406,766	28,410	1,838,023

(1): FHWA PL T.C. Match \$1,076,248
(1): FHWA PL T.C. Match \$37,895
(2): FHWA PL T.C. Match C/O \$119,150
(3): FTA 5303 PL T.C. Match \$416,202
(4): FTA 5303 PL T.C. Match C/O \$166,013
(4): FTA 5303 PL T.C. Match C/O \$22,514
Total \$1,838,023

APPENDIX A — STATE AND FEDERALLY FUNDED COMPETITIVE GRANT PROJECTS

Caltrans Sustainable Transportation Planning Grant Program

FY 2019/2020 SUSTAINABLE TRANSPORTATION PLANNING GRANT STUDIES

ESTIMATED COMPLETION DATE: February 28, 2022 (RGAs), except where noted

- **Bicycle Superhighway Phase 1 Central Bikeway Feasibility Study** (\$8000,000)
Applicant: Santa Clara Valley Transportation Authority
Description: The Central Bikeway Feasibility Study and Alternatives Analysis will identify a preferred alternative for a continuous, 10-mile, low-stress bicycle superhighway that follows the El Camino (State Route 82)/Central Expressway/Caltrain corridor and connects residents and workers to the Berryessa BART station in East San Jose. The corridor is one of a dozen candidates for bicycle superhighways identified in the Santa Clara Valley Transportation Authority's (VTA) Countywide Bicycle Plan and serves disadvantaged communities. It provides much needed east-west access across State Route 87, Highway 101, Interstate 880, connects three popular bicycle paths, and provides access to Caltrain, VTA Light Rail and BART. VTA will lead the study, with the City of Santa Clara, San Jose, Santa Clara County, and Caltrans included as stakeholders. VTA will lead community-based outreach to identify a preferred design. The final deliverable is a plan that includes a summary of community and agency goals, conceptual design drawings for each segment of the corridor, and an implementation strategy.
- **San Jose Emerging Mobility Action Plan** (\$602,004)
Applicant: City of San Jose
Description: The City of San Jose's Emerging Mobility Action Plan will utilize an equity framework to leverage emerging mobility—electric vehicles, automated vehicles, and shared mobility services—to create a sustainable transportation system that serves all. Via an inclusive community engagement process that includes partnerships with community-based organizations, the City will develop an action plan that specifies the policies, programs and pilots it will pursue and the steps it will take to implement them. The action plan is part of a larger effort by the City to realize the mode shift and vehicle miles traveled reduction goals articulated in its 2040 Envision San Jose General Plan and greenhouse gas reduction goals in its Paris Accord-aligned Climate Smart plan. The plan aligns with the goals of the City, county, regional, and state 2040 transportation plans: to reduce greenhouse gas emissions, ensure social equity, encourage non-auto modes of travel, focus future growth, and promote economic vitality.
- **Pruneridge Complete Streets Plan** (\$351,077)
Applicant: City of Santa Clara

Description: The Pruneridge Avenue Complete Streets Plan will identify bicycle, pedestrian and associated streetscape improvements to transform Pruneridge into a safe and active transportation-friendly corridor to address the 177 collisions along this segment within the last 12 years and to provide safer routes to school and a regional park. The Plan will guide the City as to the most appropriate conceptual design that after implementation will encourage more trips by active transportation modes and foster a healthier community in return. Various stakeholders will be involved in creating the plan such as public health advocates, school representatives, residents and community business leaders. Both residents residing in and outside of disadvantaged communities will benefit from this project as this roadway provides access to schools, parks, and major employment destinations within the city and adjacent communities. Deliverables include existing conditions, parking study, concept alternatives, analysis of alternatives, and draft and final Complete Streets Plan.

- **City of San Pablo Bicycle and Pedestrian Corridors Study** (\$295,000)

Applicant: City of San Pablo

Description: The City of San Pablo Bicycle and Pedestrian Corridors Study will analyze 6.03 miles of key transportation corridors—8 potential bikeway segments and 2 potential shared-use paths—to produce a concept design, alternative options, feasibility analysis, and construction estimates. These segments were identified for future study in San Pablo's 2017 Bicycle and Pedestrian Master Plan because they close bikeway gaps on busy corridors and involve significant traffic, parking, utility and/or geotechnical constraints. The study will contract a consultant to conduct parking and operational studies, provide design services, and facilitate bilingual community engagement, with a focus on community-based organizations that represent vulnerable populations (e.g. First 5, Bike East Bay). Starting in early 2022, the City will use the project deliverables to seek grant funding to implement the community-selected designs, in support of the Metropolitan Transportation Commission and Contra Costa County's efforts to encourage mode-shift toward bicycling and walking.

- **Marin County US 101 Bus on Shoulder Feasibility Study** (\$308,000)

Applicant: Transportation Authority of Marin

Description: This study will provide a feasibility assessment for part-time bus operations on the shoulder of U.S. 101 in Marin County. Bus on Shoulder is a proven concept to improve transit reliability and speed according to recent Federal Highway Administration guidance, and the study will be used to assess feasibility of a pilot project on U.S. 101 in Marin County as part of a system of enhancements planned for the corridor. The study will identify the

proposed location of bus on shoulder facilities in the county, preferred operational concept, and quantify potential user benefits and improvement costs. The Transportation Authority for Marin (TAM) intends to gather stakeholder agencies, including transit operators Marin Transit and Golden Gate Bridge, Highway and Transit District, California Highway Patrol, the Metropolitan Transportation Commission, the Local Jurisdictions of San Rafael, Novato and the County of Marin, and Caltrans to inform this study and conduct public outreach to assess the potential for a pilot program in Marin County. Based on the outcome of this study, TAM and partner agencies will lead implementation and development of work supporting local and regional transit services in this corridor.

- **East Contra Costa County Integrated Transit Study** (\$755,000)

Applicant: Contra Costa Transportation Authority

Description: This study will provide a feasibility assessment for part-time bus operations on the shoulder of U.S. 101 in Marin County. Bus on Shoulder is a proven concept to improve transit reliability and speed according to recent Federal Highway Administration guidance, and the study will be used to assess feasibility of a pilot project on U.S. 101 in Marin County as part of a system of enhancements planned for the corridor. The study will identify the proposed location of bus on shoulder facilities in the county, preferred operational concept, and quantify potential user benefits and improvement costs. The Transportation Authority for Marin (TAM) intends to gather stakeholder agencies, including transit operators Marin Transit and Golden Gate Bridge, Highway and Transit District, California Highway Patrol, the Metropolitan Transportation Commission, the Local Jurisdictions of San Rafael, Novato and the County of Marin, and Caltrans to inform this study and conduct public outreach to assess the potential for a pilot program in Marin County. Based on the outcome of this study, TAM and partner agencies will lead implementation and development of work supporting local and regional transit services in this corridor.

- **Hyde Street Safety Project** (\$300,000)

Applicant: San Francisco Municipal Transportation Agency

Description: Project will identify pedestrian safety improvements to transform a dangerous, one-way roadway into a neighborhood complete street. Hyde Street is one of San Francisco's High Injury streets, the 13 percent of streets representing 75 percent of all traffic injuries and deaths and is in the City's most at-risk neighborhood. This planning project will promote neighborhood quality of life, public health, and economic development through a community-driven, collaborative planning effort. The major outcome will be a clear vision for reduced severe traffic injuries and fatalities on Hyde. The

deliverables will include robust community engagement through senior, youth, and neighborhood accessible forums in partnership with community-based organizations and partner agencies. Community supported designs will be completed for quick local approvals, final design, and implementation. This project is responsive to State goals of integrating public health outcomes to transportation and the development of a complete street project through mode shift.

- **City of Oakland Zero Emission Vehicle Plan** (\$440,000)

Applicant: City of Oakland

Description: Oakland's Zero Emission Vehicle Action Plan will provide a blueprint for transitioning to an equitable, multi-modal, zero-emission transportation system. The Plan will detail how Oakland will meet its share of statewide and regional goals for Zero Emission Vehicles (ZEVs), charging stations, and vehicle greenhouse gas emissions. This plan will set both a long-term vision and a short-term implementation strategy. Through extensive community and stakeholder engagement, the Plan will set ZEV goals and objectives, establish timelines to meet those goals, and recommend changes to city policies, codes, and incentives. The Plan will also identify sites and funding for curb-side chargers, analyze energy grid impacts, and study decarbonizing public and private vehicle fleets. To ensure that all Oaklanders benefit from these investments, the plan will prioritize investments in disadvantaged communities, identify and reduce barriers to adoption and help connect Oaklanders with jobs and contracting opportunities in clean transportation.

- **Presidio Bus Yard Planning Study** (\$490,160)

Applicant: San Francisco Municipal Transportation Agency

Description: Built in 1912, Presidio Yard stores and maintains 140 trolley coaches. The "2017 San Francisco Municipal Transportation Agency (SFMTA) Facilities Framework" concluded that Presidio Yard must be entirely rebuilt to address operating inefficiencies, seismic considerations, and space needs of an evolving fleet. The study will plan for the Yard's reconstruction in a holistic, community-informed fashion. Deliverables include: 1. Conceptual plan and program for a modern bus maintenance and storage facility; 2. Land use scenarios above or adjacent to the Yard; 3. A menu of projects to eliminate traffic-related injuries along adjacent corridors and make the adjacent corridors more pedestrian- and bike-friendly; 4. A robust community outreach program; 5. Recommendations for moving from planning to implementation, including risk management and finance strategies. Principal parties include the SFMTA, community stakeholders, and City government. This study would build upon the Facilities Framework, SFMTA's Vision Zero strategy, the Geary

Rapid Project environmental documents, and Plan Bay Area 2040 (the regional Sustainable Communities Strategy).

- **Windsor Old Redwood Highway Corridor Enhancement Plan** (\$300,000)

Applicant: City of Windsor

Description: The proposed plan will identify necessary transportation improvements to revitalize a 3.6-mile corridor of Old Redwood Highway (ORH) from Arata Lane to Shiloh Road. As its name implies, the "Old" highway predates the Town of Windsor's incorporation and was the first paved road in the area (1915). Now, ORH functions as a multi-lane arterial with average daily traffic of 28,100 at the U.S. 101 Freeway interchange. Some segments of the roadway have infrastructure gaps and a lack of pedestrian and bicycle facilities that present challenges for access, multi-modal mobility, and commerce. A qualified consultant will lead the process which will evaluate current conditions, accident data, engage key stakeholders, and prioritize implementation projects. Ultimately, the Plan will lead to "Complete Street" provisions for motorists, pedestrians, bicyclists, transit/SMART train, storm water, and greening elements. A complimentary goal is to revitalize the corridor and spur infill development in three designated areas, including one Priority Development Area at the Town's center.

- **Vision Zero Sonoma County Project** (\$660,000)

Applicant: Sonoma County Transportation Authority

Description: Vision Zero Sonoma County is a collaborative planning initiative led by the Sonoma County Transportation Authority and the Sonoma County Department of Health Services. This project will build the foundation necessary to launch a county-wide "Vision Zero" initiative by: Understanding the current state of injuries and crashes in Sonoma County; Building commitment for a county-wide Vision Zero planning initiative; and, Developing a Vision Zero action plan for Sonoma County. The project will support numerous local, regional and State initiatives including California Transportation Plan 2040, Plan Bay Area, Sonoma County Comprehensive Transportation Plan, Sonoma County Climate Action Plan 2020, and the Portrait of Sonoma County. The project approach will actively engage residents of Sonoma County's disadvantaged communities to ensure their needs are addressed in the Vision Zero planning process. The data dashboard created for this project will be used as a model for future data sharing initiatives.

- **Contra Costa Active Transportation Plan** (\$380,000)

Applicant: Contra Costa Public Works

Description: The Contra Costa County Active Transportation Action Plan will create a detailed inventory of the County's roadways and identify opportunities to build active transportation facilities with an emphasis on projects that can be installed quickly through re-striping and repaving. Staff will create a three-tiered priority list of projects based on ease of implementation, location in disadvantaged communities, and overlap with a travel demand model. Staff will conduct extensive public outreach in each of the 13 unincorporated communities and develop an interactive web map tool for ongoing outreach and evaluation. With more detailed data on roadway opportunities and constraints, staff can expand upon Contra Costa Transportation Authority's 2018 Countywide Bicycle and Pedestrian Plan and support concurrent planning efforts such as the County's Vision Zero program, which will in turn support regional and state planning goals. Implementing agencies are the Contra Costa County Department of Conservation and Development and Public Works Department.

- **BART Metro 2030 and Beyond (\$466,559)**

Estimated Completion Date: June 30, 2022

Applicant: Metropolitan Transportation Commission

Sub-Applicant: San Francisco Bay Area Rapid Transit District (BART)

Description: By maximizing its ridership, BART plays a key role in reducing vehicle travel and achieving state greenhouse gas reduction targets. BART previously developed a concept (BART Metro, in 2013) for attracting more ridership and reducing vehicle travel by increasing service frequencies in the system core. This concept needs updating in light of recent developments, including declining off-peak ridership, major system investments and changing demand patterns stemming from the region's severe housing shortage. The proposed project will produce future BART service plans, focusing on 2030, and an associated prioritized capital project list (such as new storage facilities and bypass tracks) that would fully leverage planned system investments while improving operational efficiency and maximizing ridership. By better matching BART service and regional demand patterns, the project will help implement the regional Sustainable Communities Strategy, improve job access, and reduce greenhouse gases.

FY 2020/2021 SUSTAINABLE TRANSPORTATION PLANNING GRANT STUDIES

ESTIMATED COMPLETION DATE: February 28, 2023 (RGAs), except where noted

- **Pine Hollow Road Corridor Complete Streets Feasibility Study (\$190,959)**

Applicant: City of Concord

Description: The City of Concord and the City of Clayton will conduct a Complete Streets Feasibility Study along Pine Hollow Road, which is an important connection between schools, parks, residential, and recreation areas within the cities. As a designated city trucking route, the corridor also experiences a high amount of truck traffic. The project will include a detailed transportation analysis and robust public engagement process to develop design alternatives that incorporate Complete Streets elements, bicycle and pedestrian improvements, and improved access to transit. The cities will work with community and active transportation advocacy groups to achieve the project's goals, which include addressing the collision history of the project corridor while reducing vehicle miles traveled and greenhouse gas emissions. The project is recommended in Concord's 2016 Bicycle, Pedestrian, and Safe Routes to Transit Plan, and will help the City achieve its goal to make bicycling, walking, and transit better serve local transportation needs.

- **City of Livermore East Avenue Corridor Study** (\$129,972)

Applicant: City of Livermore

Description: The East Avenue Corridor Study will develop and prioritize complete street alternatives for the 2.5-mile corridor, building on the City's Active Transportation Plan. East Avenue is a high-priority east-west corridor for the community, links two Priority Development Areas (National Laboratories - east and Downtown Livermore - west), provides a rapid transit line, and serves five public schools, five preschools, a Community Center, four churches, various neighborhoods, 13 apartment complexes, and major employers such as the National Labs. The City will develop alternatives through extensive public engagement with East Avenue stakeholders including the school district, park district, bus service provider, local residents, neighborhood groups, business owners, and faith-based community organizations. The City will refine these alternatives through data analyses and create a Concept Plan that identifies short-term and long-term street improvements that will improve safety and comfort, increase bicycle and pedestrian connectivity, and is ready for implementation grant funding.

- **Richmond Greenway Gap Closure and Connectivity Study** (\$280,208)

Applicant: City of Richmond

Sub-Applicants: Local Government Commission, Pogo Park, and Rails-to-Trails Conservancy

Description: The City will partner with local community-based organization Pogo Park and the non-profits Local Government Commission and Rails-to-Trails Conservancy to develop a plan for short-term and long term-solutions to connect the east and west spans of the Richmond Greenway which is currently divided by two wide multilane streets and a multitrack railroad

corridor in the city's residential core. The City and partners will engage residents and stakeholders in an intensive, multi-faceted series of interactive design workshops, walking and biking assessments and field activities to identify needs, document challenges, and develop community-based solutions. The project fully supports and advances state and regional Sustainable Community Strategy/Regional Transportation Plan goals of reducing vehicle miles traveled and greenhouse gas emissions, maximizing mobility and accessibility, preserving and ensuring a sustainable regional transportation system, and protecting the environment and health.

- **San Bruno Safe Route to School Plan (\$248,929)**

Applicant: City of San Bruno

Description: In 2017-2018, there were 20 collisions involving children and teenagers in the City of San Bruno. The City's Safe Routes to School (SRTS) Plan will aim at increasing the number of students who choose active or shared modes of transportation to school by making it safer and more accessible to walk, bicycle and/or take transit. The Plan will be framed on the Six Es of the SRTS program and will include school specific summaries that describe existing conditions and a list of prioritized projects. The Plan will provide training, resources and customized support to schools, while working together with district and school administration, parents, teachers, and local community-based organizations. The overall goal of the Plan is to make San Bruno a healthier, safer, more sustainable and environmentally sound community, with improved air quality and less traffic congestion, by reducing the number of school-related automobile trips.

- **Crosstown Class IV Corridors (\$349,248)**

Applicant: City of San Leandro

Description: The Crosstown Corridors Study will examine the feasibility of Class IV bikeways and pedestrian improvements on two major roadways in San Leandro. The corridors will provide a north-south bikeway "spine" on Bancroft Avenue and an east-west spine on Williams Street. Both corridors are identified as priority corridors in the city's 2018 Bicycle and Pedestrian Master Plan Update. Six schools directly front these corridors with three more nearby; these improvements would enhance the safety and comfort of students and families walking to/from school. The Crosstown Corridors Study also includes two San Francisco Bay Area Rapid Transit (BART) station access studies around the city's two stations. These studies will identify pedestrian and bicycle improvements that will link the corridors, BART stations, downtown and Bay Fair transit-oriented development area together. This project will also serve disadvantaged communities, specifically, the census tracts around the

Williams Street corridor are considered disadvantaged communities by the CalEnviroScreen.

- **Development of a Vehicle Miles Traveled Mitigation Program for Contra Costa (\$400,000)**

Applicant: Contra Costa Transportation Authority

Description: The goal of this project is to establish the framework for a Vehicle Miles Traveled (VMT) Mitigation program for Contra Costa County. Implementation of California Senate Bill 743 (Chapter 386, Statutes of 2013) requires lead agencies to analyze development and transportation improvement projects to determine the amount of VMT the project will add or remove from the transportation system, and provide meaningful mitigations when VMT increases are identified. The Contra Costa Transportation Authority intends to develop a program which will, 1) Provide an approach for mitigating VMT increases from land development and transportation improvements in Contra Costa County; 2) Develop a streamlined framework for a VMT Mitigation Program for use by Contra Costa jurisdictions and agencies; and 3) Position Contra Costa County lead agencies to be fully compliant with changes to transportation impacts under Senate Bill 743.

- **El Cerrito-Berkeley Corridor Access Strategy for Transit Oriented Development (\$704,747)**

Applicant: San Francisco Bay Area Rapid Transit District (BART)

Description: In this project, the San Francisco Bay Area Rapid Transit District (BART) will evaluate the feasibility of innovative strategies to provide station access to customers in Berkeley, El Cerrito, Richmond, Albany and Kensington, to develop BART'S surface parking lots with roughly 2,000 homes, with a minimum affordability goal of 35 percent. California Assembly Bill 2923 (Chapter 1000, Statutes of 2018) generated lively community discussion about advancing transit-oriented development in Berkeley and El Cerrito to address the statewide climate and housing crises. While there is community support for development of San Francisco Bay Area Rapid Transit (BART) property, concerns about BART access and parking reduction loom large. Building upon the Fiscal Year 2018-2019 Caltrans grant, which explored alternatives to parking replacement in transit-oriented development at El Cerrito Plaza station, this project would help BART explore larger-scale solutions to this serious concern in partnership with affected stakeholders. By funding this study now, Caltrans will help BART meet its goal to advance mixed-income housing development at El Cerrito Plaza, North Berkeley and Ashby stations by 2024.

- San Francisco School Access Plan (\$164,500)**
Applicant: San Francisco County Transportation Authority
Description: The San Francisco County Transportation Authority's School Access Plan will involve close collaboration with the San Francisco Unified School District, parents, and community-based organizations to co-create school transportation solutions designed for medium- to long-distance elementary school trips. Strategies will focus on improving equity for vulnerable students and families, including students with Individualized Education Plans, students experiencing homelessness, foster youth, and low-income youth. The plan will include co-creation sessions and focus groups, resulting in an action plan of transportation recommendations for direct funding, pilot programming, or business plan development. Solving for these school trips will help meet San Francisco's Transit First Policy, Climate Action Strategy, Vision Zero Policy, and Safe Routes to School goals of reducing single family vehicle trips by 37 percent and school-related collisions by 50 percent by 2030. This plan also helps meet regional and state transportation plan goals of reducing greenhouse gas emissions, encouraging sustainable transportation, and promoting equity.
- Visitation Valley Community Based Transportation Plan (\$352,349)**
Applicant: San Francisco County Transportation Authority
Description: The San Francisco Municipal Transportation Agency (SFMTA) will engage the Visitation Valley community in a two-year planning process to prioritize transportation investment. The project's boundaries encompass the Visitation Valley district, including the Little Hollywood, Sunnydale, and McLaren Park sub-areas. The SFMTA will collaborate closely with the community and community-based organizations, resulting in consensus-based transportation solutions that improve access and connectivity for residents. Visitation Valley, a Community of Concern, has limited viable transportation alternatives due to underinvestment in the local network; it is critical to address this now, as they will be affected by significant development in the pipeline, which will strain the transportation network if new residents continue to require personal vehicles. The project will identify, design, and prioritize investments that reflect community values in light of the SFMTA Muni Equity Strategy and the City's Vision Zero policy.
- El Camino Real Congestion Impact Study (\$211,299)**
Applicant: San Mateo County Transit District

Description: The El Camino Real Congestion Impact Study (Study) will provide an analysis of the impact of El Camino Real (ECR) congestion on SamTrans bus speed and reliability. Key deliverables of the Study include: data collection and analysis; findings from on-site and on-board observations; extensive public outreach to riders, residents, and business owners along the corridor; a set of near-term and long-term recommendations for operational and infrastructure improvements; and a final report consolidating findings and recommendations. The project will be informed by a Technical Advisory Group, including staff from cities along ECR, the County Health Department, and Caltrans, as well as a Stakeholder Advisory Group comprised of business and employer representatives, first responders, advocates, community-based organization representatives, and new mobility providers. The Study will also leverage findings and priorities of existing plans and projects including Reimagine SamTrans, the transit signal priority system, the Grand Boulevard Initiative, and local ECR plans.

- **Vehicle Miles Traveled-Reduction Planning for Priority Development Areas** (\$539,534)

Applicant: Metropolitan Transportation Commission

Sub-Applicants: City of Richmond and City of Vallejo

Description: The project has two major components to help cities plan the expansion of multimodal transportation options in the region's Priority Development Areas (PDAs), which is one of the Metropolitan Transportation Commission's key Sustainable Communities Strategies to accommodate infill growth while meeting the region's greenhouse gas emission reduction targets. Component I is the development of Vehicle Miles Traveled (VMT)-reduction planning products for two Sub-applicant Cities: Vallejo and Richmond. For the City of Vallejo, the project will produce (1) a Development Parking and Transportation Demand Management Plan: Framework for assessing and planning VMT mitigation strategies for new developments as part of the permitting process; and (2) Impact Fees: Nexus study or other analysis to establish impact fees that would fund multimodal transportation projects for new developments. For the City of Richmond, the project will produce (1) Road Safety Plan: Collision data collection and analysis to prioritize safety investments, particularly for active transportation modes; and (2) Bicycle and Pedestrian Infrastructure Action Plan: Plan focused on prioritizing near-term bicycle/pedestrian infrastructure projects. Component II is the development of resources such as case studies, template documents, and community engagement guidance to help other cities with PDAs replicate these planning products.

