



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, November 16, 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, November 16, 2022 at 9:35 a.m. or immediately following the 9:05 a.m. Audit Committee meeting, 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/84743341073>

Or iPhone one-tap: US: +13462487799,,84743341073# or +16694449171,,84743341073#

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: 847 4334 1073

International numbers available: <https://bayareametro.zoom.us/j/84743341073>

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.** [22-1624](#) Minutes of the October 26, 2022 Joint MTC with BAHFA meeting
- Action: Commission Approval; and Authority Approval
- Attachments: [4a 22-1624 10-26-2022 Draft Commission w-BAHFA Minutes.pdf](#)
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- 4b.** [22-1623](#) MTC Resolution No. 4543, and BAHFA Resolution No. 22 - Providing for Remote Meetings Pursuant to Assembly Bill 361
- Action: Commission Approval; and Authority Approval
- Attachments: [4bi 22-1623 MTC Resolution 4543 AB361.pdf](#)
 [4bii 22-1623 BAHFA Resolution 22 AB361.pdf](#)

5. BAHFA Oversight Committee Report (Schaaf)

- 5a.** [22-1618](#) BAHFA Resolution No. 20. Appointment of members to the Bay Area Housing Finance Authority's Advisory Committee
- Appoint nine members to serve on BAHFA's Advisory Committee, pursuant to the requirements of California Government Code Title 6.8, Section 64500 et seq.
- Action: Authority Approval
- Attachments: [5ai 22-1618 BAHFA Reso-20 Advisory Committee Recommendations 2022](#)
 [5aii 22-1618 Attachment A Presentation BAHFA Advisory Committee.pdf](#)
 [5aiii 22-1618 Attachment B BAHFA Resolution 0020.pdf](#)
 [5aiv 22-1618 Attachment C ABAG Resolution 19 2022.pdf](#)

6. Public Comment / Other Business

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

8. Chair's Report (Pedroza)

9. Policy Advisory Council Report (Council Chair/Vice Chair)

10. Executive Director's Report (McMillan)

[22-1625](#) Executive Director's Report

11. Commissioner Comments

12. Consent Calendar:

Joint MTC Planning Committee with the ABAG