- **Bay Area Regional Rail Partnerships: Project Delivery and Governance**
(\$400,000)
Estimated Completion Date: June 30, 2023
Applicant: Metropolitan Transportation Commission
Description: A collection of transformational rail corridor project and planning efforts are underway in the Bay Area and each are led by different agencies. This presents a unique opportunity for the Metropolitan Transportation Commission (MTC) and its rail partners to connect, collaborate, and evaluate how to advance these rail projects to better support these major infrastructure changes, megaproject delivery, and seamless rail service connectivity from a customer-focused and system perspective. Strategic choices related to governance and organizational structure are needed to set the foundation to successfully deliver the next-generation regional rail investments. Building on existing efforts, MTC, in partnership with rail providers in the region, will identify project delivery and governance structures that utilize existing expertise and identify partnerships and structures to build and operate a more seamless and customer focused rail network.

FY 2021/2022 SUSTAINABLE TRANSPORTATION PLANNING GRANT STUDIES

ESTIMATED COMPLETION DATE: March 30, 2024 (RGAs), except where noted

- **North Fair Oaks Bicycle and Pedestrian Railroad Crossing and Community Connections Study** (\$356,163)
Estimated Completion Date: March 30, 2024
Applicant: San Francisco Municipal Transportation Agency
Description: This Study focuses on overcoming barriers to active transportation in the disadvantaged community of North Fair Oaks by: (1) Assessing the viability of alternative locations and designs for a new bicycle and pedestrian grade-separated rail crossing of the Caltrain Corridor, and (2) Identifying specific bicycle and pedestrian enhancements linking the crossing site to key destinations within the neighborhoods on both sides bifurcated by the tracks. An interdisciplinary group of key stakeholders from public agencies, local community-based organizations, businesses and residents will collaborate to achieve key deliverables including: the community engagement plan, existing conditions/community needs analysis,

alternatives development, evaluation criteria to identify preferred alternative, and draft and final studies. This Study will build upon high-level recommendations from the adopted 2011 North Fair Oaks Community Plan and the 2021 Unincorporated San Mateo County Active Transportation Plan for a new rail crossing, bicycle boulevards and pedestrian improvements in the Study area.

- **Active Communities Plan (\$600,000)**

Estimated Completion Date: March 30, 2024

Applicant: San Francisco Municipal Transportation Agency

Sub-Applicants: PODER; Tenderloin Community Benefit District; San Francisco Bicycle Coalition; Bayview Hunters Point Community Advocates; and SoMa FilipinaWorld

Description: The San Francisco Active Communities Plan (Plan) is a 2.5 - year citywide equity-driven planning process to create the City's first comprehensive bike plan in 12 years. The scope of work was co-developed with our sub-applicant community partners to highlight San Francisco's most disadvantaged neighborhoods within a citywide effort. The Plan will formalize the use of new tools like Quick-Build projects, personal mobility devices, and COVID-response Slow Streets. In addition to broad citywide engagement, the Plan will co-build outreach with our sub-applicant partners to explore cultural, policybased, and programmatic barriers to bicycling, including funding, access, safety, policing, gentrification, anti-blackness, racism, representation, and cultural barriers. The Plan will result in bike network infrastructure investment, programmatic/policy reforms, and revised design/policy guidelines to capture the full range of mobility devices that can be expected to legally use bike facilities.

- **San Mateo Complete Streets Plan (\$490,882)**

Applicant: City of San Mateo

Description: The San Mateo Complete Streets Plan will provide an actionable plan to transform the existing vehicle-centric circulation network to one that is designed for safety and access for all modes. The project will evaluate existing local and regional plans and facilities using a rigorous data analysis and community engagement process to identify gaps and deficiencies. This assessment will lead to development of priority focus areas centered on safety and equity, and multimodal infrastructure projects prioritized based on the goals that will be developed to guide the Plan. This comprehensive project list will be supplemented by a Complete Streets design guideline manual, supporting programs, funding options, and concept designs for the highest priority projects. The final product of the project is anticipated to be a plan ready for implementation that is reflective of the community's vision.

- Chinatown Complete Streets Project (\$500,000)**
Applicant: City of Oakland Department
Description: Chinatown is a bustling neighborhood that is a centerpiece of Oakland's cultural identity. The Plan will work with the community to identify a set of key corridors, conduct outreach to reach consensus on multimodal upgrades to those streets, and complete the conceptual designs necessary to advance capital projects. This plan will engage local non-profits, residents, and businesses in Chinatown to craft a set of approved projects that meet the State's GHG reduction goals, are coordinated with planned development and regional projects, and reflect community priorities.
- King Road Complete Streets Plan (\$399,270)**
Applicant: City of San Jose
Description: The King Road Complete Street Project aims to make King Road, one of San Jose's highest bus ridership corridors, a safer and more inviting place to walk, bike and take transit. The project will also focus on improving transit access and reliability for historically under resourced East San Jose neighborhoods and improve connections to key regional transportation hubs. With stakeholder and community input, the project will culminate in a phased approach complete street plan for King Road outlining quick build, near and longterm improvements for the corridor. Project supports goals of San Jose's Better Bike Plan, Vision Zero Plan, Valley Transportation Authorities Pedestrian Access to Transit Plan as one of San Jose's top corridors in need of safety and transit reliability improvements and aligns with Caltrans District 4 Pedestrian Plan.
- Walk Safe San Jose (\$398,400)**
Applicant: City of San Jose
Description: Walk Safe San José focuses on the four council districts with a combined resident population just under 400,000 (as of the 2010 census) identified in the City's 2020 Vision Zero Action Plan with the most traffic fatalities and severe traffic injuries. Within this inner core of neighborhoods around downtown, the City proposes to work with a consultant on eight focus areas where bike and pedestrian injury data demonstrate that people walking and biking demand. Existing street design does not support safe pedestrian access; arterials are fast and wide, and fully signalized crosswalks are spaced far apart. This plan would address pedestrian safety deficiencies in San José's highest need areas.
- City of San Pablo Transit Oriented Development Master Plan (\$265,590)**
Applicant: City of San Pablo

Description: The City of San Pablo Sustainable Transit Oriented Development (TOD) Master Plan will support regional housing and local/statewide greenhouse-gas reduction goals by creating a strategy and guiding policies for future TOD in San Pablo. A citywide TOD priority area will be created based on analysis of citywide affordable and multi-unit housing, housing opportunity zones identified by the sixth cycle Regional Housing Needs Assessment-mandated Housing Element update, and existing and proposed bus routes, and bicycle facilities. The plan will create and implement a community engagement plan—with a range of bilingual outreach components—in order to develop the priority area and a community TOD vision, including concept designs for areas near transit. Recommended policies and strategies for TOD implementation will focus on reducing parking demand, ensuring transportation resilience in the face of climate risks (e.g., annual flooding), incorporating statewide legislative changes, and leveraging funding opportunities and regional partnerships.

- **VTA Transit Oriented Development Access Study (\$583,130)**

Applicant: Santa Clara Valley Transportation Authority

Description: VTA will prepare a Transit-Oriented Development (TOD) Access Study that identifies multimodal access needs and improvements at six high-priority sites for TOD in San Jose and Gilroy: Capitol Station, Branham Station, Berryessa BART, future BART stations at 28th Street and Downtown San José, and Gilroy Transit Center. These TOD sites will undergo major development and intensification with the coming of BART service to San José, Caltrain service enhancements, and future high-speed rail in Gilroy. Four TOD sites have been identified for affordable housing projects, which could generate approximately 550 affordable housing units. VTA will lead the Project with Cities of San José and Gilroy, County of Santa Clara, BART, Caltrain, Caltrans and Community-Based Organizations as key stakeholders. We will conduct robust outreach that empowers each community to identify multimodal access opportunities. The Project will result in a prioritized list of improvements that increases accessibility and connectivity to the TOD sites.

- **Next-Generation Bay Area Freeways (\$500,000)**

Estimated Completion Date: June 30, 2024

Applicant: Metropolitan Transportation Commission

Description: Toward modernizing the Bay Area's congested freeways into a next-generation multimodal network with improved mobility, environmental and equity outcomes, this study will explore "pathways" that pair freeway pricing mechanisms (such as all-lane tolling) with complementary strategies (such as means based discounts, express buses, last-mile shuttles and bicycle programs). Consistent with the pricing strategy in Plan Bay Area 2050 and the California Transportation Plan, the study will build on past and ongoing pricing studies, produce materials to demonstrate benefits of pricing

solutions, recommendations for optimal pathways and operational deployment of pricing, and recommendations for further analysis and implementation in prioritized sub-regions. A cross-functional team of MTC staff will lead the study, partnering with Caltrans, County Transportation Agencies, select transit agencies, outreach consultant(s) and community-based organizations.

- **Network Management – Planning for Implementation (\$500,000)**

Estimated Completion Date: June 30, 2024

Applicant: Metropolitan Transportation Commission

Description: A robust transit system and strong transit ridership are essential to realize California's emission reduction targets. With 27 transit operators serving the region, inconsistent fares, wayfinding, and schedules make using transit challenging, especially for transit dependent riders. A regional Network Management approach is proposed to better coordinate transit and the customer experience for the benefit of riders. In collaboration with Blue Ribbon Transit Recovery Task Force (BRTF) stakeholders, MTC proposes to further develop the Network Management recommendations contained in the BRTF's Transformation Action Plan. This proposed plan will confirm the Network Management roles, refine the Network Management structure, and provide implementation recommendations, including cost ranges. The BRTF (comprised of local elected officials, representatives from the state Senate and Assembly, the California State Transportation Agency, transit operators, business and labor groups, and transit and social justice advocates) is anticipated to adopt a Transit Transformation Action Plan in Summer 2021.

APPENDIX B — STBG FUNDED PROJECTS

County Transportation Agencies and Regional Agencies: Planning and Programming

FY 2017/18 – 2022/23

BACKGROUND

MTC is responsible for preparing and updating a long-range regional transportation plan every four years that identifies the strategies and investments needed to maintain, manage and improve the region's transportation network. In developing and implementing the plan, federal regulations provide MTC flexibility in programming certain federal funds across different transportation modes, and require cooperative planning, the establishment of priorities across modes, and consideration of factors such as the coordination of transportation with land use plans in planning and programming decisions.

Plan Bay Area 2050, the Regional Transportation Plan/Sustainable Communities Strategy, provides a roadmap for accommodating projected household and employment growth in the nine-county Bay Area by 2050 as well as a transportation investment strategy for the region. Plan Bay Area 2050 details how the Bay Area can make progress toward the region's long-range transportation and land use goals.

MTC relies upon county and regional partners to assist in addressing federal transportation planning requirements.

- County Transportation Agencies or CTAs: county-level organizations that assist with the regional congestion management and transportation planning processes.
- San Francisco Bay Area Conservation and Development Commission (BCDC): State agency charged with protecting and enhancing the San Francisco Bay.

PROJECT DESCRIPTION

County Transportation Agencies

Funding is conditioned on the CTA working cooperatively with MTC and the other regional agencies comprising the Bay Area Regional Collaborative (BARC) to implement our respective work programs.

Key objectives are for the CTAs to use this funding to:

- Implement the One Bay Area Grant (OBAG) programs 1, 2 and 3 as per MTC Resolutions 4035, 4202 and 4505 within the county;
- Promote successful program and project delivery and monitoring within the county for all federal transportation funds;
- Facilitate jurisdictions within the county to meet post-programming federal project funding requirements, including meeting award deadlines, timely invoicing, minimizing and responding to inactive obligations, and timely project close-out;
- Establish a land use and travel forecasting process and set of procedures that is consistent with those of the MTC, or develop appropriate alternative analytical approaches in cooperation with MTC;

- Support other regional planning and programming efforts, including the Community-Based Transportation Planning (CBTP), Lifeline Transportation Program (LTP) and the Regional PDA Planning Program;
- Assist in the development of the Transportation Improvement Program/State Transportation Improvement Program (TIP/STIP) and the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) through countywide planning efforts;
- Support the implementation of the Bay Area Coordinated Public Transit-Human Services Plan (Coordinated Plan);
- Develop and update a PDA Investment and Growth Strategy facilitating a transportation project priority setting process for OBAG 2 and 3 funding that supports and encourages development in the region's PDAs as detailed in MTC Resolutions 4202, 4505 and Attachments;
- Engage in public participation as detailed in the MTC Public Participation Plan and MTC Resolutions 4202, and 4505 and Attachments; and
- Assist local jurisdictions in providing information for the Highway Performance Management System within requested timeframes.

San Francisco Bay Area Conservation and Development Commission (BCDC)

MTC provides funding for San Francisco Bay Area Conservation and Development Commission (BCDC) regional planning as described below:

- Working jointly with MTC, ABAG and the Bay Area Regional Collaborative (BARC), assist with the development and implementation of the Regional Transportation Plan/Sustainable Community Strategy, and other related regional planning efforts, including regional adaptation planning, regional hazard mitigation planning, regional goods movement planning, and assessing the vulnerability of regional assets and increasing the resilience of these assets, with a focus on priority development areas and transit priority project areas. This work shall include the following:
 - a. Through the Adapting to Rising Tides Program, develop information, data and tools to support resilience planning at local and regional scales;
 - b. Lead and support adaptation planning efforts at local and regional scales and connect the region to National Oceanic and Atmospheric Administration (NOAA) resources and state processes and resources. Assess vulnerabilities of transportation investments and land use proposals in the region's SCS and develop guidance and strategies that address vulnerabilities;
 - c. Provide technical and policy support to local, regional, and sector scale adaptation through the Adapting to Rising Tides Portfolio website and provide regular updates to the information, data and tools provided to users of the website;

- d. Attend and present adaptation planning findings, recommendations and best practices at councils, boards, committees and other decision-making bodies;
 - e. Work together with ABAG, BARC and the California Coastal Conservancy on regional resilience efforts and leverage efforts and coordinate projects and program activities; and
 - f. Promote for the region utilization of the best available science and information in the development of policies, priorities and approaches and provide translation for a broad audience of the underlying science, including the development of approaches to engaging the public and decision-makers on this issue.
- Supply the following support to the Bay Area Regional Collaborative (BARC):
 - a. Attend BARC meetings and provide support;
 - b. Work with BARC agency staff, local governments, special districts, federal agencies and other stakeholders and partners to develop regional climate change adaptation strategies for the Bay Area and coordinate those strategies with the region's climate change mitigation strategies, transportation improvements and Priority Development Areas and Priority Conservation Areas, in part by expanding the Adapting to Rising Tides (ART) program;
 - c. Review and comment on BARC documents and proposals, including work on the Regional Transportation Plan/Sustainable Communities Strategy; and
 - d. Participate in partnerships with the four BARC agencies to develop outreach, training, grant programs and other climate adaptation support for the region.
 - Provide appropriate administrative and planning support for regional airport planning and seaport planning. This includes working with MTC and ABAG in supporting the Regional Airport Planning Committee (RAPC) consistent with the interagency memorandum of understanding. Work with MTC to coordinate with the region's seaports to ensure that cargo forecasts, goods movement and the Bay Area Seaport Plan are kept up to date and reflect trends and changes in demand.

Metropolitan Transportation Commission

MTC is requesting funding for various regional planning activities as supported in the Overall Work Program.

BUDGET

This effort involves the development of specific funding agreements to provide planning funds based on the generalized work scopes included in the OWP.

**Regional Total for CMA Planning and Programming Funding Agreements
Total FY 2017-18 through FY 2021-22**

MTC federal STBG	88.53%	\$68,373,000
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Funding by Agency

County	Agency	Base Planning	Supplemental, Safe/Seamless	CBTP	Total
Alameda	ACTC	\$5,489,000	\$3,314,000	\$300,000	\$9,103,000
Contra Costa	CCTA	\$4,342,000	\$242,000	\$215,000	\$4,799,000
Marin	TAM	\$3,822,000	\$141,000	\$75,000	\$4,038,000
Napa	NVTA	\$3,822,000	\$162,000	\$75,000	\$4,059,000
San Francisco	SFCTA	\$3,997,000	\$2,280,000	\$175,000	\$6,452,000
San Mateo	SMCCAG	\$3,822,000	\$1,895,000	\$120,000	\$5,837,000
Santa Clara	VTA	\$6,078,000	\$5,441,000	\$300,000	\$11,819,000
Solano	STA	\$3,822,000	\$3,349,000	\$95,000	\$7,266,000
Sonoma	SCTA	\$3,822,000	\$1,513,000	\$110,000	\$5,445,000
CMA's	Total:	\$39,016,000	\$18,337,000	\$1,465,000	\$58,818,000

MTC & BCDC	Total:	\$9,555,000	\$0	\$35,000	\$9,590,000
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CMA's, MTC & BCDC	Total:	\$48,571,000	\$18,337,000	\$1,500,000	\$68,408,000
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Note: Funding levels may change based on programming revisions and subsequent agreement amendments.

Schedule

Delivery Date

Development and Adoption of a PDA Investment & Growth Strategy	May 2017; May 2021
Monitor Implementation of local Complete Streets Policies and Strategies	Ongoing
Facilitate, monitor, and track the submittal of HPMS data and HCD annual reporting by jurisdiction	April 1, Annually
Submit county projects recommendations for OBAG 2 and subsequent programs; ongoing programming revisions as needed	July 31, 2017; Ongoing
Submit county projects recommendations for OBAG 3 and subsequent programs; ongoing programming revisions as needed	September 30, 2022; Ongoing
Ensure the public involvement process provides underserved communities access to the county planning and programming process	Annually
Develop and adopt PDA Investment & Growth Strategy update	May 2018; May 2022
CMP Modeling Consistency Checklist, pursuant to the CMP	Ongoing

Guidance and MTC staff direction	
Submit status reports on implementation status of projects and programs identified through the CBTP program. List information on fund sources, lead agency and timeline for implementation.	Every Other Year
For the CBTP program, update the assessment of needs, solutions and list of projects/programs for low-income residents in the county, including latest definition and data for Communities of Concern	Ongoing
Oversight/assistance for program/project delivery	Ongoing
Biennial data share of travel model inputs	Ongoing
Detailed information about projects and programs as specified by MTC for the regional planning process	Ongoing
Support for regional programs and customer service projects	Ongoing
Develop countywide transportation priorities consistent with regional long-range vision and requirements	As needed
Submit FHWA federal-aid local projects selected by MTC for inclusion in annual obligation plan	Annually
Prepare and submit regular project delivery/monitoring status reports for FHWA federal-aid local projects within county	Monthly/Quarterly
Facilitate invoicing against inactive obligations	Monthly
Additional support for planning, programming, and monitoring activities	Ongoing, as needed
Development and reporting of Lifeline program	Ongoing, as needed

APPENDIX C — STATE AND FEDERALLY FUNDED COMPETITIVE GRANT PROJECTS

Caltrans Adaptation Planning Grant Program

FY 2021/2022 ADAPTATION PLANNING GRANT STUDIES

ESTIMATED COMPLETION DATE: March 30, 2024 (RGAs), except where noted

- **Climate Action and Adaptation** (\$434,682)

Applicant: Santa Clara Valley Transportation Authority

Description: The Project will prepare a Climate Action and Adaptation Plan (CAAP) that identifies specific actions VTA could take to minimize contributions to climate change, as well as to adapt and build resilience to long-term climate impacts. The CAAP will consist of three major deliverables. First, it will identify risks to transportation assets due to sea level rise, wildfire, extreme heat, and other climate change impacts, and ways to protect those assets for the public good. Second, it will identify actions to reduce VTA's contribution to climate change to meet State greenhouse gas (GHG) reduction goals. Lastly, it will identify actions VTA could take as Santa Clara County's Congestion Management Agency (CMA), in collaboration with others, to reduce countywide emissions from transportation. The Project will engage agencies and community stakeholders, particularly those who depend on transit and disproportionately bear the burden of impacts.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	22-1453	Version:	1	Name:	
Type:	Contract	Status:		Commission Approval	
File created:	8/31/2022	In control:		Administration Committee	
On agenda:	10/12/2022	Final action:			
Title:	MTC Resolution No. 4546. Delegation of Authority Regarding Settlement of Claims and Lawsuits and Contracts for Legal Services				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	11b 22-1453 MTC Reso 4546 Authorizing Settlement of Claims.pdf 2f 22-1453 MTC Reso 4546 Authorizing Settlement of Claims.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4546. Delegation of Authority Regarding Settlement of Claims and Lawsuits and Contracts for Legal Services

Presenter:

Andrea Visveshwara

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Administration Committee

October 12, 2022

Agenda Item 2f - 22-1453

MTC Resolution No. 4546. Delegation of Authority Regarding Settlement of Claims and Lawsuits and Contracts for Legal Services

Subject:

A request that the Committee approve the referral of MTC Resolution No. 4546 to the Commission for approval authorizing: 1) General Counsel or designee to allow, compromise, or settle claims and actions against the local public entity and execute any resulting agreement, provided the amount to be paid pursuant to the agreement to accept, compromise or settle does not exceed fifty thousand dollars (\$50,000); 2) the Chief Financial Officer or designee to make payment on said allowance, compromise or settlement, upon request by General Counsel or designee; 3) the General Counsel or designee to negotiate and execute agreements for legal services in an amount to exceed the Executive Director's delegated authority as set forth in Resolution No. 3619; and 4) directs General Counsel to report to the Administrative Committee any action taken under the authority of the proposed resolution.

Background:

Government Code section 935.4 authorizes a public entity to authorize an employee to allow, compromise, or settle a claim against the local public entity if the amount to be paid pursuant to the acceptance, compromise or settlement does not exceed fifty thousand dollars (\$50,000).

Government Code section 949 allows a public entity to delegate the authority to settle a legal action. Upon written order from the authorized employee, the fiscal officer is to pay the amount as required by the allowance, compromise or settlement of the claim or action. Claims or actions above fifty thousand dollars (\$50,000) require action by the Commission to allow, settle, or compromise the claim. Previously, for small value claims, the Executive Director has executed settlement agreements under the authority delegated by Resolution No. 3619 to execute contracts in an amount not to exceed two hundred thousand dollars (\$200,000). However, the better practice is to have a separate resolution governing settlement and payment of claims and actions. Since the Office of General Counsel oversees and manages claims and actions, staff recommends delegating such authority to the General Counsel. The Chief Financial Officer should be authorized to make payment on any settlement agreement that does not exceed fifty thousand dollars (\$50,000) upon request by the General Counsel. Finally, staff recommends authorizing the General Counsel to execute legal service agreements in an amount not to exceed the Executive Director's authority for executing contracts, which is currently two hundred thousand

dollars (\$200,000) as set forth in Resolution No. 3619. Outside legal counsel serves as an extension of the Office of General Counsel, and to ensure no inadvertent waiver of the attorney work product doctrine, the General Counsel should retain outside legal services. General Counsel will report to the Administrative Committee on a quarterly basis any action taken under the proposed resolution. For any contracts or amendments that would exceed the delegated authority, the General Counsel will seek authority from the Administrative Committee prior to executing the contract or amendment.

Issues: None.

Recommendations:

Staff recommends that the Committee approve the referral of MTC Resolution No. 4546 to the Commission for approval authorizing: 1) General Counsel or designee to allow, compromise, or settle claims and actions against the local public entity and execute any resulting agreement, provided the amount to be paid pursuant to the agreement to accept, compromise or settle does not exceed fifty thousand dollars (\$50,000); 2) the Chief Financial Officer or designee to make payment on said allowance, compromise or settlement, and 3) the General Counsel or designee to negotiate and execute agreements for legal services in an amount to exceed the Executive Director's delegated authority as set forth in Resolution No. 3619 and 4) directs the General Counsel to report any action taken under the authority of the proposed resolution to the Administrative Committee.

Attachments:

- MTC Resolution No. 4546



Therese W. McMillan

Date: October 26, 2022
W.I.: 1151
Referred By: Administration

ABSTRACT

Resolution No. 4546

This resolution authorizes General Counsel or designee to reject, allow, compromise, or settle claims and actions against Metropolitan Transportation Commission and execute any resulting agreement, provided the amount to be paid pursuant to the agreement to allow, compromise or settle does not exceed fifty thousand dollars (\$50,000); authorizes the Chief Financial Officer or designee to make payment on said allowance, compromise or settlement, upon request by General Counsel or designee and authorizing the General Counsel or designee and authorizes the General Counsel to negotiate and execute agreements for legal services in an amount not to exceed the Executive Director's authority as set forth in Resolution No. 3619. Any actions taken by the General Counsel under the authority of this Resolution shall be reported to the Administrative Committee on a quarterly basis.

Further discussion of this subject is contained in the Metropolitan Transportation Commission Summary Sheet dated October 12, 2022.

Date: October 26, 2022
Referred By: Administration

RE: Rejection, Allowance, Compromise or Settlement of Claims and Actions And Delegated Authority For Contracting for Legal Services

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4546

WHEREAS, pursuant to Government Code section 935.4, Metropolitan Transportation Commission (MTC) may authorize an employee to allow, compromise, or settle a claim against the local public entity if the amount to be paid pursuant to the acceptance, compromise or settlement does not exceed fifty thousand dollars (\$50,000); and

WHEREAS, pursuant to Government Code section 935.4, the Chief Financial Officer may make payment in the amount for which a claim has been allowed, compromised, or settled upon request by the authorized employee; and

WHEREAS, pursuant to Government Code section 949, MTC may delegate authority to General Counsel to settle pending actions; and

WHEREAS, to ensure no inadvertent waiver of confidential materials protected by the attorney work product doctrine, MTC desires General Counsel to retain outside legal counsel services; and

WHEREAS, MTC desires to increase efficiency in the management and disposition of claims and litigation; and

NOW, THEREFORE, BE IT RESOLVED, that the Metropolitan Transportation Commission authorizes General Counsel or designee to reject, allow, compromise, or settle claims and actions against the local public entity and to negotiate and execute any resulting agreement, provided the amount to be paid pursuant to the agreement to allow, compromise or settle does not exceed fifty thousand dollars (\$50,000); and be it further

RESOLVED, that the Chief Financial Officer or designee is authorized to make payment on said allowance, compromise or settlement, upon request by General Counsel or designee; and be it further

RESOLVED, that the General Counsel or designee is authorized to negotiate and execute agreements for legal services and related purchase orders, in an amount not to exceed the Executive Director's authority as set forth in Resolution No. 3619, as it exists or may be amended or revised, that the General Counsel shall seek authority from the Administrative Committee prior to executing any agreements or amendments for legal services that exceed the authority granted by this Resolution, and that this Resolution shall supersede any resolutions or other policies and procedures that conflict with this authority; and

RESOLVED, that any action taken by the General Counsel or designee shall be reported to the Administrative Committee on a quarterly basis.

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.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-1370 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 8/19/2022 **In control:** Administration Committee
On agenda: 10/12/2022 **Final action:**
Title: MTC Resolution No. 1198, Revised. Revisions to MTC's Conflict of Interest Code to Update List of Designated Positions - Release for Public Comment

Sponsors:

Indexes:

Code sections:

Attachments: [11c 22-1370 MTC Reso 1198 Conflict of Interest Code.pdf](#)
[2h 22-1370 MTC Reso 1198 Conflict of Interest Code.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 1198, Revised. Revisions to MTC's Conflict of Interest Code to Update List of Designated Positions - Release for Public Comment

Presenter:

Andrea Visveshwara

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Administration Committee

October 12, 2022

Agenda Item 2h - 22-1370

MTC Resolution No. 1198, Revised – Revisions to MTC’s Conflict of Interest Code to Update List of Designated Positions – Release for Public Comment

Subject:

A request that the Committee authorize staff to circulate proposed changes to MTC Resolution No. 1198, Revised for public comment and to schedule a public hearing should the request arise during the public comment period.

Background:

The Metropolitan Transportation Commission (MTC) Conflict of Interest Code (COIC) serves as the COIC for the Bay Area Toll Authority, the MTC Service Authority for Freeways and Expressways, the Bay Area Headquarters Authority, the Bay Area Infrastructure Financing Authority, and the Advancing California Financing Authority. The MTC COIC is being updated in order to add the Bay Area Housing Finance Authority (BAHFA) and to update the designated positions to reflect the creation of two new positions and MTC’s current organizational structure.

Incumbents of positions designated in the Appendix to MTC’s proposed COIC must file an annual Statement of Economic Interests (FPPC Form 700) with the agency. The attached draft COIC is amended consistent with FPPC Regulation 18734, which requires individuals serving in newly created positions to file Form 700, the Statement of Economic Interests. The attached “track changes” version (*additions in italics and underlined, deletions in strikethrough*) reflects the most recent changes from the version of the COIC attached to MTC Resolution No. 1198, last approved by the FPPC on February 26, 2020.

BAHFA was created pursuant to state legislation (AB 1487, Chiu, 2019). MTC acts as the BAHFA authority board, and the ABAG Executive Board acts as the executive board, with the two boards working in conjunction to fulfill BAHFA’s mission. BAHFA’s purpose is to raise, administer, and allocate funding and provide technical assistance at a regional level for tenant protection, affordable housing preservation, and new affordable housing production. MTC has determined that the new position of BAHFA Director makes or participates in the making of decisions that may foreseeably have

a material financial effect on an economic interest. This position has been added to Appendix A of MTC's COIC.

The following new, re-named or re-assigned positions have been determined to make or participate in the making of decisions that may foreseeably have a material financial effect on an economic interest: Deputy General Counsel; Director, Administration & Human Development (AHD); Director, Facilities & Contract Services (FCS); Director, Regional Planning Program (RPP); Director, Funding Policy & Programs (FPP); and Director, Energy Programs. These positions have been added to Appendix A of MTC's COIC. The disclosure categories are tailored to the responsibilities of each role. Other revisions have been made to reflect changes in MTC's organizational structure and position nomenclature. All of the proposed changes have been reviewed and given initial approval by the FPPC.

FPPC amendment procedures require that a written notice of intent to amend the COIC must be given 45 days prior to the time MTC takes formal action. A copy of that written notice is attached to this Summary Sheet. The comment period will run from November 1, 2022 through December 15, 2022. The notice will be posted on MTC's website, and copies of the proposed revised COIC will be made available to any interested person who contacts Kimberly Ward, Clerk to the Commission.

Any interested person may request a public hearing to comment on the proposed COIC amendment, if any such request is made no later than 15 days prior to the close of the comment period, or by November 30, 2022. If no request for a hearing is received, staff will return in early 2023 to seek Committee authorization to submit the proposed COIC to the FPPC for approval, and to refer the approved COIC to the Commission for adoption at a date to be determined.

Issues:

None

Recommendation:

Staff recommends that the Committee authorize staff to circulate the proposed changes for public comment, and to schedule a public hearing if there is a request from the public to do so. Staff will request adoption of the revised agenda by the Commission in January 2023 following the public comment period.

Attachments:

- Attachment A: Notice of Intention to Amend the Conflict of Interest Code of the Metropolitan Transportation Commission
- Attachment B: Proposed Amended Conflict of Interest Code
- Attachment C: MTC Resolution No. 1198, Revised



Therese W. McMillan

NOTICE OF INTENTION TO AMEND THE CONFLICT OF INTEREST CODE
OF THE METROPOLITAN TRANSPORTATION COMMISSION

NOTICE IS HEREBY GIVEN that the Metropolitan Transportation Commission (MTC), pursuant to the authority vested in it by section 87306 of the Government Code, proposes amendment to its conflict of interest code. A comment period has been established commencing on November 1, 2022 and closing on December 15, 2022. All inquiries should be directed to the contact listed below.

MTC proposes to amend its conflict of interest code to include employee positions that involve the making or participation in the making of decisions that may foreseeably have a material effect on any financial interest, as set forth in subdivision (a) of section 87302 of the Government Code. The amendment carries out the purposes of the law and no other alternative would do so and be less burdensome to affected persons.

Changes to the conflict of interest code include: the addition of the Bay Area Housing Finance Authority (“BAHFA”) to the code and to update the designated positions to reflect the creation of two new positions – Director, Energy Programs and Director, BAHFA - and MTC’s current organizational structure.

The proposed amendment and explanation of the reasons can be obtained from the agency’s contact.

Any interested person may submit written comments relating to the proposed amendment by submitting them no later than **5:00 p.m. on Thursday, December 15, 2022**, or at the conclusion of the public hearing, if requested, whichever comes later. At this time, no public hearing is scheduled. A person may request a hearing no later than **5:00 p.m. on Wednesday, November 30, 2022**.

MTC has determined that the proposed amendments:

1. Impose no mandate on local agencies or school districts.
2. Impose no costs or savings on any state agency.
3. Impose no costs on any local agency or school district that are required to be reimbursed under Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.
4. Will not result in any nondiscretionary costs or savings to local agencies.
5. Will not result in any costs or savings in federal funding to the state.
6. Will not have any potential cost impact on private persons, businesses or small businesses.

Copies of the proposed amendment and explanation of the reasons for it will be made available to any interested person who contacts Kimberly Ward, Clerk to the Commission at (415) 778-5367 or kward@bayareametro.gov. Written comments on the amendment, may be sent to Ms. Ward at kward@bayareametro.gov. Any inquiries concerning the proposed amendment should be directed to Andrea Visveshwara, MTC Senior Counsel, at (415) 778-6637, or avisveshwara@bayareametro.gov.

Revisions in ~~strikeout~~ and underlined italics

CONFLICT OF INTEREST CODE FOR THE METROPOLITAN TRANSPORTATION COMMISSION

The Political Reform Act (Government Code Section 81000, *et seq.*) requires state and local government agencies to adopt and promulgate conflict of interest codes. The Metropolitan Transportation Commission (“MTC”), a statutorily created regional transportation planning agency pursuant to Government Code Section 66500 *et seq.*, is for the purposes of the Political Reform Act, a local government agency pursuant to Government Code Section 82041. MTC also functions as the MTC Service Authority for Freeways and Expressways (“MTC SAFE”) pursuant to Streets and Highways Code Sections 2550-2556, ~~and~~ the Bay Area Toll Authority (“BATA”) pursuant to Streets and Highways Code Section 30950 *et seq.*, and the Bay Area Housing Finance Authority (“BAHFA”), pursuant to California legislation (AB 1487, Chiu, 2019). In addition, pursuant to the Contract for Services dated as of May 30, 2017 between MTC and the Association of Bay Area Governments (“ABAG”), provides consolidated staff to perform work for ABAG and its affiliated Local Collaboration Programs, including ABAG Publicly Owned Energy Resources (“POWER”) and the ABAG Finance Authority for Nonprofit Corporations (“FAN”). MTC is also a member of and provides staff for the Bay Area Infrastructure Financing Authority (“BAIFA”) ~~and~~ the Bay Area Headquarters Authority (“BAHA”), and the 375 Beale Condominium Corporation, and staffs the Advancing California Financing Authority (“ACFA”), a joint powers authority formed by ABAG and FAN. The Fair Political Practices Commission has adopted a regulation (2 Cal. Code Regs. Sec. 18730) that contains the terms of a standard conflict of interest code, which can be incorporated by reference in an agency’s code. After public notice and hearings, the standard code may be amended by the Fair Political Practices Commission to conform to amendments in the Political Reform Act. Therefore, the terms of 2 Cal. Code of Regs. Sec. 18730 and any amendments to it duly adopted by the Fair Political Practices Commission are hereby incorporated by reference. This regulation and the attached Appendices, designating positions and establishing disclosure categories, shall constitute the conflict of interest code of the **Metropolitan Transportation Commission (MTC).**

Individuals holding designated positions shall file their statements of economic interests with **MTC**, which will make the statements available for public inspection and reproduction. (Gov. Code Sec. 81008.) All statements will be retained by **MTC**.

APPENDIX A

DESIGNATED POSITIONS

<u>Designated Position</u>	<u>Assigned Disclosure Category</u>
Deputy Executive Director, Policy	1, 3, 4
Deputy Executive Director, Operations	1, 3, 4
Deputy Executive Director, Local Government Services (LGS)	1, 3, 4
General Counsel	1, 3, 4
Senior Deputy General Counsel	1, 3, 4
<u>Deputy General Counsel</u>	<u>1, 3, 4</u>
Senior Counsel	1, 3, 4
Associate Counsel	1, 3, 4
Special Counsel	1, 3, 4
<u>Director, Administration & Human Development (AHD)</u> Administrative Director, Office of the Executive Director	
1, 3, 4	
Director, Administration & <u>Facilities & Contract Services (FCS)</u>	
1, 3	
Director, <u>Regional Planning Program (RPP)</u> Integrated Planning Department (PLN)	
	2, 3
Director, Design & Project Delivery (DPD)	2
Director, Field Operations & Asset Management (FOAM)	2
Director, Electronic Payments (EPS)	2
Director, <u>Funding Policy & Programs (FPP)</u> Programming and Allocations (PAC)	
	2, 3
Director, Legislation and Public Affairs (LPA)	1, 3
Director, Technology Services (TSS)	2
Director, SF Estuary Partnership	2, 3
Director, Finance & Accounting (aka Deputy Finance Director)	1
Director, Treasury & Revenue (aka Deputy Treasurer)	1
Director, Bay Area Regional Collaborative (BARC)	2, 3
<u>Director, Energy Programs</u>	<u>2, 3</u>
<u>Director, Bay Area Housing Finance Authority (BAHFA)</u>	<u>2, 3</u>
Deputy Director, PLN (aka Deputy Planning Director)	2, 3
Assistant Directors: <u>RPP, FPP, PLN, PAC, LGS, Bay Area Regional Collaborative (BARC)</u>	
2, 3	
Assistant Directors: DPD, FOAM, EPS, TSS	2
Assistant Directors: LPA	1

Assistant Directors: <u>AHD, FCS AF</u>	1, 3
Assistant Directors: Finance	1
<u>Assistant Directors: Treasury & Revenue</u>	<u>1</u>
Clipper® Executive Board Members	2
Consultants/New Positions	*

*Consultants and new positions shall be included in the list of designated positions and shall disclose pursuant to the broadest disclosure category in the code, subject to the following limitation:

The Executive Director may determine in writing that a particular consultant or new position, although a “designated position,” is hired to perform a range of duties that is limited in scope and thus is not required to fully comply with the disclosure requirements described in this section. Such determination shall include a description of the consultant’s or new position’s duties and, based upon that description, a statement of the extent of disclosure requirements. The Executive Director’s determination is a public record and shall be retained for public inspection in the same manner and location as this conflict of interest code. (Gov. Code Section 81008.) Nothing herein excuses any such consultant from any other provision of the conflict-of-interest code.

OFFICIALS WHO MANAGE PUBLIC INVESTMENTS

It has been determined that the positions listed below manage public investments and shall file a statement of economic interests pursuant to Government Code Section 87200.

MTC Commissioners
Chief Financial Officer
Executive Director

An individual holding one of the above listed positions may contact the Fair Political Practices Commission for assistance or written advice regarding their filing obligations if they believe their position has been categorized incorrectly. The Fair Political Practices Commission makes the final determination whether a position is covered by Government Code Section 87200.

APPENDIX B

DISCLOSURE CATEGORIES

Designated positions shall disclose pursuant to the appropriate disclosure category as indicated in Appendix A.

- CATEGORY 1** – Investments and business positions in business entities, and income, including receipt of loans, gifts, and travel payments, from, entities that provide services, products, or equipment of the type utilized by MTC, including public utilities, consultants, transportation companies, and manufacturers.
- CATEGORY 2** – Investments and business positions in business entities, and income including receipt of loans, gifts, and travel payments, from, sources that provide services, products, or equipment of the type utilized by the designated position's department or division.
- CATEGORY 3** – All interests in real property located within the jurisdiction or within two miles of the boundaries of the jurisdiction or within two miles of any land owned or used by MTC.
- CATEGORY 4** – Investments and business positions in business entities, and income, including receipt of loans, gifts, and travel payments, from, sources that filed a claim against MTC during the previous two years, or have a claim pending against MTC.

Date: October 27, 1982
W.I.: 99110
I.D.: File 1
Referred by: Administration Committee
Revised: 06/26/91-C 07/27/94-C
11/18/98-C 06/28/00-C
11/20/02-C 09/28/11-C
05/22/13-C 03/25/15-C
09/28/16-C 04/25/18-C
02/26/20-C 10/26/22-C

ABSTRACT

Resolution No. 1198, Revised

Subject

This resolution adopts the amendments to the Metropolitan Transportation Commission's Conflict of Interest Code, directs the Executive Director to submit a copy of the amended code to the Fair Political Practices Commission, provides for future amendments, and revises Appendix A of the Commission Procedures Manual (Resolution No. 1058).

Resolution No. 1198 supersedes Resolution No. 859.

This resolution was revised on June 26, 1991 to include the disclosure of "business positions in business entities," to add a disclosure category for telecommunications services and equipment manufacturers to cover the activities of the MTC SAFE, to update the designated positions to reflect MTC's current organizational structure, and to clarify the definition of "consultant."

This resolution was revised on July 27, 1994 to amend the disclosure categories to cover MTC and MTC SAFE activities in the areas of towing services and intelligent vehicle highway systems (IVHS) and to update the designated positions to reflect MTC's current organizational structure.

This resolution was revised on November 18, 1998 to amend the conflict of interest code to reflect changes in FPPC regulations, amend the disclosure categories to cover the MTC Service Authority for Freeways and Expressways ("MTC SAFE") and Bay Area Toll Authority ("BATA") activities, and to update the designated positions to reflect MTC's current organizational structure.

This resolution was revised on June 28, 2000 to add Associate Counsel as a designated position, delete the Legislation and Public Affairs and Finance sections to create one Funding and External Affairs section, and rename Treasury to Finance.

This resolution was revised on November 20, 2002, to delete the Funding and External Affairs section, to create a Programming and Allocations section and a Legislation and Public Affairs section, and to replace the Deputy Executive Director's position with two Deputy Directors' Positions.

This resolution was revised on September 28, 2011, to update the designated positions to reflect MTC's current organizational structure and disclosure categories.

This resolution was revised on May 22, 2013, to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure.

This resolution was revised on March 25, 2015, to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure.

This resolution was revised on September 28, 2016, to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure, and to add Clipper[®] Executive Board member as a designated position.

This resolution was revised on April 25, 2018, to add designated positions in MTC's organization and their assigned disclosure categories resulting from the consolidation of the staffs of MTC and the Association of Bay Area Governments ("ABAG"), pursuant to the Contract for Services between ABAG and MTC, dated as of May 30, 2017 and the formation of the Advancing California Finance Authority, its staffing by MTC, and its adoption of the MTC Conflict of Interest Code; and to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure.

This resolution was revised on February 26, 2020, to add the Bay Area Regional Collaborative (BARC) Director as a designated position, and to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure.

This resolution was revised on _____, 202_, to add the Bay Area Housing Finance Authority (BAHFA) and to update the designated positions to reflect the creation of two new positions and MTC's current organizational structure.

Date: October 27, 1982
W.I.: 99110
I.D.: File 1
Referred by: A&O Committee

RE: Adoption of the Amendments to the Metropolitan Transportation Commission's Conflict of Interest Code.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 1198

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

WHEREAS, MTC has adopted for purposes of the Political Reform Act (Government Code § 81000 *et seq.*) a Conflict of Interest Code (Resolution No. 859) which has been approved by the Fair Political Practices Commission; and

WHEREAS, MTC desires to amend its Conflict of Interest Code; and

WHEREAS, the proposed amendments have been submitted to the public for comment and subject to a public hearing; now, therefore, be it

RESOLVED, that the amended Conflict of Interest Code, incorporated herein as though set forth at length as Attachment A, is adopted; and, be it further

RESOLVED, that the Executive Director is directed to submit a copy of the Conflict of Interest Code to the California Fair Political Practices Commission for approval; and, be it further

RESOLVED, that MTC may from time to time further amend Attachment A as appropriate, in accordance with the applicable statutory and regulatory provisions; and, be it further

RESOLVED, that MTC Resolution No. 859 is superseded by Resolution No. 1198; and, be it further

RESOLVED, that Appendix A of the Commission Procedures Manual (MTC Resolution No. 1058) is revised by Resolution No. 1198.

METROPOLITAN TRANSPORTATION COMMISSION

/s/ _____
William R. "Bill" Lucius, Chairman

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on October 27, 1982.

Date: October 27, 1982
W.I.: 99110
I.D.: File 1
Referred by: A&O Committee
Revised: 06/26/91-C 07/27/94-C
11/18/98-C 06/28/00-C
11/20/02-C 09/28/11-C
05/22/13-C 03/25/15-C
09/28/16-C 04/25/18-C
02/26/20-C 10/26/22-C

Attachment A - Resolution No. 1198
Page 1 of 5

CONFLICT OF INTEREST CODE FOR THE METROPOLITAN TRANSPORTATION COMMISSION

The Political Reform Act (Government Code Section 81000, *et seq.*) requires state and local government agencies to adopt and promulgate conflict of interest codes. The Metropolitan Transportation Commission (“MTC”), a statutorily created regional transportation planning agency pursuant to Government Code Section 66500 *et seq.*, is for the purposes of the Political Reform Act, a local government agency pursuant to Government Code Section 82041. MTC also functions as the MTC Service Authority for Freeways and Expressways (“MTC SAFE”) pursuant to Streets and Highways Code Sections 2550-2556, the Bay Area Toll Authority (“BATA”) pursuant to Streets and Highways Code Section 30950 *et seq.* and the Bay Area Housing Finance Authority (“BAHFA”), pursuant to California legislation (AB 1487, Chiu, 2019). In addition, pursuant to the Contract for Services dated as of May 30, 2017 between MTC and the Association of Bay Area Governments (“ABAG”), provides consolidated staff to perform work for ABAG and its affiliated Local Collaboration Programs, including ABAG Publicly Owned Energy Resources (“POWER”) and the ABAG Finance Authority for Nonprofit Corporations (“FAN”). MTC is also a member of and provides staff for the Bay Area Infrastructure Financing Authority (“BAIFA”), the Bay Area Headquarters Authority (“BAHA”), and the 375 Beale Condominium Corporation, and staffs the Advancing California Financing Authority (“ACFA”), a joint powers authority formed by ABAG and FAN. The Fair Political Practices Commission has adopted a regulation (2 Cal. Code Regs. Sec. 18730) that contains the terms of a standard conflict of interest code, which can be incorporated by reference in an agency’s code. After public notice and hearings, the standard code may be amended by the Fair Political Practices Commission to conform to amendments in the Political Reform Act. Therefore, the terms of 2 Cal. Code of Regs. Sec. 18730 and any amendments to it duly adopted by the Fair Political Practices Commission are hereby incorporated by reference. This

Date: October 27, 1982
W.I.: 99110
I.D.: File 1
Referred by: A&O Committee
Revised: 06/26/91-C 07/27/94-C
11/18/98-C 06/28/00-C
11/20/02-C 09/28/11-C
05/22/13-C 03/25/15-C
09/28/16-C 04/25/18-C
02/26/20-C 10/26/22-C

Attachment A - Resolution No. 1198
Page 2 of 5

regulation and the attached Appendices, designating positions and establishing disclosure categories, shall constitute the conflict of interest code of the **Metropolitan Transportation Commission (MTC)**.

Individuals holding designated positions shall file their statements of economic interests with **MTC**, which will make the statements available for public inspection and reproduction. (Gov. Code Sec. 81008.) All statements will be retained by **MTC**.

Date: October 27, 1982
 W.I.: 99110
 I.D.: File 1
 Referred by: A&O Committee
 Revised: 06/26/91-C 07/27/94-C
 11/18/98-C 06/28/00-C
 11/20/02-C 09/28/11-C
 05/22/13-C 03/25/15-C
 09/28/16-C 04/25/18-C
 02/26/20-C 10/26/22-C

Attachment A - Resolution No. 1198
 Page 3 of 5

APPENDIX A

DESIGNATED POSITIONS

<u>Designated Position</u>	<u>Assigned Disclosure Category</u>
Deputy Executive Director, Policy	1, 3, 4
Deputy Executive Director, Operations	1, 3, 4
Deputy Executive Director, Local Government Services (LGS)	1, 3, 4
General Counsel	1, 3, 4
Senior Deputy General Counsel	1, 3, 4
Deputy General Counsel	1, 3, 4
Senior Counsel	1, 3, 4
Associate Counsel	1, 3, 4
Special Counsel	1, 3, 4
Director, Administration & Human Development (AHD)	1, 3, 4
Director, Facilities & Contract Services (FCS)	1, 3
Director, Regional Planning Program (RPP)	2, 3
Director, Design & Project Delivery (DPD)	2
Director, Field Operations & Asset Management (FOAM)	2
Director, Electronic Payments (EPS)	2
Director, Funding Policy & Programs (FPP)	2, 3
Director, Legislation and Public Affairs (LPA)	1, 3
Director, Technology Services (TSS)	2
Director, SF Estuary Partnership	2, 3
Director, Finance & Accounting (aka Deputy Finance Director)	1
Director, Treasury & Revenue (aka Deputy Treasurer)	1
Director, Energy Programs	2, 3
Director, Bay Area Housing Finance Authority (BAHFA)	2, 3
Assistant Directors: RPP, FPP, LGS, Bay Area Regional Collaborative (BARC)	2, 3
Assistant Directors: DPD, FOAM, EPS, TSS	2

Date: October 27, 1982
 W.I.: 99110
 I.D.: File 1
 Referred by: A&O Committee
 Revised: 06/26/91-C 07/27/94-C
 11/18/98-C 06/28/00-C
 11/20/02-C 09/28/11-C
 05/22/13-C 03/25/15-C
 09/28/16-C 04/25/18-C
 02/26/20-C 10/26/22-C

Attachment A - Resolution No. 1198
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Assistant Directors: LPA	:	1
Assistant Directors: AHD, FCS		1, 3
Assistant Directors: Finance		1
Assistant Directors: Treasury & Revenue		1
Clipper® Executive Board Members		2
Consultants/New Positions		*

*Consultants and new positions shall be included in the list of designated positions and shall disclose pursuant to the broadest disclosure category in the code, subject to the following limitation:

The Executive Director may determine in writing that a particular consultant or new position, although a “designated position,” is hired to perform a range of duties that is limited in scope and thus is not required to fully comply with the disclosure requirements described in this section. Such determination shall include a description of the consultant’s or new position’s duties and, based upon that description, a statement of the extent of disclosure requirements. The Executive Director’s determination is a public record and shall be retained for public inspection in the same manner and location as this conflict of interest code. (Gov. Code Section 81008.) Nothing herein excuses any such consultant from any other provision of the conflict-of-interest code.

OFFICIALS WHO MANAGE PUBLIC INVESTMENTS

It has been determined that the positions listed below manage public investments and shall file a statement of economic interests pursuant to Government Code Section 87200.

MTC Commissioners
 Chief Financial Officer
 Executive Director

An individual holding one of the above listed positions may contact the Fair Political Practices Commission for assistance or written advice regarding their filing obligations if they believe their position

Date: October 27, 1982
W.I.: 99110
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Revised: 06/26/91-C 07/27/94-C
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05/22/13-C 03/25/15-C
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Attachment A - Resolution No. 1198
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has been categorized incorrectly. The Fair Political Practices Commission makes the final determination whether a position is covered by Government Code Section 87200.

Date: October 27, 1982
W.I.: 99110
I.D.: File 1
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Revised: 06/26/91-C 07/27/94-C
11/18/98-C 06/28/00-C
11/20/02-C 09/28/11-C
05/22/13-C 03/25/15-C
09/28/16-C 04/25/18-C
02/26/20-C 10/26/22-C

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APPENDIX B

DISCLOSURE CATEGORIES

Designated positions shall disclose pursuant to the appropriate disclosure category as indicated in Appendix A.

- CATEGORY 1** – Investments and business positions in business entities, and income, including receipt of loans, gifts, and travel payments, from, entities that provide services, products, or equipment of the type utilized by MTC, including public utilities, consultants, transportation companies, and manufacturers.
- CATEGORY 2** – Investments and business positions in business entities, and income including receipt of loans, gifts, and travel payments, from, sources that provide services, products, or equipment of the type utilized by the designated position's department or division.
- CATEGORY 3** – All interests in real property located within the jurisdiction or within two miles of the boundaries of the jurisdiction or within two miles of any land owned or used by MTC.
- CATEGORY 4** – Investments and business positions in business entities, and income, including receipt of loans, gifts, and travel payments, from, sources that filed a claim against MTC during the previous two years, or have a claim pending against MTC.

This is the last page of the conflict of interest code for the **Metropolitan Transportation Commission**.



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: [11d_22_1432_MTC_Reso_4475_TIP_Amendment_2021-28.pdf](#)
[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

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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
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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

375 Beale Street, Suite 800
San Francisco, CA 94105

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: [11e 22-1452 MTC Resos 4202 4505 4540 OBAG Revisions and CRP.pdf](#)
[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

October 26, 2022

Agenda Item 11e - 22-1452

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

Subject:

Correction to the One Bay Area Grant program (OBAG 3), revising Solano Transportation Authority's (STA's) CTA Planning Activities Supplemental funding amount to reflect STA's advance nomination request.

Background:

Revisions to the OBAG 2 and 3 programs, MTC Resolution Nos. 4202 and 4505, and adoption of the Carbon Reduction Program (CRP), MTC Resolution No. 4540, were presented to the Programming and Allocations Committee on October 12th and referred to the full Commission for approval.

Following the posting of the Committee meeting materials online, STA staff alerted MTC staff of a correction to STA's advance nomination request for Supplemental CTA Planning Activities.

MTC staff recommend the Commission approve MTC Resolution Nos. 4202, Revised, 4505, Revised, and 4540, as referred to the Commission by PAC, with the following change:

- Reduce the amount of OBAG 3 County & Local Program funds programmed for STA's Supplemental CTA Planning Activities from \$7,490,000 to \$4,044,000.

These revisions have been incorporated into MTC Resolution No. 4505, Revised, where appropriate.

Issues:

None identified.

Recommendations:

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

Attachment:

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



Therese W. McMillan

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, **\$18,166,000** ~~\$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>SFCTA</u>	<u>\$2,200,000</u>
Safe Routes to School (SRTS)		
SRTS Non-Infrastructure Program	SFMTA	\$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>\$4,044,000</u>
SOLANO COUNTY		\$7,490,000
SONOMA COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,446,000
<u>Planning Activities Supplemental (Added)</u>	<u>SCTA</u>	<u>\$2,229,000</u>

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
Safe Routes to School (SRTS)		
SRTS Non-Infrastructure Program	SCTA	\$1,910,000
SONOMA COUNTY		\$7,585,000
UNPROGRAMMED BALANCE		\$301,682,000
OBAG 3 COUNTY & LOCAL PROGRAMS	TOTAL:	\$375,000,000

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**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		
	\$263.7	Programmed Previously	Amount includes programming actions from January 2022 through September 2022.
Regional Programs	\$68.8	✓ Programming Recommendation	Amount includes recommended programming actions described in this Agenda Item .
Summary Status	\$49.5	Remaining Balance	

Note: Funding amounts are in millions.

See updated MTC Resolution No. 4505 and Attachments B-1 and B-2 associated with the update to Commission.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ABSTRACT

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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
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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
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OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
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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
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
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October 2022

MTC Res. No. 4202 Attachment B-1

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OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$652,510,885	\$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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MTC Res. No. 4202 Attachment B-1
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OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS			
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	

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
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
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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

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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

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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

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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

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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-

FY 2017-18 through FY 2021-22

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

October 2022

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

11/17/21-C 12/15/21-C 02/23/22-C 04/27/22-C 05/25/22-C 10/28/22-C

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
 06/26/19-C 09/25/19-C 11/20/19-C 02/26/20-C 09/23/20-C 07/28/21-C
 11/17/21-C 12/15/21-C 02/23/22-C 04/27/22-C 05/25/22-C 10/28/22-C

OBAG 2 County Programs Project List

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

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:	11f 22-1448 MTC Resos 4523 4524 TDA STA Allocations.pdf 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						
VT A	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						
VT A	Transit Operations	130,729,623	03	06/22/22	VT A	
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:	11g_22-1459_MTC_Reso_4519_Transit_Transformation_Action_Plan.pdf 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: [11h 22-1473 MTC Resos 4095 4250 Bay Bridge Forward.pdf](#)
[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

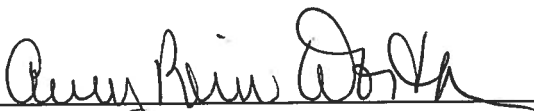
RESOLVED, that the allocation and reimbursement of RM2 funds are further conditioned upon the project specific conditions as set forth in Attachment B; and, be it further

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

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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
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MTC Resolution No. 4095
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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
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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.

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 #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

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

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

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:

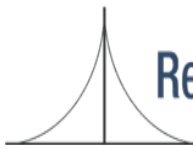
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
22425019	28-Jul-21	\$ 3,770,000	CON	FY 2021-22	\$ 18,009,990

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: [11i 22-1527 MTC Reso 4547 4273 LCTOP and CAP.pdf](#)
[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 #: 22-1558 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Consent

File created: 9/27/2022 **In control:** Joint MTC ABAG Legislation Committee

On agenda: 10/14/2022 **Final action:**

Title: MTC Resolution No. 3931, Revised - Policy Advisory Council Appointment

Sponsors:

Indexes:

Code sections:

Attachments: [11j 22-1558 MTC Reso 3931 Council Appointment.pdf](#)
[2b 22-1558 MTC Res No.3931 Council Appointment.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

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

Presenter:

Kỳ-Nam Miller

Recommended Action:

Commission Approval

Attachments:

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

October 14, 2022

Agenda Item 2b

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

Subject:

Appointment to the 2022-2025 MTC Policy Advisory Council.

Background:

Since the appointments to MTC's Policy Advisory Council (Council) were approved in November 2021 for a term running through December 2025, one Council member, Christina Gotuaco, representing the City and County of San Francisco's Environmental Justice and Low-Income communities, has withdrawn from service.

MTC Resolution No. 3931, Revised (Attachment A), which created the Policy Advisory Council, specifies that appointments for advisors representing a particular county be made by that county's Commissioners. Commission Vice Chair Josefowitz and Commissioner Ronen forwarded a recommendation to appoint Zelly Lodin to fill the vacancy to represent Low-Income and Environmental Justice in the City and County of San Francisco on the Council.

Zelly Lodin is a San Francisco-based Afghan American with disabilities who is a communications professional in the health care sector. She previously worked with the California Nurses Association.

Issues:

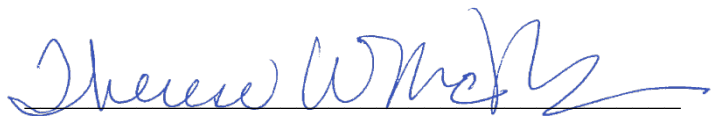
None identified.

Recommendations:

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

Attachments:

- Attachment A: MTC Resolution No. 3931, Revised



Therese W. McMillan

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

ABSTRACT

Resolution No. 3931, Revised

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

This resolution was revised on July 27, 2022, to include revisions to Attachment B and Attachment C.

This resolution was revised on October 26, 2022, to include revisions to Attachment B and Attachment C.

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

RE: Commission Policy Advisory Council

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3931

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

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

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

Attachment A
Resolution No. 3931
Page 1 of 4

Attachment A
Metropolitan Transportation Commission
Policy Advisory Council

A. Mission Statement

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

B. Roles/Expectations

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

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

2. Responsibilities

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

3. Council Work Plan

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

4. Reporting to the Commission

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

5. Limitations on Advisor Activities

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

6. Conflict of Interest Policy

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

7. Ethics Training

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

C. Membership

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

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

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

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

There shall be no alternates to the appointed membership.

D. Appointment Process

1. General

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

2. Terms of Appointment

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

E. Procedures

Attendance and Participation

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

2. Residency Requirements

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

3. Compensation

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

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

4. Meeting Frequency and Location of Meetings

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

5. Ad Hoc Working Groups

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

6. Quorum Requirements

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

7. Election of Council Chair and Vice Chair

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

8. Public Meetings

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

Date: March 24, 2010
 W.I.: 1114
 Referred by: Legislation
 Revised: 02/23/11-C 02/22/12-C 07/25/12-C
 07/24/13-C 07/23/14-C 11/19/14-C
 03/25/15-C 09/23/15-C 10/26/16-C
 07/26/17-C 10/25/17-C 04/24/19-C
 07/24/19-C 02/26/20-C 12/16/20-C
 03/24/21-C 11/17/21-C 03/23/22-C
 07/27/22-C 10/26/22-C

Attachment B
 Resolution No. 3931
 Page 1 of 1

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

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

Date: February 23, 2011
 W.I.: 1114
 Referred by: Legislation
 Revised: 07/25/12-C 07/24/13-C
 07/23/14-C 11/19/14-C
 03/25/15-C 09/23/15-C
 10/26/16-C 10/25/17-C
 04/24/19-C 07/24/19-C
 02/26/20-C 03/24/21-C
 11/17/21-C 03/23/22-C
 07/27/22-C 10/26/22-C
 Attachment C
 Resolution No. 3931
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Metropolitan Transportation Commission
Policy Advisory Council
Former Advisors and Their Replacements

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

Former Advisor	Time Served	Representing	Replaced By	Replaced On
Bena Chang	March 2010 – November 2014	Economy	Scott Lane, Environment	September 23, 2015
Joanne Busenbark	September 2013 – September 2015	Equity	Sudhir Chaudhary, Equity	October 26, 2016
Linda Jeffrey Sailors	July 2013 – May 2016	Environment	Sydney Fang, Environment	October 26, 2016
Gerald Rico	March 2010 – June 2016	Equity	Cathleen Baker, Equity	October 26, 2016
Sandi Galvez	February 2011 – June 2016	Environment	Jonathan Fearn, Economy	October 26, 2016
Cathleen Baker	July 2014 – October 2016	Environment	Anna Lee, Environment	October 26, 2016
Caroline Banuelos	March 2010 – October 2017	Equity	Adrian Mendoza, Equity	October 25, 2017
Naomi Armenta	March 2010 – October 2017	Equity	Abigail Cochran, Equity	October 25, 2017
Elizabeth A. Clary	July 2013 – October 2017	Equity	Rick Coates, Equity	October 25, 2017
Sydney Fang	October 2016 – October 2017	Environment	Wendi Kallins, Environment	October 25, 2017
Jonathan Fearn	October 2016 – October 2017	Economy	Teddy Kÿ-Nam Miller, Economy	October 25, 2017
Bob Glover	September 2013 – October 2017	Economy	Matt Regan, Economy	October 25, 2017
Charles Kaufman	November 2014 – October 2017	Equity	Marc Madden, Equity	October 25, 2017
Scott Lane	September 2015 – October 2017	Environment	Corinne Winter, Environment	October 25, 2017
Jerry Levine	July 2013 – October 2017	Environment	Adina Levin, Environment	October 25, 2017
Shireen Malekafzali	November 2014 – October 2017	Equity	Daniel Saver, Equity	October 25, 2017
Mark Nicholson	July 2013 – October 2017	Equity	Rahmon Momoh, Equity	October 25, 2017
Mike Pechner	July 2013 – October 2017	Equity	Richard Burnett, Equity	October 25, 2017
Alan R. Talansky	July 2012 – October 2017	Economy	Patrick Wolff, Economy	October 25, 2017
Harriet Wolf	November 2014 – October 2017	Equity	Michael Lopez, Equity	October 25, 2017
Richard Burnett	March 2010 – October 2017	Equity	K. Patrice Williams, Equity	October 25, 2017
Wil Din	September 2013 – October 2017	Equity	Jerri Diep, Equity	October 25, 2017
Corinne Winter	October 2017 – December 2018	Environment	Anne Olivia Eldred, Environment	April 24, 2019
Jerri Diep	October 2017 – January 2019	Equity	Daisy Ozim, Equity	July 24, 2019
Sudhir Chaudhary	October 2017 – March 2019	Equity	Terry Scott, Equity	February 26, 2020
Matt Regan	October 2017 – July 2018	Economy	Bob Glover, Economy	February 26, 2020
Teddy Kÿ-Nam Miller	October 2017 – July 2019	Economy	Christina Gotuaco, Economy	February 26, 2020
Patrick Wolff	October 2017 – October 2019	Economy	Walter Wilson, Economy	February 26, 2020
Daniel Saver	October 2017 – December 2019	Equity	Pamela Campos, Equity	January 12, 2022
Jim E. Blacksten	July 2012 – July 2020	Equity	Frank Welte, Equity	March 24, 2021
Cathleen Baker	October 2016 – July 2019	Equity	Michael Baldini, Equity	February 26, 2020
K. Patrice Williams	October 2017 – June 2020	Equity	Benjamin Edokpayi, Equity	January 12, 2022
Daisy Ozim	July 2019 – December 2020	Equity	Christina Gotuaco, Equity	January 12, 2022
Abigail Cochran	October 2017 – August 2021	Equity	Howard Wong, Equity	January 12, 2022
Adrian Mendoza	October 2017 – December 2021	Equity	Gabriela Yamilet Orantes, Equity	January 12, 2022
Anna Lee	October 2016 – March 2020	Environment	Genay Markham, Environment	January 12, 2022
Bob Glover	February 2020 – December 2021	Economy	Ilaf Esuf, Economy	January 12, 2022

Former Advisor	Time Served	Representing	Replaced By	Replaced On
Carlos Castellanos	2007 – December 2021	Equity	Carina Vinh Lieu	January 12, 2022
Cynthia Murray	March 2015 – December 2021	Economy	Rodney K. Nickens, Economy	January 12, 2022
Marc Madden	October 2017 – December 2021	Equity	Phil Pierce, Environment	January 12, 2022
Michael Lopez	October 2017 – December 2021	Equity	Chris Fitzgerald, Equity	January 12, 2022
Michelle Hernandez	Sept. 2015 – December 2021	Equity	Vinay Pimple, Equity	January 12, 2022
Rahmon Momoh	October 2017 – December 2021	Equity	William Goodwin, Equity	January 12, 2022
Richard Burnett	March 2010 – December 2021	Equity	Dwayne Hankerson, Equity	January 12, 2022
Rick Coates	October 2017 – December 2021	Equity	Gerald Glaser, Equity	January 12, 2022
Terry Scott	February 2020 – December 2021	Equity	Hans Korge, Equity	March 23, 2022
Benjamin Schweng	July 2013 – December 2021	Environment	Rachel Zack, Environment	January 12, 2022
Hans Korge	n/a	Equity	Terry Scott, Equity	April 13, 2022
Benjamin Edokpayi	January 2022 – April 2022	Equity	John Parker Jr., Equity	July 27, 2022
Christina Gotuaco	February 2020 – September 2022	Equity	Zelly Lodin, Environment	October 26, 2022



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-1242 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 7/18/2022 **In control:** Administration Committee
On agenda: 10/12/2022 **Final action:**
Title: MTC Resolution No. 4517, Revised. MTC FY 2022-23 Operating and Capital Budgets, Amendment No. 1

A request for Commission approval of MTC Resolution No. 4517, Revised, MTC FY 2022-23 Operating and Capital Budgets, Amendment No. 1.

Sponsors:

Indexes:

Code sections:

Attachments: [12a 22-1242 MTC Reso 4517 FY2022-23 Agency Operating Budget Amendment1.pdf](#)
[3a 22-1242 MTC Reso 4517 FY2022-23 Agency Operating Budget Amendment1.pdf](#)

Date	Ver.	Action By	Action	Result
10/12/2022	1	Administration Committee		

Subject:

MTC Resolution No. 4517, Revised. MTC FY 2022-23 Operating and Capital Budgets, Amendment No. 1

A request for Commission approval of MTC Resolution No. 4517, Revised, MTC FY 2022-23 Operating and Capital Budgets, Amendment No. 1.

Presenter:

Derek Hansel

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Administration Committee

October 12, 2022

Agenda Item 3a - 22-1242

MTC Resolution No. 4517 Revised,

MTC FY 2022-23 Operating and Capital Budgets, Amendment No. 1

Subject:

Staff requests that the Committee refer MTC Resolution No. 4517 Revised, MTC FY 2022-23 Operating and Capital Budgets, Amendment No. 1, to the Commission for approval. This amendment would increase the budget by \$44.16 million in overall funding. The budget remains balanced with a slight surplus projected at fiscal year-end.

Background:

The FY 2022-23 Operating budget revenue is anticipated to be \$301.55 million after the proposed amendment, an increase of approximately \$44.16 million. Total operating expense will be \$301.21 million, resulting in a projected budget surplus of approximately \$336,000 for FY 2022-23.

FY 2022-23 Operating Budget: Revenue and Expenses

The increase in total revenue of \$44.16 million (net) is derived from grant funding awarded by the Federal Highway Administration (FHWA) for the Surface Transportation Block Grant (STBG) program. New funding is primarily comprised of:

- **STBG Grants - \$96.66 million**
 - Awarded to the MTC and programmed through the One Bay Area Grant 3 (OBAG 3) program for designing, coordinating, and deploying strategies at a regional level to address critical climate and focused growth goals of Plan Bay Area 2050, including Blue Ribbon implementation, Pavement Management Technical Assistance Program (PTAP) projects, StreetSaver training, and County Transportation Agencies (CTAs) planning.
- **Federal Transit Administration (FTA) 5304 Transportation Planning Grant - \$500,000**
 - Awarded to the MTC to fund the San Francisco Municipal Transportation Agency (SFMTA) in their efforts to conduct a Muni Metro Modernization Planning Study. The Study will identify a package of projects to provide much-needed capacity and reliability improvements for Muni Metro that may be eligible and competitive for a Federal Transit Administration (FTA) Core Capacity Capital Investment Grant and

further definition of investments along key surface segments of the Metro rail system with a focus on the M-line between West Portal and San Francisco State University.

- **Regional Early Action Plan 2.0 (REAP 2.0) Grant - \$102,842 million**
 - Awarded to the MTC to specifically design and provide Metropolitan Planning Organizations (MPO) with tools and resources to help implement and advance plans, primarily including Sustainable Communities Strategies (SCS) as part of Regional Transportation Plans (RTP).

As a result of the increase in overall net revenue there is also a correlating increase in expenses for consultant and staff costs as it pertains to the aforementioned projects and transportation planning related work.

Staffing Additions: Staff is requesting an increase in the number of authorized positions, adding 13 positions, leading to a total authorized position count of 370, as shown below. Four of the new positions will be funded from existing grant funds and other enterprise funds (e.g., Bay Area Toll Authority (BATA), Bay Area Infrastructure Financing Authority (BAIFA), four new positions will be funded from not-yet-executed grant agreements (recruitment will not be finalized until funds have committed availability), and five new positions are agency overhead funded (clerk and executive support, grants administration, and contracts). These latter positions have funding availability associated with overhead reimbursement that will be received, but which was not programmed for in the adoption of the FY 2022-23 Operating Budget.

	<u>2023</u> (adopted)	<u>2023</u> (Amend. 1)	<u>Total</u>
MTC*	268	13	281
BATA	83.75	---	83.75
SAFE	5.25	---	5.25
Total	357	13	370

FY 2022-23 Capital Budget: Revenue and Expenses

The Bay Bridge Forward (BBF) and Clipper capital budgets are presented on a Life-to-Date (LTD) basis. Revenue and expenses for this amendment are primarily comprised of:

- **Federal Highway Administration (FHWA) Congestion Mitigation and Air Quality (CMAQ) Grants - \$14.24 million**
 - Awarded to the MTC and programmed through the One Bay Area Grant 3 (OBAG 3) program, the funding will support Bay Bridge Forward Transit Priority Projects and I-880 Optimized Corridor Operations.

Recommendation:

Staff recommends that the Committee refer MTC Resolution No. 4517 Revised, MTC FY 2022-23 Operating and Capital Budgets, Amendment No. 1 and direct staff to submit Resolution No. 4517, Revised to the MTC Commission for approval.

Attachments:

MTC Resolution No. 4517 Revised, MTC FY 2022-23 Operating and Capital Budgets, Amendment No. 1.



Therese W. McMillan

Date: June 22, 2022
W.I.: 1152
Referred by: Administration
Revised: 10/26/2022-C

ABSTRACT

Resolution No. 4517, Revised

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

Attachments A, B, C, D, and E to this resolution were revised on October 26, 2022. The revision is to include additional federal, state, and local funding, revise carryover funding for the Consolidated Grant Planning (CPG), and make adjustments to expense line items.

Further discussion of the agency budget is contained in the Administration Committee Summary Sheets dated June 8, 2022 and October 12, 2022. A budget is attached as Attachments A through F.

Date: June 22, 2022
W.I.: 1152
Referred by: Administration
Revised: 10/26/2022-C

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4517

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

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

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

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

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

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

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

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

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

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

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

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

RESOLVED, that the total of full time regular and project term limited employees is established at 357 and will not be increased without approved increase to the appropriate FY 2022-23 budget and that the Executive Director or Designee is authorized to manage all contract, hourly or agency employees within the authorized FY 2022-23 budgets; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

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

Date: June 22, 2022
W.I.: 1152
Referred by: Administration
Revised: 10/26/2022-C

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

METROPOLITAN TRANSPORTATION COMMISSION

AGENCY'S OPERATING AND CAPITAL BUDGETS

FY 2022-23

TABLE OF CONTENTS

MTC Operating and Capital Budgets	Attachment A
Grant and Local Funding Schedule	Attachment B
Contractual and Professional Service	Attachment C
Clipper Operating and Capital Budgets	Attachment D
Bay Bridge Forward Operating and Capital Budgets	Attachment E
Exchange Fund Budget	Attachment F

OPERATING REVENUE-EXPENSE SUMMARY

	FY 2022-23 Approved	FY 2022-23 Amendment No. 1	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Federal Grants	\$ 176,077,451	\$ 226,000,223	28%	\$ 49,922,772
State Grants	29,900,924	23,037,562	-23%	(6,863,362)
Local Funding	4,955,781	5,655,781	14%	700,000
Transportation Development Act (TDA) - General Fund	15,800,000	15,800,000	0%	-
Transfer from Other Entities/Funds	6,653,740	6,821,544	3%	167,804
Administrative Overhead Reimbursement	21,541,671	21,806,740	1%	265,069
Other	2,453,029	2,423,750	-1%	(29,279)
Total Operating Revenue	\$ 257,382,596	\$ 301,545,600	17%	\$ 44,163,004
Total Operating Expense	\$ 256,847,563	\$ 301,209,223	17%	\$ 44,361,660
Operating Surplus/(Deficit)	\$ 535,033	\$ 336,377	-37%	\$ (198,656)
Total Operating Surplus/(Deficit)	\$ 535,033	\$ 336,377	-37%	\$ (198,656)

PART 2: CAPITAL AND RESERVE ACTIVITY

Total Transfers In from Board Designated Reserves	\$ -	\$ -	-100%	\$ -
Total Expenses Funded by Board Designated Reserve Transfers	\$ -	\$ -	-100%	\$ -
Capital Surplus/(Deficit)	\$ -	\$ -	-100%	\$ -
TOTAL FISCAL YEAR SURPLUS/(DEFICIT)	\$ 535,033	\$ 336,377	-37%	\$ (198,656)

Transfer To Designated Reserve	\$ -	\$ -
Net MTC Reserves - in(out)	\$ 535,033	\$ 336,377

Current Year Ending Balance	\$ -	\$ -
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Operating Revenue

Federal Grants

Congestion Mitigation and Air Quality (CMAQ)	\$ 14,282,826	\$ 12,722,265	-11%	\$ (1,560,561)
Congestion Mitigation and Air Quality (CMAQ) - New	19,498,000	50,498,000	159%	31,000,000
Federal Highway Administration Planning (FHWA) Regional Infrastructure Accelerators (RIA) Program (FY 2022-23)	-	1,500,000	-100%	1,500,000
Federal Highway Administration Planning (FHWA PL) (FY 2022-23)	9,713,541	9,713,541	0%	-
Federal Highway Administration Planning (FHWA PL) (FY 2021-22) (Carryover)	2,010,295	1,038,800	-48%	(971,496)
Federal Highway Administration State Planning and Research (FHWA SP&R) (FY 2021-22) (Carryover)	500,000	462,878	-7%	(37,122)
Federal Transit Administration (FTA) 5303 (FY 2022-23)	3,628,612	3,628,612	0%	-

	FY 2022-23 Approved	FY 2022-23 Amendment No. 1	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Federal Transit Administration (FTA) 5303 (FY 2021-22) (Carryover)	1,469,043	1,447,370	-1%	(21,673)
Federal Transit Administration (FTA) 5303 (FY 2020-21) (Carryover)	-	196,288	-100%	196,288
Federal Transit Administration (FTA) 5304 (FY 2022-23)	-	500,000	-100%	500,000
Federal Transit Administration (FTA) 5304 (FY 2021-22) (Carryover)	500,000	246,993	-51%	(253,007)
Federal Transit Administration (FTA) 5304 (FY 2020-21) (Carryover)	305,848	188,357	-38%	(117,491)
Federal Transit Administration (FTA) 5304 (FY 2019-20) (Carryover)	364,587	99,425	-73%	(265,162)
Federal Highway Administration (FHWA) Work Zone Data Exchange (WZDx)	183,731	52,673	-71%	(131,058)
Surface Transportation Block Grant (STBG)	38,703,211	91,681,823	137%	52,978,612
Surface Transportation Block Grant (STBG)	12,785,710	20,887,783	63%	8,102,073
Federal Emergency Management Agency (FEMA)	19,732	19,732	0%	-
Environmental Protection Agency (EPA)	58,933	58,933	0%	-
Surface Transportation Block Grant (STBG) - New	37,521,237	28,024,607	-25%	(9,496,630)
Surface Transportation Block Grant (STBG) (OBAG 3) - New	34,500,000	3,000,000	-91%	(31,500,000)
Job Access and Reverse Commute Program (JARC)	32,144	32,144	0%	-
	\$ 176,077,451	\$ 226,000,223	28%	\$ 49,922,772

State Grants

California Housing Community Development (HCD) Regional Early Action Plan (REAP)	\$ 3,200,984	\$ 3,200,984	0%	0
California Housing Community Development (HCD) Regional Early Action Plan (REAP) 2.0	-	637,483	-100%	637,483
Low Carbon Transit Operations Program (LCTOP)	6,220,716	594,404	-90%	(5,626,312)
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2022-23)	2,106,140	2,099,814	0%	(6,327)
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2021-22) (Carryover)	1,575,952	953,040	-40%	(622,912)
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2020-21) (Carryover)	251,560	55,972	-78%	\$ (195,588)
State Highway Account (SHA) Sustainable Communities (FY 2020-21) (Carryover)	441,997	310,183	-30%	(131,814)
State Transportation Improvement Program - Programming and Planning (STIP-PPM)	406,766	406,766	0%	-
Systemic Safety Analysis Report Program Local (SSARPL)	414,894	312,906	-25%	(101,988)
California Department of Conservation	250,000	250,000	0%	-
Coastal Conservancy	1,906,543	1,846,101	-3%	(60,442)
State Transit Assistance (STA)	5,985,372	5,347,888	-11%	(637,483)
State of California, Wildlife Conservation Board (Proposition 68)	640,000	522,020	-18%	(117,980)
Clean California Enhancement Proposal (New)	6,500,000	6,500,000	0%	-
	\$ 29,900,924	\$ 23,037,562	-23%	\$ (6,863,362)

Local Funding

Bay Area Rapid Transit (BART)	\$ 68,767	\$ 68,767	0%	\$ -
SFMTA Local Funding	-	700,000	-100%	700,000
Transportation Fund for Clean Air (TFCA)	28,410	28,410	0%	-
Bay Area Air Quality Management District (BAAQMD)	432,657	432,657	0%	-
Exchange Fund	2,087,500	2,087,500	0%	-
Pavement Management Program (PMP Sales)	1,500,000	1,500,000	0%	-
Pavement Management Technical Assistance Program (PTAP)	543,900	543,900	0%	-
Cities/Local Funds	294,547	294,547	0%	-
Subtotal	\$ 4,955,781	\$ 5,655,781	14%	\$ 700,000

	FY 2022-23 Approved	FY 2022-23 Amendment No. 1	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Transfers In				
2% Transit Transfer	\$ 764,034	\$ 764,034	0%	\$ -
5% Transit Transfer	467,841	635,645	36%	167,804
Association of Bay Area Governments (ABAG)	185,424	185,424	0%	-
Bay Area Infrastructure Financing Authority (BAIFA)	224,593	224,593	0%	-
Bay Area Toll Authority (BATA) Regional Measure 2	3,428,347	3,428,347	0%	-
Bay Area Toll Authority (BATA) Reimbursement	1,468,500	1,468,500	0%	-
Service Authority for Freeways and Expressways (SAFE) Reimbursement	115,000	115,000	0%	-
Subtotal	\$ 6,653,740	\$ 6,821,544	3%	\$ 167,804
Reimbursements for Administrative Overhead				
Association of Bay Area Governments (ABAG)	\$ 1,607,866	\$ 1,607,866	0%	\$ -
BATA 1% Administrative Draw	6,938,000	\$6,938,000	0%	-
Additional BATA 1% Administrative Draw	6,938,000	\$6,938,000	0%	-
Bay Area Infrastructure Financing Authority (BAIFA)	1,394,714	1,421,001	2%	26,287
Bay Area Housing Finance Authority (BAHFA)	733,252	972,034	33%	238,782
Bay Area Headquarters Authority (BAHA)	742,549	742,549	0%	-
MTC Grant Funded Overhead	1,055,010	1,055,010	0%	-
Clipper	1,641,510	1,641,510	0%	-
Service Authority for Freeways and Expressways (SAFE) Reimbursement	490,770	490,770	0%	-
Subtotal	\$ 21,541,671	\$ 21,806,740	1%	\$ 265,069
Other Revenues				
High Occupancy Vehicle (HOV) Lane Fines	\$ 500,000	\$ 470,721	-6%	\$ (29,279)
OPEB Credit	1,633,029	1,633,029	0%	-
Interest	320,000	320,000	0%	-
Subtotal	\$ 2,453,029	\$ 2,423,750	-497%	\$ (29,279)
Operating Expense				
I. Salaries, Benefits, and Overhead	\$ 44,951,415	\$ 45,993,401	2%	\$ 1,041,986
Program Staff Salaries	17,145,322	17,176,917	0%	31,595
Program Staff Benefits	8,699,614	8,715,411	0%	15,798
Administrative Overhead Salaries	10,604,022	10,604,022	0%	-
Administrative Overhead Benefits	5,302,011	5,302,011	0%	-
New Position Requests (including Benefits)	3,200,447	4,195,040	31%	994,593
II. Travel and Training	\$ 1,188,750	\$ 1,188,750	0%	\$ -
III. Printing, Repro. & Graphics	\$ 116,000	\$ 116,000	0%	\$ -

METROPOLITAN TRANSPORTATION COMMISSION
FY 2022-23 OPERATING AND CAPITAL BUDGETS

ATTACHMENT A

	FY 2022-23 Approved	FY 2022-23 Amendment No. 1	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
IV. Computer Services	\$ 4,563,725	\$ 4,563,725	0%	\$ -
V. Commissioner Expense	\$ 150,000	\$ 150,000	0%	\$ -
VI. Advisory Committees	\$ 15,000	\$ 15,000	0%	\$ -
VII. General Operations	\$ 4,033,117	\$ 4,043,117	0%	\$ 10,000
Subtotal of Op Exp Before Contractual Service and Capital Outlay	\$ 55,018,007	\$ 56,069,993	2%	\$ 1,051,986
IX. Contractual Services	\$ 200,919,556	\$ 244,229,230	22%	\$ 43,309,673
X. Capital Outlay	\$ 910,000	\$ 910,000	0%	\$ -
Total Operating Expense	\$ 256,847,563	\$ 301,209,223	17%	\$ 44,361,660

	Fund Source No.	Project Description	Grant Award	Life-to-Date (LTD) Expenditures thru 06/30/2022	FY 2022-23 Projected Grant Balance	FY 2022-23 New Grants	FY 2022-23 Staff Budget	FY 2022-23 Consultant Budget	Remaining Balance	Expiration Dates	
Federal Highway Administration (FHWA) Grants											
1	74A0814	1109	FHWA PL (FY 2022-23)	\$ 9,378,664	\$ -	\$ 9,378,664	-	\$ 9,378,664	\$ -	\$ -	06/30/2026
2	74A0814	1116	FHWA PL (FY 2022-23)	334,878	-	334,878	-	334,878	-	-	06/30/2026
3	74A0814	1109	FHWA PL (FY 2021-22) (Carryover)	9,283,882	8,245,082	1,038,800	-	747,238	291,562	-	06/30/2025
4	WXDXL20 6084-272	1114	FHWA - Federal Work Zone Data Exch (FWDZ)	200,000	147,327	52,673	-	-	52,673	-	09/30/2026
5	74A0814	1306	FHWA SP&R (FY 2021-22) (Carryover)	500,000	37,122	462,878	-	380,000	82,878	-	06/30/2024
6	6084-186	1812	Regional Planning & Priority Development Area (PDA) Implementation	8,740,305	8,627,418	112,887	-	-	112,887	-	06/30/2022
7	6084-198	1818	Pavement Management Technical Assistance Program (PTAP)	6,000,000	5,946,660	53,340	-	-	53,340	-	06/30/2023
8	6084-202	1824	Climate Initiatives	1,300,000	1,300,000	-	-	-	-	-	06/30/2023
9	6084-209	1825	Operate Car Pool Program	8,000,000	5,596,866	2,403,134	-	-	2,374,040	29,094	06/30/2024
10	6084-206	1826	Congestion Management Agency (CMA) Planning	58,818,000	51,581,844	7,236,156	-	-	7,236,156	01/01/2025	
11	6084-207	1827	MTC Planning	9,590,000	9,354,017	235,983	-	185,425	50,558	-	06/30/2024
12	6084-211	1828	Commuter Benefits Implementation	1,785,000	1,397,706	387,294	-	-	376,977	10,317	06/30/2026
13	6084-210	1829	Incident Management	20,478,000	16,562,434	3,915,566	-	-	3,915,566	-	06/30/2024
14	6084-215	1830	Spare the Air Youth Program	2,463,000	1,931,246	531,754	-	-	531,754	-	06/30/2023
15	6084-216	1831	Arterial/Transit Performance/Rideshare	5,000,000	2,552,032	2,447,968	-	-	2,447,968	-	06/30/2023
16	6084-208	1832	Vanpool Program	2,000,000	798,771	1,201,230	-	-	1,201,230	-	06/30/2023
17	6084-213	1833	511 Next Generation	11,226,000	11,226,000	-	-	-	-	-	06/30/2023
18	6084-212	1834	Transportation Management System (TMS) Program	2,910,000	1,543,910	1,366,090	-	337,564	1,028,526	-	06/30/2023
19	6084-222	1835	Incident Management	4,160,000	1,937,818	2,222,182	-	1,016,631	1,205,554	-	06/30/2023
20	6084-225	1836	Transportation Management Center (TMC) Asset	1,150,000	423,642	726,358	-	65,106	661,252	-	06/30/2023
21	6084-220	1837	I-880 Interstate Corridor Management (ICM) Central Segment	1,142,000	173,745	968,255	-	52,410	915,845	-	06/30/2023
22	6084-232	1839	PDA Planning & Implementation	17,500,000	5,967,072	11,532,928	-	-	9,787,218	1,745,710	12/31/2026
23	6084-219	1840	Bay Bridge Forward (BBF) West Grand Traffic Signal Priority (TSP)	1,000,000	235,876	764,124	-	-	764,124	-	06/30/2023
24	6084-226	1841	AOM & Dumbarton Forward Bike & Pedestrian Implementation	23,937,000	10,689,165	13,247,835	-	3,292,032	2,283,378	7,672,425	06/30/2024
25	6084-227	1842	Enhance Arterial: CAT1	10,915,000	5,905,830	5,009,170	-	-	2,630,252	2,378,918	06/30/2024
26	6084-230	1843	Commuter Parking O&M	2,500,000	386,614	2,113,386	-	-	2,113,386	-	06/30/2023
27	6084-233	1845	Freeway Performance - I-680 Corridor	14,000,000	5,574,216	8,425,784	-	-	8,425,784	-	06/30/2024
28	6084-235	1846	I-880 Communications Infrastructure	2,500,000	388,872	2,111,128	-	104,820	2,006,308	-	06/30/2023
29	6084-241	1847	Shared Use Mobility	2,500,000	675,921	1,824,079	-	587,211	1,236,868	-	06/30/2024
30	6084-243	1849	Targeted Transportation Alternatives	325,000	178,630	146,370	-	-	142,352	4,018	06/30/2024
31	6084-255	1850	511 - Traveler Information Program	5,700,000	4,654,546	1,045,454	-	765,450	280,000	-	06/30/2024
32	6084-244	1852	Connected Automobile Vehicle	2,500,000	286,945	2,213,055	-	-	475,841	1,737,214	06/30/2024
33	6084-259	1853	Bay Bridge Forward 2020/Freeway Perf: I-580	625,000	337,644	287,356	-	-	287,356	-	06/30/2025
34	6084-260	1854	511 Traveler Information Program	11,300,000	3,318,851	7,981,149	-	940,961	6,668,323	371,870	06/30/2025
35	6084-263	1855	Bay Bridge Forward 2020/Freeway Perf: I-80 Corr.	3,000,000	1,139,287	1,860,713	-	-	1,140,905	719,808	06/30/2025
36	6084-264	1856	Freeway Performance Prelim Eng/Imp. SR-37	1,000,000	418,689	581,311	-	-	563,559	17,752	06/30/2025
37	6084-262	1857	Pavement Management Technical Assistance Program (PTAP)	3,000,000	1,398,863	1,601,137	-	-	1,601,137	-	06/30/2025
38	6084-269	1859	I-880 Communications Upgrade	100,000	22,291	77,709	-	52,410	25,299	-	03/31/2024
39	6084-273	1860	I-880 Express Lane in Alameda County	900,000	26,286	873,714	-	192,509	600,000	81,205	06/30/2026
40	6084-275	1861	Bikeshare Program - Capital	700,000	-	700,000	-	-	700,000	-	06/30/2027
41	6084-277	1862	Regional Mapping Data Service Development - Capital	1,800,000	-	1,800,000	-	-	1,800,000	-	06/30/2027
42	6084-278	1863	Mapping and Wayfinding Program - Capital	991,538	-	991,538	-	-	991,538	-	06/30/2027
43	6084-279	1864	Technical Assistance Mobility Hub Pilot Program	150,000	3,694	146,306	-	-	-	146,306	06/30/2027
44	6084-281	1865	Planning Activities to Advance Delivery of Diridon Station	-	-	-	2,000,000	-	2,000,000	-	06/30/2027
45	6084-285	1867	Regional Planning Activities and Programming	-	-	-	49,500,000	868,700	7,299,092	41,332,208	06/30/2027
46	6084-288	1868	Regional Streets and Roads Program	-	-	-	10,000,000	-	10,000,000	-	06/30/2027
47	6084-284	1869	Regional Planning and Programming	-	-	-	35,157,000	-	35,157,000	-	06/30/2027
48	Surface Transportation Block Grant (STBG)	XXXX	Surface Transportation Block Grant (STBG) One Bay Area Grant (OBAG) 3	-	-	-	3,000,000	-	3,000,000	-	XX/XX/XXXX
49	Surface Transportation Block Grant (STBG)	XXXX	Surface Transportation Block Grant (STBG)	-	-	-	28,024,607	524,607	27,500,000	-	XX/XX/XXXX
50	Congestion Mitigation Air Quality (CMAQ) - New	XXXX	Congestion Mitigation Air Quality (CMAQ) - New	-	-	-	50,498,000	-	50,498,000	-	XX/XX/XXXX
51	Regional Infrastructure Accelerators (RIA) Program	XXXX	Regional Infrastructure Accelerators (RIA) Program: State Route 37 (SR 37)	-	-	-	1,500,000	-	1,500,000	-	06/30/2027
				\$ 271,403,267	\$ 170,992,929	\$ 100,410,338	\$ 179,679,607	\$ 19,826,614	\$ 196,780,329	\$ 63,483,003	
Federal Transit Administration (FTA) Grants											
52	74A0814	1602	FTA 5303 (FY 2022-23)	\$ 3,628,612	\$ -	\$ 3,628,612	\$ -	\$ 2,439,455	\$ 1,189,157	\$ -	06/30/2026
53	74A0814	1602	FTA 5303 (FY 2021-22) (Carryover)	3,557,462	2,110,092	1,447,370	-	314,459	1,132,911	-	06/30/2025
54	74A0814	1602	FTA 5303 (FY 2020-21) (Carryover)	3,557,462	3,361,174	196,288	-	196,288	-	-	06/30/2025
55	74A0814	XXXX	FTA 5304 (FY 2022-23)	500,000	-	500,000	-	-	500,000	-	06/30/2025
56	74A0814	1604	FTA 5304 (FY 2021-22) (Carryover)	500,000	-	500,000	-	-	246,993	253,010	06/30/2024
57	74A0814	1603	FTA 5304 (FY 2020-21) (Carryover)	400,000	211,643	188,357	-	-	188,357	-	06/30/2023
58	74A0814	1638	FTA 5304 (FY 2019-20) (Carryover)	466,559	367,134	99,425	-	-	99,425	-	12/31/2022
59	CA-37-X177	1630	Job Access and Reverse Commute Program (JARC)	2,430,952	1,838,633	592,319	-	-	32,144	560,170	XX/XX/XXXX
Total Federal Transit Administration (FTA) Grants				\$ 15,041,047	\$ 7,888,676	\$ 7,152,371	\$ -	\$ 2,950,202	\$ 3,388,987	\$ 813,180	
Federal Emergency Management Agency (FEMA) & Environmental Protection Agency (EPA)											
60	EMF-2020-CA-00017-S01	1113	Federal Emergency Management Agency (FEMA)	\$ 350,000	\$ 330,268	\$ 19,732	\$ -	\$ 19,732	\$ -	\$ -	09/30/2022
61	EPA-BF-99TG1501	1342	Environmental Protection Agency (EPA)	600,000	541,067	58,933	-	-	58,933	-	12/31/2022
Total FEMA and EPA Grants				\$ 950,000	\$ 871,335	\$ 78,665	\$ -	\$			

CONTRACTUAL AND PROFESSIONAL SERVICES

ATTACHMENT C

Work Element	Description/Purpose	FY 2022-23 Approved	FY 2022-23 Amendment No. 1	Change \$ Increase/(Decrease)
1111	Support Commission Standing Committees			
	Transportation Planning Programs	\$ 200,000	\$ 200,000	\$ -
	Equity Assessment, Consultation, and Administrative Review	200,000	200,000	-
	TOTAL	\$ 400,000	\$ 400,000	\$ -
1112	Implement Public Information Program and Tribal Government Coordination			
	Awards Program/Anniversary Event	\$ 55,000	\$ 55,000	\$ -
	Bike to Wherever/Work Program (sponsorship backfill)	50,000	50,000	-
	Design and Promotion	120,000	120,000	-
	Digital Promotion & Analysis (MTC, Bay Trail et al incl events)	75,000	75,000	-
	On call Video Services	35,000	35,000	-
	On-call Meeting Support (agencywide)	40,000	40,000	-
	Photography services for MTC/BATA (agencywide)	100,000	100,000	-
	Return to Transit Employer Surveys	170,000	170,000	-
	Return to Transit Marketing	200,000	200,000	-
	Return to Transit Poll	100,000	100,000	-
	Social Media Consultants (MTC, Bay Trail, et al)	110,000	110,000	-
	Transit Connectivity	20,000	20,000	-
	Translations/Legal Notices (agencywide)	100,000	100,000	-
	Youth Programs and BTWD Promo	26,000	26,000	-
	TOTAL	\$ 1,201,000	\$ 1,201,000	\$ -
1120	Regional Conservation Investment Strategy			
	Regional Conservation Investment Strategy - Technical Support	\$ 645,681	\$ 527,701	\$ (117,980)
	TOTAL	\$ 645,681	\$ 527,701	\$ (117,980)
1121	Regional Transportation Plan/Sustainable Communities			
	Affordable Housing Needs & Revenue Update	\$ -	\$ 100,000	\$ 100,000
	CALCOG Support	30,800	30,800	-
	Civic Spark Fellow	35,000	35,000	-
	Equity Priority Communities Re-Imagining	199,987	199,987	-
	Plan Bay Area 2050 Final Phase CBO Engagement/Implementation Plan	75,000	75,000	-
	Plan Bay Area 2050 Final Phase Digital Promotion/Social Media	75,000	75,000	-
	Plan Bay Area 2050 Update Engagement (Implementation Plan, sea level rise work, etc.)	100,000	100,000	-
	Plan Bay Area 2050: Website Upgrades & Maintenance	50,000	50,000	-
	Regional Growth Forecast Update	100,000	100,000	-
	Unencumbered Carryover	1,292,311	473,811	(818,500)
	Climate Adaptation Assistance Bay Conservation and Development Commission (BCDC)	-	1,718,092	1,718,092
	Plan Bay Area 2050 Update Development	-	3,349,000	3,349,000
	TOTAL	\$ 1,958,098	\$ 6,306,690	\$ 4,348,592
1122	Analyze Regional Data Using GIS and Planning Models			
	Continuous Travel Behavior Survey	\$ 300,000	\$ 300,000	\$ -
	Land Use Model Development	175,000	175,000	-
	Prior Year Carryover	87,962	87,962	-
	Regional Transit Passenger Survey	1,600,000	1,600,000	-
	Technical Support for Web Based Projects	100,000	100,000	-
	Travel Model 2 Conversion (TM2.2, TM2.3)	250,000	250,000	-
	Travel Model Core Development (ActivitySim)	35,000	35,000	-
	Modeling/Data Development & Application	-	2,032,000	2,032,000
	TOTAL	\$ 2,547,962	\$ 4,579,962	\$ 2,032,000
1125	Active Transportation Planning			
	Active Transportation Plan Implementation	\$ 500,000	\$ 500,000	\$ -
	Regional Active Transportation Plan - Carryover	41,562	41,562	-
	TOTAL	\$ 541,562	\$ 541,562	\$ -
1127	Regional Trails			
	Bay Trail Block Grant #5	\$ 249,620	\$ 163,190	\$ (86,430)
	Bay Trail Block Grant #6	1,320,157	1,320,160	3

Work Element	Description/Purpose	FY 2022-23 Approved	FY 2022-23 Amendment No. 1	Change \$ Increase/(Decrease)
	Bay Trail Cartographic Services	20,000	20,000	-
	Bay Trail Change Management	25,000	25,000	-
	Bay Trail Equity Strategy Phase: Phase II	126,128	126,128	-
	Bay Trail Gap Closure Implementation Plan	250,000	67,804	(182,196)
	Bay Trail Planning & Implementation: Equity Strategy Implementation Playbook	-	350,000	350,000
	Bay Trail Planning & Implementation: Regional Trails Data Strategy	-	200,000	200,000
	Bay Trail Planning & Implementation: Bay Trail Strategic Plan	-	200,000	200,000
	Bay Trail Planning & Implementation: Needs Assessment, Ops & Maintenance Plan	-	500,000	500,000
	Bay Trail Planning & Implementation: Technical Assistance	-	250,000	250,000
	Bay Trail Planning & Implementation: Project Delivery	-	750,000	750,000
	Bay Trail Planning & Implementation: Design Guidelines	-	250,000	250,000
	Gap Closure Implementation Plan	-	250,000	250,000
	Encumbered Carryover	93,169	93,169	-
	Merchandise, Outreach & Advertising	20,000	20,000	-
	Quick Build	64,034	164,034	100,000
	Water Trail Block Grant #1	10,989	-	(10,989)
	Water Trail Block Grant #2	139,000	175,974	36,974
	TOTAL	\$ 2,318,096	\$ 4,925,458	\$ 2,607,362
1128	Resilience and Hazards Planning			
	Resilience Technical Assistance & Planning	\$ 100,000	\$ 100,000	\$ -
	Sea Level Rise Adaptation Funding and Investment Framework	200,000	200,000	-
	TOTAL	\$ 300,000	\$ 300,000	\$ -
1132	Advocate Legislative Programs			
	Legislative Advocates - Sacramento	\$ 152,000	\$ 152,000	\$ -
	Legislative Advocates - Washington D.C.	315,000	315,000	-
	Revenue Measure Polling	200,000	200,000	-
	TOTAL	\$ 667,000	\$ 667,000	\$ -
1150	Executive Office			
	Contingency	\$ 500,000	\$ 500,000	\$ -
	TOTAL	\$ 500,000	\$ 500,000	\$ -
1151	Legal Office			
	ACTA vs. Valley Link	\$ 100,000	\$ 100,000	\$ -
	Legal Bench Services	500,000	500,000	-
	Litigation reserves	1,000,000	1,000,000	-
	Yerba Buena NC vs. MTC	300,000	300,000	-
	TOTAL	\$ 1,900,000	\$ 1,900,000	\$ -
1152	Financial Management			
	Actuarial Service - OPEB	\$ 25,000	\$ 25,000	\$ -
	Bench Audits	200,000	200,000	-
	Caseware Support and Consulting	1,000	1,000	-
	Financial Audits	305,000	305,000	-
	TOTAL	\$ 531,000	\$ 531,000	\$ -
1153	Facilities and Contract Services			
	ADA Reporting Assistance	\$ 50,000	\$ 50,000	\$ -
	Emergency Management (COOP, etc.)	500,000	500,000	-
	Equity Review and Analysis (DBE, SBE, and potential other programs)	150,000	150,000	-
	Ergonomic Review and Assistance	150,000	150,000	-
	Risk Management (Contract, Facilities, Emergency)	150,000	150,000	-
	TOTAL	\$ 1,000,000	\$ 1,000,000	\$ -
1158	Administration and Human Development			
	Administrative Services Agency Initiatives	\$ 50,000	\$ 50,000	\$ -
	Operational Review	75,000	75,000	-
	Mineta Transportation Institute	110,000	110,000	-
	Handbook and Policy Protocols, Procedures, Workflows	125,000	125,000	-
	High School Intern Program	55,000	55,000	-

CONTRACTUAL AND PROFESSIONAL SERVICES

ATTACHMENT C

Work Element	Description/Purpose	FY 2022-23 Approved	FY 2022-23 Amendment No. 1	Change \$ Increase/(Decrease)
	College Intern Program	115,500	115,500	-
	Memorandum of Understanding (MOU) Labor Negotiations	104,000	104,000	-
	Benefits Operation (Benefits Bridge, Leave Management System, Open Enrollment Activities, etc.)	15,000	15,000	-
	Agencywide Diversity, Equity, and Inclusion (DEI) Training	250,000	250,000	-
	TOTAL	\$ 899,500	\$ 899,500	\$ -
1161	Information Technology Services			
	AD Migration Project	\$ 20,000	\$ 20,000	\$ -
	Central Square Support	20,000	20,000	-
	DATA Security Improvements, Cloud Data Risk	50,000	50,000	-
	Leave Management System	3,000	3,000	-
	Network Assistance	50,000	50,000	-
	PC Support Technician	95,000	95,000	-
	Project Coordinator- SD	95,000	95,000	-
	Salesforce: Agency CRM Enhancement	100,000	100,000	-
	Salesforce: Operations Support & Governance	525,000	525,000	-
	Security Program Consulting and Advisory	120,000	120,000	-
	Technical Assistance Portal Enhancements	30,000	30,000	-
	Web Accessibility 508 On-Going O&M	100,000	100,000	-
	Web Security Project	200,000	200,000	-
	Web/DB Application Development/Integration	50,000	50,000	-
	Website Operations Maintenance and Enhancement	450,000	375,000	(75,000)
	SharePoint Consulting Services	50,000	50,000	-
	TSS App Developer Consultant	200,000	200,000	-
	TOTAL	\$ 2,158,000	\$ 2,083,000	\$ (75,000)
1162	Agency Websites			
	Website Operations Maintenance and Enhancement	\$ -	\$ 75,000	\$ 75,000
	TOTAL	\$ -	\$ 75,000	\$ 75,000
1212	Performance Measuring and Monitoring			
	Performance Monitoring and Vital Signs	\$ 225,000	\$ 225,000	\$ -
	TOTAL	\$ 225,000	\$ 225,000	\$ -
1222	Regional Carpool/Vanpool Program and Commuter Benefits Program			
	Bay Area Carpool Program	\$ 850,000	\$ 850,000	\$ -
	Bay Area Vanpool Program	1,307,905	1,199,640	(108,265)
	Commuter Benefits Program (SB 1128)	210,000	210,000	-
	Commuter Benefits Program	-	2,540,000	2,540,000
	Vanpool Audits	30,000	30,000	-
	Bay Area Car Pool Program - Carryover	1,651,017	1,651,017	-
	TOTAL	\$ 4,048,922	\$ 6,480,657	\$ 2,431,735
1223	Support Transportation Managements System			
	1-880 Communications Upgrade	\$ 2,000,000	\$ 2,000,000	\$ -
	Encumbered Carryover	29,245	25,299	(3,946)
	I-880 Communications Infrastructure - Carryover	19,007	6,308	(12,699)
	I-880 ICM Central Segment Design - Carryover	429,499	357,875	(71,624)
	TMC Programs and Related Infrastructure	661,252	661,252	-
	Unencumbered Carryover	1,134,069	1,036,496	(97,573)
	TOTAL	\$ 4,273,072	\$ 4,087,230	\$ (185,842)
1224	Regional Traveler Information			
	511 Alerting	\$ 75,000	\$ 75,000	\$ -
	511 Express Lane Operations - Est. Carryover	1,226,683	598,323	(628,360)
	511 Innovation Lab	200,000	200,000	-
	511 System Integrator	2,500,000	2,500,000	-
	511 System Integrator - Carryover	34,353	-	(34,353)
	System Integrator	183,731	52,673	(131,058)
	511 TIC Operations	1,420,000	1,420,000	-
	511 Web Hosting	80,000	80,000	-
	511 Web Services	1,550,000	1,650,000	100,000
	Contract Management Services	30,000	30,000	-
	Technical Advisor Services	400,000	400,000	-

CONTRACTUAL AND PROFESSIONAL SERVICES

ATTACHMENT C

Work Element	Description/Purpose	FY 2022-23 Approved	FY 2022-23 Amendment No. 1	Change \$ Increase/(Decrease)
	Transit Data QA/QC Services	250,000	250,000	-
	TOTAL	\$ 7,949,767	\$ 7,255,996	\$ (693,771)
1233	Transportation Asset Management (TAM)			
	Local Road Safety Plan Assistance	\$ 2,000,000	\$ 2,000,000	\$ -
	PTAP Projects	1,500,000	10,850,000	9,350,000
	PTAP Projects - Est. Carryover	787,176	645,037	(142,139)
	PTAP Projects - Unencumbered Est. Carryover	69,781	53,340	(16,441)
	Quality Assurance Program for PTAP	60,000	60,000	-
	Regional Safety Campaign	500,000	500,000	-
	Regional Safety Data System and State of Safety in the Region Report	414,894	312,906	(101,988)
	Street Saver Development	1,500,000	1,500,000	-
	Street Saver Training	650,000	650,000	-
	TOTAL	\$ 7,481,851	\$ 16,571,283	\$ 9,089,432
1234	Arterial and Transit Management			
	PASS	\$ 2,000,000	\$ 2,000,000	\$ -
	2016 On-Call Transportation Eng. and Plan Services - Carryover	601,055	447,968	(153,087)
	2016 On-Call Transportation - Unencumbered Carryover	619,315	-	(619,315)
	2016 On-Call Transp. Engng. & Plan. - Carryover	273,377	273,377	-
	AC Transit, Dumbarton Express IDEA Project - Carryover	1,461,501	1,461,501	-
	Supplemental IDEA Category 2 - Carryover	282,356	282,356	-
	IDEA Category 1 - Carryover	613,018	613,018	-
	Match for STBG	340,777	340,777	-
	Carryover	1,657,350	1,437,980	(219,370)
	TOTAL	\$ 7,848,749	\$ 6,856,977	\$ (991,772)
1235	Incident Management			
	I-880 Central Segment PE/Env/Design	\$ 550,000	\$ 550,000	\$ -
	I-880 ICM North Segment Integration - Carryover	3,753,865	3,615,566	(138,299)
	I-880 ICM Project Construction and System Integration	300,000	300,000	-
	I-880 Integrated Corridor Management (ICM) Central Segment construction phase	1,498,000	1,498,000	-
	TOTAL	\$ 6,101,865	\$ 5,963,566	\$ (138,299)
1237	Freeway Performance			
	2019 Project Management - Carryover	\$ 228,083	\$ 228,083	\$ -
	2019 Project/Program Management Services - Carryover	13,559	13,559	-
	ALA-I-580 Westbound - Carryover	316,506	287,356	(29,150)
	Bay Bridge Forward - Carryover	450,010	450,010	-
	Commuter Parking Initiative	646,500	646,500	-
	Commuter Parking Outreach - Carryover	758,990	661,868	(97,122)
	Consultants - Carryover	997,400	954,724	(42,676)
	Design Alternatives Assessments/Corridor Studies	1,500,000	1,500,000	-
	Freeway Performance Prelim Eng/Imp. SR-37	550,000	2,050,000	1,500,000
	I-80 CMCP/I-80 DAA	885,000	885,000	-
	Northbound I-680 Express Lane Project - Carryover	9,567,801	8,425,784	(1,142,017)
	On-Call Transportation Eng. and Planning Services - Carryover	38,174	38,174	-
	Parking Operations & Management - Carryover	2,374,180	2,095,196	(278,984)
	RSR Forward Bike/TDM	400,000	400,000	-
	Transp. Engng. & Planning Services - Carryover	150,606	150,606	-
	TOTAL	\$ 18,876,809	\$ 18,786,860	\$ (89,949)
1238	Technology-Based Operations & Mobility			
	Bikeshare Capital Grant Program	\$ 826,000	\$ 826,000	\$ -
	Bikeshare Implementation	700,000	700,000	-
	Connected and Automated Vehicles	450,000	450,000	-
	Napa Valley Forward TDM	240,000	240,000	-
	Shared Use Mobility	575,000	575,000	-
	TOTAL	\$ 2,791,000	\$ 2,791,000	\$ -
1239	Regional Mobility Technology Program			
	Regional ITS Architecture	\$ 50,000	\$ 50,000	\$ -
	Regional Map	1,791,538	1,791,538	-
	Regional Mapping Data Services Platform	1,900,000	1,900,000	-

CONTRACTUAL AND PROFESSIONAL SERVICES

ATTACHMENT C

Work Element	Description/Purpose	FY 2022-23 Approved	FY 2022-23 Amendment No. 1	Change \$ Increase/(Decrease)
	Salesforce: Regional Account	500,000	500,000	-
	Transit Connectivity Gap Analysis with Regional GTFS	388,347	388,347	-
	TOTAL	\$ 4,629,885	\$ 4,629,885	\$ -
1240	Clean Air Program			
	Clean California Portal Lighting Project	\$ 6,500,000	\$ 6,500,000	\$ -
	Total	\$ 6,500,000	\$ 6,500,000	\$ -
1310	Access and Mobility Planning			
	Blue Ribbon Action Plan - Paratransit Analysis	\$ 250,000	\$ 250,000	\$ -
	Community Choice Learning Hub: Contracting w/CBOs	30,000	30,000	-
	Equity Action Plan: FPP Cohort - Equity Platform Implementation in Fund Sources	70,000	70,000	-
	FY 2021-22 Carryover	32,144	32,144	-
	Participatory Budgeting Advisory Technical Assistance	100,000	100,000	-
	TOTAL	\$ 482,144	\$ 482,144	\$ -
1311	Means Based Fare Program			
	Means Based Fare Subsidy - Operator	\$ 6,720,716	\$ 1,094,404	\$ (5,626,312)
	Other Admin	500,000	500,000	-
	Program Admin	1,500,000	1,500,000	-
	Technology Support	500,000	500,000	-
	TOTAL	\$ 9,220,716	\$ 3,594,404	\$ (5,626,312)
1312	Support Title VI and Environmental Justice			
	Title VI Triennial Report and LAP review assistance	\$ 75,000	\$ 75,000	\$ -
	TOTAL	\$ 75,000	\$ 75,000	\$ -
1314	Means Based Toll Discount			
	FasTrak START Pilot Study on EL	\$ 300,000	\$ 300,000	\$ -
	I-880 Corridor Performance Evaluation for Toll Discount Pilot	300,000	300,000	-
	TOTAL	\$ 600,000	\$ 600,000	\$ -
1413	Climate Initiative			
	Bike to Wherever/Work Day Program	\$ 1,500,000	\$ 1,500,000	\$ -
	Spare The Air Youth - Carryover	1,141,401	531,754	(609,647)
	Regional Carsharing - Carryover	-	142,352	142,352
	Electric Vehicles and Chargers	20,000,000	20,000,000	-
	Mobility Hubs	15,000,000	15,000,000	-
	Parking Program	10,001,908	10,001,908	-
	Targeted Transportation Alternatives	3,000,000	-	(3,000,000)
	TOTAL	\$ 50,643,309	\$ 47,176,014	\$ (3,467,295)
1514	Regional Assistance Programs and Project Reviews			
	Performance Audits - RFP	\$ 285,000	\$ 285,000	\$ -
	TDA/STA Portal	290,000	290,000	-
	TOTAL	\$ 575,000	\$ 575,000	\$ -
1515	State Programming, Monitoring and STIP Development			
	ATP Technical Assistance Program	\$ 300,000	\$ 300,000	\$ -
	TOTAL	\$ 300,000	\$ 300,000	\$ -
1517	Transit Sustainability Planning			
	Blue Ribbon Analysis	\$ 3,990,000	\$ 3,240,000	\$ (750,000)
	Connected Network Plan Community Engagement	250,000	250,000	-
	Connected Network Plan Technical Assistance	750,000	750,000	-
	Regional Zero Emission Fleet Strategy	434,584	612,911	178,327
	SRTPs	720,000	720,000	-
	Diridon Station Business Case Planning Support	-	2,000,000	2,000,000
	TOTAL	\$ 6,144,584	\$ 7,572,911	\$ 1,428,327
1520	BART Metro 2030 and Beyond			
	Bart Metro 2030 and Beyond	\$ 433,354	\$ 168,192	\$ (265,162)
	TOTAL	\$ 433,354	\$ 168,192	\$ (265,162)

CONTRACTUAL AND PROFESSIONAL SERVICES

ATTACHMENT C

Work Element	Description/Purpose	FY 2022-23 Approved	FY 2022-23 Amendment No. 1	Change \$ Increase/(Decrease)
1521	Bay Area Regional Rail Partnerships: Project Delivery and Governance Bay Area Regional Rail Partnerships: Project Delivery and Governance TOTAL	\$ 305,848 \$ 305,848	\$ 188,357 \$ 188,357	\$ (117,491) \$ (117,491)
1522	San Francisco Municipal Transportation Agency (SFMTA) Muni Modernization Planning Study San Francisco Municipal Transportation Agency (SFMTA) Muni Modernization Planning Study TOTAL	\$ - \$ -	\$ 1,200,000 \$ 1,200,000	\$ 1,200,000 \$ 1,200,000
1611	Regional Growth Framework Planning and Implementation Carryover Match for Various Projects CTA Planning & Programming Activities Growth Framework Implementation Milpitas Gateway/PDA Planning - Carryover PCA Revamp Priority Conservation Area (PCA) Revamp Railvolution Transit Oriented Communities (TOC) Policy Implementation Climate Adaptation Assistance Bay Conservation and Development Commission (BCDC) Del Norte Station Precise Plan - Carryover Downtown Specific Plan EIR - Carryover El Camino Precise Plan Environmental Impact Report (EIR)/Form Based Code - Carryover General Plan Update - Carryover Growth Framework Implementation - PDA Grants Growth Framework Implementation - PPA Grants Jumpstart Alameda County - carryover Lindenville Specific Plan - Carryover Master Funding Agreement (MFA)-PDA-Decoto Industrial Park Study - Carryover PDA Regional Studies - Carryover Planning, Programming Transportation Land Use - Carryover Priority Development Area (PDA) Grant Program - Carryover San Francisco Market Street Hub EIR - Carryover SW Expressway & Race Street Urban Village Plan - Carryover Transit Corridors & 22nd Street Station Relocation - Carryover Unencumbered Carryover Vehicle Miles Traveled (VMT) Policy Adoption Technical Assistance - Carryover VMT Policy Adoption - Carryover TOTAL	\$ 739,396 - 25,000,000 500,000 25,000 250,000 15,000 282,390 1,718,092 206,845 34,800 277,160 1,600,000 - - - 500,000 250,000 87,000 143,871 7,750,000 134,649 545,987 434,200 89,362 450,000 450,000 \$ 41,573,854	\$ 1,281,842 35,157,000 - 500,000 25,000 250,000 15,000 282,390 - 206,845 34,800 277,160 1,600,000 23,000,000 2,000,000 2,000,000 500,000 340,102 87,000 50,558 4,670,000 134,649 545,987 434,200 89,362 240,000 240,000 \$ 73,961,895	\$ 542,446 35,157,000 (25,000,000) - - - - - (1,718,092) 0.32 - - - 23,000,000 2,000,000 2,000,000 - 90,102 - (93,313) (3,080,000) - - - - (210,000) (210,000) \$ 32,478,143
1612	Bay Area Regional Collaborative (BARC) Regional Climate Mitigation and Adaptation Planning Initiative #1 Climate Adaptation Initiative #2 Climate Adaptation Initiative #3 Greenhouse Gas (GHG) Reduction Initiative #4 Greenhouse Gas (GHG) Reduction TOTAL	\$ 100,000 100,000 100,000 100,000 \$ 400,000	\$ 100,000 100,000 100,000 100,000 \$ 400,000	\$ - - - - \$ -
1614	Vehicle Miles Traveled - Reduction Planning for Priority Development Areas Vehicle Miles Traveled Reduction Planning for Development Areas TOTAL	\$ 441,997 \$ 441,997	\$ 310,183 \$ 310,183	\$ (131,814) \$ (131,814)
1615	Connecting Housing and Transportation EPA Brownfields Grant TOTAL	\$ 58,933 \$ 58,933	\$ 58,933 \$ 58,933	\$ - \$ -
1621	Network Management - Planning for Implementation Network Management - Planning for Implementation TOTAL	\$ 750,000 \$ 750,000	\$ 496,993 \$ 496,993	\$ (253,007) \$ (253,007)

Work Element	Description/Purpose	FY 2022-23 Approved	FY 2022-23 Amendment No. 1	Change \$ Increase/(Decrease)
1622	Next-Generation Bay Area Freeways Study			
	Next-Generation Bay Area Freeways Study Operational Analysis	\$ 150,000	\$ 150,000	\$ -
	Public Engagement	250,000	250,000	-
	Public Engagement and Outreach	120,000	82,878	(37,122)
	TOTAL	\$ 520,000	\$ 482,878	\$ (37,122)
Total Contractual and Professional Services		\$ 200,919,556	\$ 244,229,230	\$ 43,499,775

Clipper 1 Operating:

Revenue:

	FY 2022-23 Approved	FY 2022-23 Amendment No. 1	Change \$ Increase/(Decrease)
Regional Measure 2 (RM2)	\$ 3,209,807	\$ 3,209,807	\$ -
State of Good Repair (SGR)	68,188	68,188	-
State Transit Assistance (STA)	10,000,000	10,000,000	-
Float Account Interest	-	1,500,000	1,500,000
Transit Operators	12,495,000	12,515,000	20,000
Total Revenue	\$ 25,772,995	\$ 27,292,995	\$ 1,520,000

Expense:

Staff cost	\$ 597,470	\$ 597,470	\$ -
General Operations	488,162	488,162	-
Clipper Operations	24,687,362	26,207,362	1,520,000
Total Expense	\$ 25,772,995	\$ 27,292,995	\$ 1,520,000

Clipper 2 Operating:

Revenue:

	FY 2022-23 Approved	FY 2022-23 Amendment No. 1	Change \$ Increase/(Decrease)
Regional Measure 2 (RM2)	\$ 1,790,193	\$ 1,790,193	\$ -
State of Good Repair (SGR)	9,893,309	9,893,309	-
Clipper Cards	4,255,000	4,255,000	-
Transit Operators	8,030,000	8,030,000	-
Total Revenue	\$ 23,968,502	\$ 23,968,502	\$ -

Expense:

Staff cost	\$ 987,702	\$ 987,702	\$ -
General Operations	10,400	10,400	-
Clipper 2 Operations	22,970,400	22,970,400	-
Total Expense	\$ 23,968,502	\$ 23,968,502	\$ -

Clipper 1 Capital:

Revenue:

	FY 2022-23 Approved	FY 2022-23 Amendment No. 1	FY 2022-23 LTD
Clipper Cards	\$ 2,000,000	\$ 80,000	\$ 2,080,000
Low Carbon Transit Operations (LCTOP)	446,402	-	446,402
Federal Transit Administration (FTA)	26,205	-	26,205
Total Revenue	\$ 2,472,607	\$ 80,000	\$ 2,552,607

Expense:

Staff Costs	\$ 472,607	\$ -	\$ 472,607
Consultants	2,000,000	80,000	2,080,000
Total Expense	\$ 2,472,607	\$ 80,000	\$ 2,552,607

Clipper 2 Capital:

Revenue:

	FY 2022-23 Approved	FY 2022-23 Amendment No. 1	FY 2022-23 LTD
Federal Transit Administration (FTA)	\$ -	\$ 30,000,000	\$ 30,000,000
State of Good Repair (SGR)	14,313,791	2,803,725	17,117,516
State Transit Assistance (STA)	3,525,000	-	3,525,000
Clipper Cards	3,000,000	-	3,000,000
Low Carbon Transit Operations (LCTOP)	452,961	-	452,961
Total Revenue	\$ 21,291,752	\$ 32,803,725	\$ 54,095,477

Expense:

Staff Costs	\$ 2,866,752	\$ -	\$ 2,866,752
Consultants	18,425,000	32,803,725	51,228,725
Total Expense	\$ 21,291,752	\$ 32,803,725	\$ 54,095,477

FY 2022-23
BAY BRIDGE FORWARD OPERATING AND CAPITAL BUDGETS

ATTACHMENT E

Bay Bridge Forward - Project Delivery	FY 2022-23 Approved	FY 2022-23 Amendment No. 1	FY 2022-23 LTD
Bay Bridge Forward 2016 (2656)			
Revenue:			
Surface Transportation Block Grant (STBG)	\$ 249,638	\$ 249,638	\$ 1,299,819
Service Authority for Freeways and Expressways (SAFE)	-	-	6,231,144
Exchange	-	-	3,900,000
Bay Area Toll Authority (BATA) Rehabilitation	-	-	600,000
Regional Measure 2 (RM2) Capital	6,310,000	6,722,000	17,866,000
Total Revenue	\$ 6,559,638	\$ 6,971,638	\$ 29,896,963
Expense:			
Staff Costs	\$ -	\$ -	\$ 50,181
Consultants	6,559,638	6,971,638	29,846,782
Total Expense	\$ 6,559,638	\$ 6,971,638	\$ 29,896,963
Bay Bridge Forward 2020 (2657)			
Revenue:			
Surface Transportation Block Grant (STBG)/(New)	\$ 7,000,000	\$ 7,000,000	\$ 10,749,675
Regional Measure 2 (RM2) Capital	-	-	4,825,455
Congestion Mitigation and Air Quality (CMAQ)	12,709,362	12,709,362	12,709,362
Bay Area Toll Authority (BATA) Local Partnership	5,000,000	5,000,000	5,000,000
Bay Area Toll Authority (BATA) Rehabilitation	2,000,000	2,000,000	2,000,000
Alameda County Transportation Commission (ACTC)	6,407,833	6,407,833	20,757,833
Total Revenue	\$ 33,117,195	\$ 33,117,195	\$ 56,042,325
Expense:			
Staff Costs	\$ -	\$ -	\$ 124,675
Consultants	33,117,195	33,117,195	55,917,650
Total Expense	\$ 33,117,195	\$ 33,117,195	\$ 56,042,325
Bay Area Forward - Richmond San Rafael Forward (2658)			
Revenue:			
Surface Transportation Block Grant (STBG)	\$ -	\$ -	\$ 55,812
Exchange	100,000	100,000	1,146,000
Total Revenue	\$ 100,000	\$ 100,000	\$ 1,201,812
Expense:			
Staff Costs	\$ -	\$ -	\$ 55,812
Consultants	100,000	100,000	222,000
Total Expense	\$ 100,000	\$ 100,000	\$ 277,812
Bay Area Forward - Freeway Performance Initiative I-680 (2659)			
Revenue:			
Surface Transportation Block Grant (STBG)	\$ -	\$ -	\$ 14,000,000
Total Revenue			\$ 14,000,000
Expense:			
Staff Costs	\$ -	\$ -	\$ -
Consultants	-	-	14,000,000
Total Expense			\$ 14,000,000
Bay Area Forward - Freeway Performance Initiative I-880 (2660)			
Revenue:			
Surface Transportation Block Grant (STBG)	\$ 909,471	\$ 909,471	\$ 3,725,115
Congestion Mitigation and Air Quality (CMAQ)	3,046,800	3,046,800	3,296,800
Total Revenue	\$ 3,956,271	\$ 3,956,271	\$ 7,021,915
Expense:			
Staff Costs	\$ -	\$ -	\$ 61,440
Consultants	3,956,271	3,956,271	6,960,475
Total Expense	\$ 3,956,271	\$ 3,956,271	\$ 7,021,915

Bay Area Forward - Freeway Performance Initiative US - 101 (2661)	FY 2022-23 Approved	FY 2022-23 Amendment No. 1	FY 2022-23 LTD
Revenue:			
Congestion Mitigation and Air Quality (CMAQ)	\$ -	\$ -	\$ 3,000,000
Surface Transportation Block Grant (STBG)	2,406,000	2,406,000	2,467,440
Total Revenue	\$ 2,406,000	\$ 2,406,000	\$ 5,467,440
Expense:			
Staff Costs	\$ -	\$ -	\$ 61,440
Consultants	2,406,000	2,406,000	5,406,000
Total Expense	\$ 2,406,000	\$ 2,406,000	\$ 5,467,440
Bay Area Forward - Dumbarton Forward (2662)			
Revenue:			
Surface Transportation Block Grant (STBG)/(New)	\$ 4,000,000	\$ 4,000,000	\$ 7,350,361
Regional Measure 2 (RM2) Capital	-	-	4,800,000
Total Revenue	\$ 4,000,000	\$ 4,000,000	\$ 12,150,361
Expense:			
Staff Costs	\$ -	\$ -	\$ 100,361
Consultants	4,000,000	4,000,000	12,050,000
Total Expense	\$ 4,000,000	\$ 4,000,000	\$ 12,150,361
Bay Area Forward - Napa Forward (2663)			
Revenue:			
Surface Transportation Block Grant (STBG)/(New)	\$ 6,200,400	\$ 12,400,800	\$ 20,662,600
Total Revenue	\$ 6,200,400	\$ 12,400,800	\$ 20,662,600
Expense:			
Staff Costs	\$ -	\$ -	\$ 161,800
Consultants	6,200,400	12,400,800	20,500,800
Total Expense	\$ 6,200,400	\$ 12,400,800	\$ 20,662,600
Total Revenue Bay Bridge Forward	\$ 56,339,504	\$ 62,951,904	\$ 146,443,416
Total Expense Bay Bridge Forward	\$ 56,339,504	\$ 62,951,904	\$ 145,519,416

Staff costs are included under work element 1237

	FY 2022-23 Adopted	FY 2022-23 Amendment No. 1	Change \$ Increase/(Decrease)
Revenue - Transportation Authority of Marin (TAM)	\$ 75,651,097	\$ 75,651,097	\$ 75,651,097
Revenue - Solano Transportation Authority (STA)	65,000,000	65,000,000	65,000,000
Interest income	-	-	-
Total revenue	\$ 140,651,097	\$ 140,651,097	\$ 140,651,097
Professional Fees	\$ 2,087,500	\$ 2,087,500	\$ 27,831,538
Transfer out (i.e. MTC Allocations)	-	-	-
Total expense	\$ 2,087,500	\$ 2,087,500	\$ 27,831,538
Revenue over Expense	\$ 138,563,597	\$ 138,563,597	\$ 168,482,635
Beginning Balance	\$ -	\$ 138,563,597	
Ending Balance	\$ 138,563,597	\$ 138,563,597	

Notes:

The One Bay Area Grant (OBAG) programs adopted by the Commission establish commitments and policies for investing Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds for regional and county programs. To provide greater flexibility to deliver select priority projects, MTC may enter into an agreement with a project sponsor to exchange federal STP/CMAQ funds with non-federal local funds available to the sponsor. An exchange does not increase the total amount of funds available to the region, but does enable MTC to commit exchanged funds to key investments within the OBAG policy framework that would otherwise be incompatible with or ineligible for federal STBG/CMAQ funding. MTC Resolution No. 3989, Revised, describes the procedures governing MTC's Exchange Program and details the agreements and commitments that have been made to date.



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: [13a 22-1283 MTC Resos 4537 4130 MAP and TIRCP.pdf](#)
[13a Public Comment-Innovation Tri-Valley Leadership Group.pdf](#)
[13a Public Comment-Remi Tan.pdf](#)
[13a Public Comment-SPUR and Seamless Bay Area.pdf](#)
[13a Public Comment-Tri-Valley San Joaquin Valley Regional Rail Authority.pdf](#)
[13a-Public Comment-Harder and Swalwell.pdf](#)
[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
10/12/2022	1	Programming and Allocations Committee		

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

October 26, 2022

Agenda Item 13a - 22-1283

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

Subject:

- 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

Background:

At the October 12, 2022 Programming and Allocations Committee (PAC) meeting, the committee referred MTC Resolution No. 4537 and 4130, Revised to the Commission for approval. The Committee directed staff to address the MAP and TIRCP issues summarized below and recommend revisions if warranted. This memo summarizes recommended revisions and additional minor changes to the staff recommendation based on updates from project sponsors.

Regional Strategy for TIRCP Augment 1: Close Funding Gaps for MAP Level 1 Projects

Up to \$1.2 billion of the \$1.5 billion of TIRCP Augment 1 funding (for projects outside of Southern California) is set aside for projects that have received prior TIRCP grant awards. The Caltrain Electrification, BART Core Capacity, and BART to Silicon Valley Phase II projects have all received prior TIRCP grant awards. Based on information from sponsors, these three sponsors may request over \$1.7 billion in Augment 1, far exceeding the available funding. The Valley Link and Caltrain Downtown Extension Phase 2 (DTX) projects have not received prior TIRCP grant awards and therefore must compete for the smaller amount of available new funding or project development set aside funding in Augment 1.

Based on these state eligibility and funding constraints, MTC staff's TIRCP Augment 1 proposed endorsements are based on:

- a. Ambitious but realistic Augment 1 targets based on state guidelines.
- b. Endorse three MAP Level 1 megaprojects (Caltrain Electrification, BART Core Capacity, and BART to Silicon Valley Phase II) for TIRCP Augment 1 funding amounts to help close project funding gaps when combined with other local and federal funding that is either available at the local level or would be considered a reasonable federal

funding request. Staff proposes to limit endorsements for the funds in Augment 1 that will go to existing TIRCP projects to these three projects.

- c. Through the existing MTC framework process, endorse smaller projects focused on Zero Emission Bus transition, Grade Separations, and other transit improvements.
- d. Endorse DTX and Valley Link for project development set aside funding.

Near-Term Rebalancing

As awards from the TIRCP Augment 1 are announced and other discretionary funding sources are secured, staff plan to rebalance the funding endorsements, including those for TIRCP Augment 2. This may include additional funding for existing projects to help fill remaining funding gaps. This could include assigning the \$100 million of unassigned Augment 2 contingency to projects.

Opportunity for Multi Year Commitments

As noted by Commissioners, the public and stakeholders at this month's PAC meeting, a TIRCP funding commitment would support the Caltrain Downtown Rail Extension (DTX) and Valley Link in securing a Full-Funding Grant Agreement from the Federal Transit Administration's Capital Investment Grant program. However, current state guidelines for Augment 1 reserve up to \$1.2 billion of the \$1.5 billion for existing TIRCP awardees, thus severely limiting new award capacity to projects such as DTX or Valley Link.

In the past, the California State Transportation Agency (Cal STA) has made multi-year TIRCP commitments to large projects to provide funding certainty and a larger amount of funding than would be available through a single cycle. Cal STA has not proposed an official mechanism for multi-year commitments during Augment 1. Staff will continue to work with project sponsors and CalSTA to secure multi-year state funding as early as possible to meet project timelines for the Federal Transit Administration New Starts funding program or other federal funding opportunities.

Specific to the DTX project, staff is coordinating with the project sponsor and CalSTA staff to explore potential pathways for a multi-cycle funding commitment so that the project can meet the funding requirements required to submit an FTA Full Funding Grant Agreement request application on their desired expedited schedule. A multi-cycle pathway would likely include

funding from the state budget augmentations to TIRCP and the baseline biennial program. Given that the extent of needed rebalancing of MAP funding endorsements will not be known until TIRCP Augment 1 and other federal grant awards are made, staff proposes that additional information on potential DTX endorsements be provided to the Commission in the winter timeframe.

Other Revisions to the Proposed MAP Resolution

After additional review, staff recommends adding additional projects that were submitted more recently and assigning projects to appropriate programmatic categories. These projects are all Level 3 transit or Other Roadway projects. Additionally, some project sponsors have reached out with clarifications and updates to project listings and funding commitments, too late to incorporate into the PAC item.

Finally, Attachment D has been updated after receiving further information from the project sponsor for the BART to Silicon Valley Phase II project that shifts local funding from planned to committed.

These changes are now included in Attachments C and D of Resolution No. 4537.

Issues:

None identified.

Recommendations:

Approval of MTC Resolution Nos. 4537 and 4130, Revised.

Attachments:

- Resolution 4537, Revised -- Attachments C and D:



Therese W. McMillan

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
I-680 Express Bus	CCTA	\$398
I-80 Express Bus	CCTA	\$282
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		\$10,677

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-680/SR-4 Interchange Improvements Phase 1, 2A, 4	CCTA	\$493
I-680 NB Express Lane in Contra Costa	CCTA	\$479
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 4 Operational Improvements	CCTA	\$259
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	C/CAG and 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	C/CAG and 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		\$8,416

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:				\$	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	\$ 0.41	\$	0.05	\$	0.06	\$	-	\$	0.30	\$	-	\$	-	\$	-	\$	-	\$	-	\$	0.41
BART Core Capacity Program	BART	\$ 4.4	\$ 0.66	\$	0.06	\$	-	\$	-	\$	0.25	\$	0.35	\$	-	\$	-	\$	-	\$	-	\$	0.66
BART to Silicon Valley Phase II	VTA	\$ 9.0	\$ 3.29	\$	2.1	\$	-	\$	-	\$	0.45	\$	0.30	\$	-	\$	-	\$	0.5	\$	-	\$	3.30
Level 1 Megaprojects Contingency	N/A	\$ 0.5	\$ 0.40	\$	-	\$	0.05	\$	-	\$	-	\$	0.10	\$	-	\$	-	\$	-	\$	0.3	\$	0.40
Level 1 ZEB Projects		\$ 1.3	\$ 1.31	\$	-	\$	1.11	\$	0.10	\$	0.10	\$	-	\$	-	\$	-	\$	-	\$	-	\$	1.31
Level 1 BRT Projects		\$ 0.4	\$ 0.33	\$	0.3	\$	0.03	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	0.33
Transit Service Improvements and Modernization		\$ 1.3	\$ 0.75	\$	-	\$	0.31	\$	0.35	\$	-	\$	-	\$	0.1	\$	-	\$	-	\$	-	\$	0.75
Grade Separations		\$ 0.3	\$ 0.15	\$	-	\$	0.05	\$	-	\$	0.1	\$	-	\$	-	\$	-	\$	-	\$	-	\$	0.15
Express Lanes Projects		\$ 1.0	\$ 0.96	\$	-	\$	0.10	\$	-	\$	-	\$	-	\$	0.3	\$	-	\$	-	\$	0.6	\$	0.96
Other Roadway/ATP Projects Under \$250 M		\$ 0.3	\$ 0.25	\$	-	\$	0.10	\$	-	\$	-	\$	-	\$	0.1	\$	0.1	\$	-	\$	-	\$	0.25
Level 1 Subtotal		\$ 20.9	\$ 8.5	\$	2.5	\$	1.7	\$	0.5	\$	1.2	\$	0.8	\$	0.4	\$	-	\$	0.5	\$	0.8	\$	8.5
Level 2 -- Projects Ready for Construction																							
Revenue Envelope:				\$	3.3	\$	7.1	\$	2.0	\$	0.1	\$	0.1	\$	1.9	\$	2.1	\$	3.3	\$	9.8	\$	29.6
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

* MTC proposes to limit TIRCP Augment 1 endorsements for existing TIRCP projects to Level 1 Megaprojects

**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

**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:

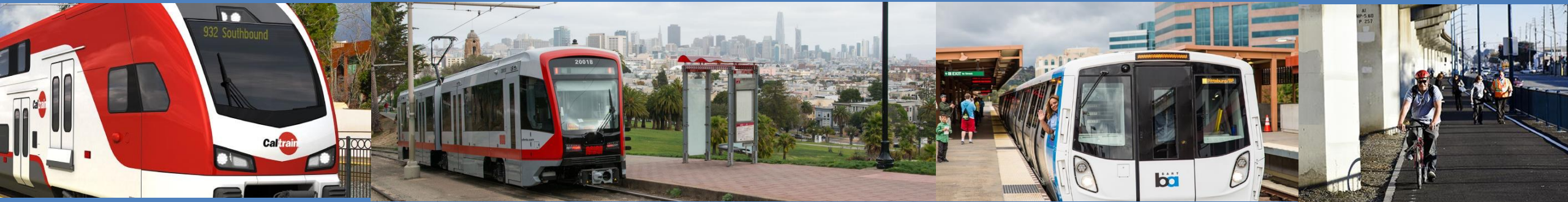
Refer MTC Resolution Nos. 4537 and 4130, Revised, to the Commission for approval

Attachments:

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



Therese W. McMillan



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													

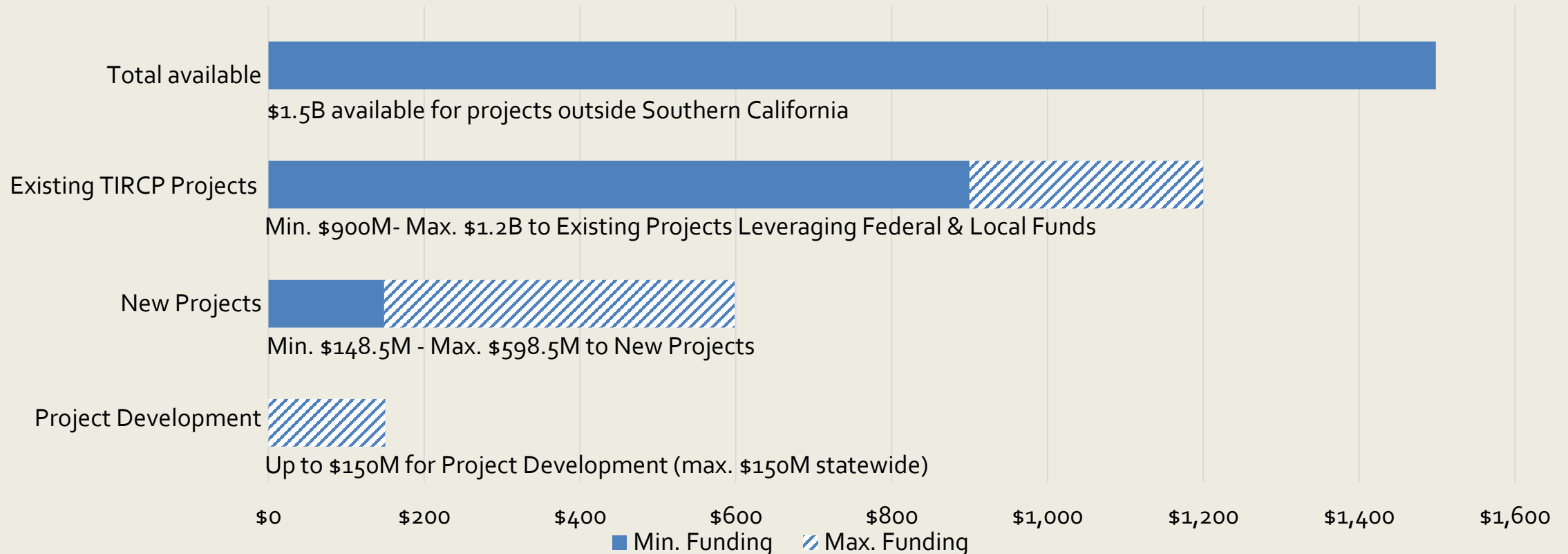
Proposed TIRCP Framework

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)*



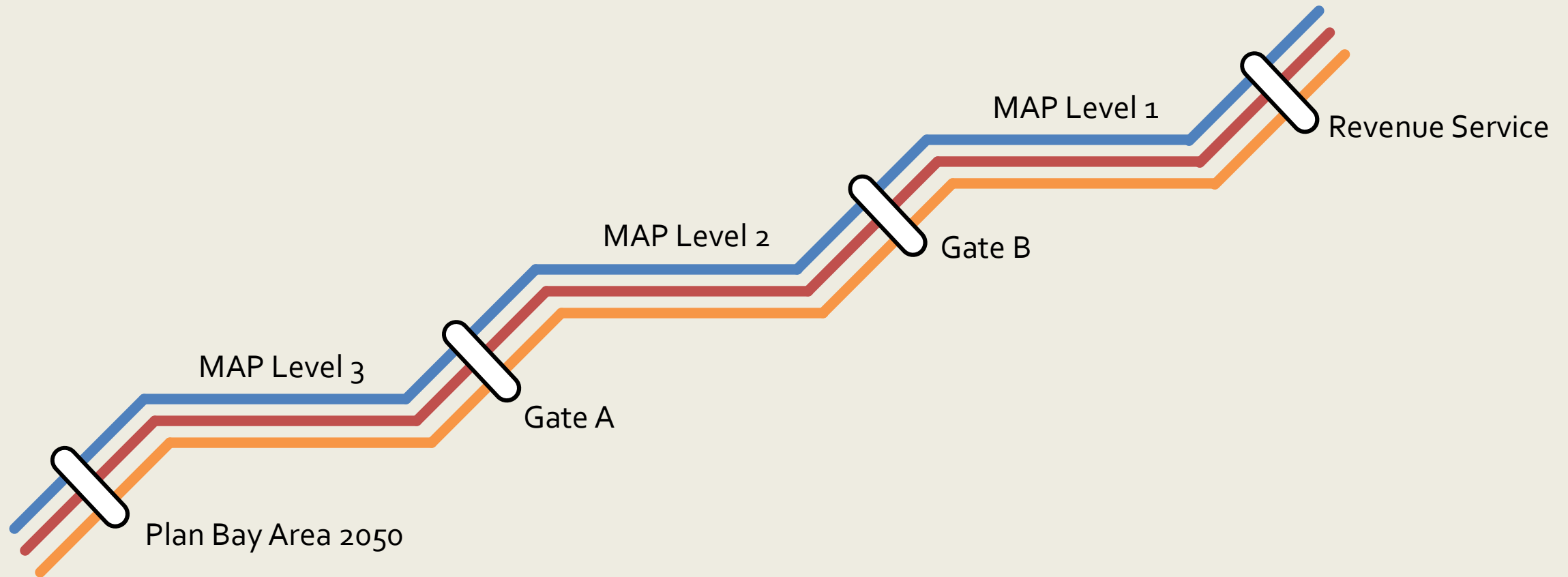
*Funding available but limited to Southern California projects is not included in this chart.

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.

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.

MTC Resolution No. 4537, Attachment C has been updated and is attached to the Commission memo in this packet.

MTC Resolution No. 4537, Attachment D has been updated and is attached to the Commission memo in this packet.

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	CTC discretionary grant program 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).
SB1 TCEP	20% Bay Area share of forecast consistent with Plan Bay Area 2050	CTC discretionary grant program 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.
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	State funded discretionary grant program; some funds distributed to MTC via regional formula. 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.
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 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



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
VTA	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 \$60 million and \$40 million, respectively, 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



October 10, 2022

The Honorable Alfredo Pedroza, Chair
Metropolitan Transportation Commission
375 Beale Street
San Francisco CA 94105-2066

RE: Support for Valley Link as a Project Priority in the Metropolitan Transportation Commission (MTC) Major Project Advancement Policy (MAP)

Dear Chair Pedroza,

On behalf of the Innovation Tri-Valley Leadership Group, I am pleased to provide this letter to support the staff recommendation for inclusion of the Valley Link rail transit project as a Level 2 priority in the Metropolitan Transportation Commission's (MTC) Major Project Advancement Policy (MAP).

To achieve our Megaregion's goals for the economy, the environment, housing, transportation, and equity – we need a robust, reliable, and sustainable transportation system that will equitably serve our residents and work force with a better quality of life and access to jobs, affordable housing, educational opportunities and health care facilities. We believe that Valley Link is a vital element of this system and essential to the future of our Megaregion.

Valley Link supports sound transportation investment policy that prioritizes projects on readiness, cost-effectiveness, competitiveness for state/federal funding, and reinforcement of regional policy focused on equity, transit-oriented land use and connected mobility. Valley Link has widespread support from all sectors of the Northern California Megaregion, is identified in MTC's Plan Bay Area 2050 (2021-2035 delivery period), is identified in the MTC's Bipartisan Infrastructure Law (BIL) Regional Grant Strategy, has been approved by the Federal Transit Administration (FTA) into Project Development under the federal Capital Investment Grant (CIG) Program and has over one-third of its funding already identified as available through local sources – a total of over \$700 million. Project development continues to advance with urgency – CEQA environmental clearance is complete, NEPA environmental clearance is underway and a targeted construction date is set for 2025 supporting a Full Funding Grant Agreement (FFGA) under the CIG Program within the BIL's five-year timeframe. Consistent with MTC's Equity Priority Communities Framework and the Biden Administration's new Justice40 Initiative, Valley Link will also achieve near-term mobility, accessibility, environmental, and health benefit for the more than 100,500 Bay Area workers now commuting daily from their homes in the Northern San Joaquin Valley – a region recognized as one of the State's largest areas of California Climate Investments Priority Populations for both State designated disadvantage communities and low-income communities.

Valley Link is vital to the economy of the Bay Area and megaregion. The Valley Link initial operating segment (IOS) between the Dublin/Pleasanton BART station and the Mountain House station, including the Isabel and South Front Street stations in Livermore, will connect tens of thousands of workers to the Tri-Valley at the center of the Northern California Megaregion - one of the fastest growing and economically robust areas in the state of California. As a thriving job center, the Tri-Valley is home to two national labs in Livermore and the headquarter location of more than 450 technology companies - with a regional gross domestic product of over \$42 billion. Improvement of transportation systems in the broader region are essential to the Bay Area



economy, environment and the quality of life of its residents and work force. Valley Link will also increase the megaregional housing supply through the advancement of transit-oriented development at stations along the corridor including at the Isabel and Southfront Valley Link stations in Livermore as well as the Mountain House station in San Joaquin County. The Isabel Neighborhood Specific Plan, within an adopted MTC Priority Development Area (PDA), is complete and Southfront has recently been approved as a PDA by MTC. All three station areas will support MTC's recently adopted Transit Oriented Communities (TOC) Policy.

Valley Link is leading innovation with a vision to be a model of environmental and economic sustainability connecting the Northern California megaregion with the first passenger rail system in California running on self-produced green hydrogen and a hydrogen fuel production facility able to support other transit and heavy truck operators. This model of sustainability and self-sufficiency is important as it inherently connects the hydrogen fuel producer and user with the goal of reducing the cost of the overall transit operations for the public and offsetting state and federal transit subsidies. In addition to the use of zero emissions vehicle and green energy production technologies, the Valley Link Board-adopted Sustainability Policy identifies implementing strategies to achieve a zero emissions system through innovation station access. This includes electric autonomous shuttles, shared mobility, and support for local transit operator alternative vehicle technology.

Valley Link provides critical passenger rail connectivity closing the gap between BART and the state rail system — linking nearly 500 miles of commuter and intercity rail with more than 130 stations throughout the Northern California Megaregion. Consistent with the State Rail Plan and the California High-Speed Rail Authority (CHSRA) Business Plan, it will expand equitable access and mobility by providing the Bay Area with integrated connectivity to the Merced – Bakersfield High-Speed Rail Interim Operating Segment and Sacramento through the existing Altamont Corridor Express (ACE) and future Valley Rail passenger rail services. Conversely, Valley Link will also bring tens of thousands of riders on a daily basis to other transit systems in the Bay Area significantly increasing transit ridership within the Megaregion.

MTC support for this project has significant impact on the Bay Area economy and the transportation investment equity of the tens of thousands of Bay Area workers now commuting daily from their homes in recognized disadvantaged and low-income communities in the Northern San Joaquin Valley. This support is also critical at a time of unprecedented funding opportunity at both the federal and state level when maximizing megaregional outcomes is best supported by ensuring that the most competitive megaregional projects are prioritized to compete.

Thank you in advance for consideration of this request to support the staff recommendation and prioritize this transformational project in MTC's Major Project Advancement Policy (MAP).

Sincerely,

A handwritten signature in dark ink that reads "Tim Sbranti". The signature is fluid and cursive, with the first name "Tim" and last name "Sbranti" clearly distinguishable.

Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group

From: Remi Tan [REDACTED]
Sent: Saturday, October 8, 2022 9:06:28 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Vote YES on the Transit Oriented Communities Policy

External Email

Dear Public Comment,

MTC Commission,

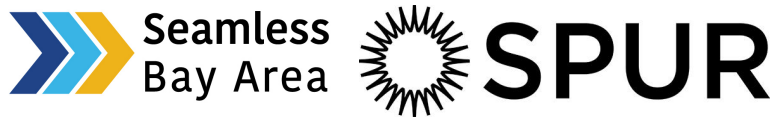
I am writing to strongly urge you to vote YES on the Transit Oriented Communities Policy. This policy promotes density and active transportation infrastructure like sidewalks and bike lanes near our transit stations – two key strategies to make the region more equitable and accessible.

As a member of the Bay Area, and an architect, and father of 3 young adults, I am a strong advocate for more housing and development around our transit stations for all cities. We must grow together as a region to make the Bay Area an affordable place to live for all - especially our young adults - and reduce our reliance on driving, which will lower greenhouse gas emissions.

As our region continues to suffer from more extreme heat and wildfires connected to climate change, as well as rising inflation and lack of affordable housing, the time to pass the TOC Policy is now. The TOC Policy will make a meaningful impact on climate change, housing affordability and racial and social inequities, problems that continue to get worse without coordinated regional and local action. Thank you for your work to prepare the Bay Area for a more equitable future.

Sincerely,
Remi Tan

[REDACTED]
[REDACTED]



October 11, 2022

Programming & Allocations Committee
Metropolitan Transportation Commission
375 Beale Street
San Francisco, CA 94105

Re: Agenda Item 3a. Major Projects Advancement Policy and Transit and Intercity Rail Capital Program Framework.

Dear Chair Rabbitt, Vice Chair Pappan and Committee Members:

We applaud the Commission and staff for working to take on the complex issues of project selection and delivery and for building consensus around high-priority projects. As the Bay Area's MPO, MTC has an interest in ensuring that the flow of non-local transportation dollars to the region is maximized, efficiently deployed, and used toward projects that further the goals of the regional transportation plan and associated regional policies. And, as both the Bay Area's MPO and a funding entity in its own right, MTC has an interest in ensuring that regionally significant projects advance on-time, on-budget and in a manner that achieves their promised scope and performance.

Our comments are not directed at the funding endorsement framework. Our comments focus on the policy reinforcements, risk management framework, and the broader relationships to the severe and imminent funding challenges that transit is facing, the regional transportation plan, and the Transit Transformation Action Plan.

We encourage MTC to consider the major project advancement policy not only as an implementation tool to deliver regional priorities identified in Plan Bay Area, but also as a way of making sure that the projects that we build and how we build them meet the strategic, social, economic and environmental benefits to the public as a whole and works to meet more of the region's needs - both in total and relative to the amount of public funds invested.

As MTC develops the policy and risk management components of the MAP, we encourage MTC and project sponsors to boldly grapple with the following challenges:

1. The total costs of capital projects far exceeds available resources, even with generous capital funding from the federal and state government. This implies the need for rigorous

stage gates and high standards for advancement to be implemented through policy reinforcements and risk management strategies.

2. The Bay Area is just starting to understand how regional travel is changing. We encourage MTC to work with operators and project sponsors to foster a collective understanding of these shifts and use it to inform the policy reinforcements and risk management framework.
3. The MAP has bearing on other workstreams, and it will be helpful to consider and make explicit the ways in which future regional transportation plan processes, the Connected Network Plan, and the MAP will interact over time.
4. There should be a strong linkage between capital funding and operations, in order to avoid accidentally favoring capital projects over operating needs and to ensure that there is adequate operating funding to effectuate the project's goals.
5. The stage gate process has been used to great success on capital programs throughout the world and we support MTC's incorporation of this methodology into the MAP. At the same time, we note that the effectiveness of the phase gate process in this context will be directly related to how it is ultimately organized, resourced and linked to critical project milestones, as well as through its recognition of the risk management roles of other project funders.

We hope these challenges will be reflected in the boldness of the policy reinforcements and risk management framework.

Finally, we recommend that a follow-up and related effort is needed to determine how MTC and project sponsors can fully fund relatively low-cost, high-benefit projects and programs, which may be more resilient to changing travel patterns in the near future. Many projects that do not fit the criteria of "major projects" still fail to arrive in a timely manner. We hope that MTC can work with project sponsors to identify ways to prioritize and accelerate these smaller, but no less critical, projects.

We appreciate the opportunity to provide comments and discuss the MAP progress and appreciate staff's outreach.

Sincerely,

Laura Tolhoff
SPUR

Adina Levin
Seamless Bay Area



Tri-Valley San Joaquin Valley
REGIONAL RAIL AUTHORITY

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October 11, 2022

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Therese McMillan
Executive Director
Metropolitan Transportation Commission
375 Beale Street
San Francisco CA 94105-2066

RE: Prioritization of Valley Link in Major Project Advancement Policy (MAP)

Dear Ms. McMillan:

On behalf of the Tri-Valley – San Joaquin Valley Regional Rail Authority (Authority) I am writing to support the prioritization of the Valley Link project as a Level 2 project priority in the Metropolitan Transportation Commission's (MTC) Major Project Advancement Policy (MAP). To achieve our megaregion's goals for the economy, the environment, housing, transportation, and equity – we need a robust, reliable, and sustainable transportation system that will equitably serve our residents and work force with a better quality of life and access to jobs, affordable housing, educational opportunities, and health care facilities. We believe that Valley Link is a vital element of this system and essential to the future of our megaregion. We also believe that Valley Link rail project supports sound regional transportation investment policy that prioritizes projects on readiness, cost-effectiveness, competitiveness for state/federal funding, and reinforcement of regional policy focused on equity, transit-oriented land use and connected mobility.

Valley Link is Ready

Valley Link is an adopted priority in the MTC's Bipartisan Infrastructure Law (BIL) Regional Grant Strategy and has been approved by the Federal Transit Administration (FTA) into Project Development under the federal Capital Investment Grant (CIG) Program. Project development continues to advance with urgency – state CEQA environmental clearance is complete, federal NEPA environmental clearance is underway and a targeted construction date is set for 2025 supporting a Full Funding Grant Agreement under New Starts within the BIL's five-year timeframe.



Valley Link is Cost-Effective

Valley Link builds 26 miles of new passenger rail track for \$1.8 billion, extending high frequency and high-capacity rail service from the Dublin/Pleasanton BART station in Alameda County to the Mountain House station in San Joaquin County including two stations in Livermore. With 33,000 daily riders projected by 2040, Valley Link would remove tens of thousands of cars off the Altamont Corridor, remove up to 42,000 metric tons of greenhouse gas emissions, create 22,000 jobs, and support goods movement by reducing heavy truck conflicts with cars on the I-580. Valley Link is also leading innovation with a vision to be a model of environmental and economic sustainability connecting the Northern California megaregion with the first passenger rail system in California running on self-produced green hydrogen with the goal of reducing the cost of the overall transit operations for the public and offsetting state and federal transit subsidies.

Valley Link Meets MTC's Level 2 MAP Eligibility and Is Competitive for State and Federal Funds

Valley Link has widespread support from all sectors of the Northern California Megaregion, is identified in Plan Bay Area 2050 in the 2021-2035 period and has over one third of its funding already identified as available through local sources - a total of over \$700 million. The Authority completed an assessment of the eligibility and competitiveness of the Valley Link project according to federal New Starts criteria in November 2021 which concluded that the initial operating segment between the Dublin/Pleasanton BART station and the Mountain House station, including the Isabel and South Front Road stations in Livermore, could achieve a medium rating for New Starts eligibility. As part of the current federal environmental process the Authority is now working to reduce the initial operating segment project cost by nearly one third of the cost estimate used in the New Starts assessment and refine the corridor alignment to locate the Mountain House station adjacent to the Mountain House community.

Valley Link Supports Regional, State and Federal Policy on Equity, Transit-Oriented Land Use, and Connected Mobility

Consistent with MTC's Equity Priority Communities Framework and the Biden Administration's new Justice40 Initiative, Valley Link will also achieve near-term mobility, accessibility, environmental, and health benefit for the more than 100,500 Bay Area workers now commuting daily from their homes in the Northern San Joaquin Valley – a region recognized as one of the State's largest areas of California Climate Investments Priority Populations for both State designated disadvantage communities and low-income communities. Valley Link will have immeasurable benefit to the megaregion and will increase the megaregional housing supply through the advancement of transit-oriented development at stations along the corridor including at the Isabel and Southfront Valley Link stations in Livermore as well as the Mountain House station in San Joaquin County. The Isabel Neighborhood Specific Plan, within an adopted MTC Priority Development Area (PDA), is complete and Southfront has recently been approved as a PDA by MTC. All three station areas will support MTC's recently adopted Transit Oriented Communities (TOC) Policy.



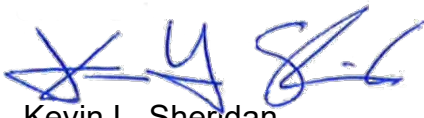
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Valley Link also provides critical passenger rail connectivity closing the gap between BART and the state rail system — linking nearly 500 miles of commuter and intercity rail with more than 130 stations throughout the Northern California Megaregion. Conversely, Valley Link will also bring tens of thousands of riders on a daily basis to other transit systems in the Bay Area significantly increasing transit ridership within the region.

Valley Link improvements are critical for the equitable and sustainable future of the Bay Area and the megaregion it is intrinsically a part of. Valley Link is ready, cost-effective, competitive, and meets the MAP principles for regional policy on equity, transit-oriented land use, and connected mobility. We support your staff's recommendation to include this transformational project as a Level 2 priority in the MAP as well as your establishment and maintenance of consistent criteria for project prioritization to ensure the integrity of the region and its credibility to state and federal funding partners.

Sincerely,



Kevin L. Sheridan -
Executive Director/CEO

CC: Public Comment - info@bayareametro.gov
Kenneth Folan - kfolan@bayareametro.gov



Tri-Valley ★ San Joaquin Valley
REGIONAL RAIL AUTHORITY



Congress of the United States
Washington, DC 20510

October 14, 2022

The Honorable Alfredo Pedroza, Chair
Metropolitan Transportation Commission
375 Beale Street
San Francisco CA 94105-2066

RE: Support for Valley Link as a Project Priority in the Metropolitan Transportation Commission (MTC) Major Project Advancement Policy (MAP)

Dear Chair Pedroza,

We write in strong support of the inclusion of the Valley Link rail transit project as a Level 2 priority in the Metropolitan Transportation Commission's (MTC) Major Project Advancement Policy (MAP).

Our megaregion, representing California's Bay Area to the Central Valley, needs a robust, reliable, and sustainable transportation system that will equitably serve our residents and work force with a better quality of life and access to jobs, affordable housing, educational opportunities and health care facilities. We believe that Valley Link is a vital element of this system and essential to the future of our megaregion.

Valley Link supports sound transportation investment policy that prioritizes projects on readiness, cost-effectiveness, competitiveness for state/federal funding, and reinforcement of regional policy focused on equity, transit-oriented land use and connected mobility. Valley Link has widespread support from all sectors of the Northern California Megaregion, is identified in MTC's Plan Bay Area 2050 (2021-2035 delivery period), is an adopted priority in the MTC's Bipartisan Infrastructure Law (BIL) Regional Grant Strategy, has been approved by the Federal Transit Administration (FTA) into Project Development under the federal Capital Investment Grant (CIG) Program and has over one-third of its funding already identified as available through local sources – a total of over \$700 million.

Project development continues to advance with urgency. The California Environmental Quality Act clearance is complete, National Environmental Policy Act clearance is underway and a targeted construction date is set for 2025 supporting a Full Funding Grant Agreement (FFGA) under the CIG Program within the BIL's five-year timeframe.

Consistent with MTC's Equity Priority Communities Framework and the Biden Administration's new Justice40 Initiative, Valley Link will also achieve near-term mobility, accessibility, environmental, and health benefits for the more than 100,500 Bay Area workers now commuting daily from their homes in the Northern San Joaquin Valley – a region recognized as one of the State's largest areas of California Climate Investments Priority Populations for both State designated disadvantage communities and low-income communities. In addition, the Tri-Valley is home to two national labs in Livermore and the headquarters of more than 450 technology

companies - with a regional gross domestic product of over \$42 billion. Improvement of transportation systems between the Tri-Valley and broader region are essential to the Tri-Valley economy, environment and the quality of life of its residents and workforce.

Furthermore, Valley Link will increase the megaregional housing supply through the advancement of transit-oriented development at stations along the corridor including at the Isabel and Southfront Valley Link stations in Livermore as well as the Mountain House station in San Joaquin County. The Isabel Neighborhood Specific Plan, within an adopted MTC Priority Development Area (PDA), is complete and Southfront has recently been approved as a PDA by MTC. All three station areas will support MTC's recently adopted Transit Oriented Communities (TOC) Policy.

Valley Link will also be the first passenger rail system in California running on self-produced green hydrogen and a hydrogen fuel production facility able to support other transit and heavy truck operators. This model of sustainability and self-sufficiency is important as it inherently connects the hydrogen fuel producer and user with the goal of reducing the cost of the overall transit operations for the public and offsetting state and federal transit subsidies. In addition to the use of zero emissions vehicle and green energy production technologies, the Valley Link Board-adopted Sustainability Policy identifies implementing strategies to achieve a zero emissions system through innovation station access. This includes electric autonomous shuttles, shared mobility, and support for local transit operator alternative vehicle technology.

Valley Link provides critical passenger rail connectivity closing the gap between BART and the state rail system — linking nearly 500 miles of commuter and intercity rail with more than 130 stations throughout the Northern California Megaregion. Consistent with the State Rail Plan and the California High-Speed Rail Authority (CHSRA) Business Plan, it will expand equitable access and mobility by providing the Bay Area with integrated connectivity to the Merced – Bakersfield High-Speed Rail Interim Operating Segment and Sacramento through the existing Altamont Corridor Express (ACE) and future Valley Rail passenger rail services. Conversely, Valley Link will also bring tens of thousands of riders on a daily basis to other transit systems in the Bay Area significantly increasing transit ridership within the megaregion.

Valley Link improvements are critical for the equitable and sustainable future of the Bay Area, the Central Valley, and the broader megaregion. This support is also critical at a time of unprecedented funding opportunity at both the federal and state level when maximizing megaregional outcomes is best supported by ensuring that the most competitive megaregional projects are prioritized to compete. We urge you to prioritize this transformational project in MTC's Major Project Advancement Policy (MAP).

Sincerely,



Josh Harder
Member of Congress



Eric Swalwell
Member of Congress

CC:

Therese W. McMillan, MTC Executive Director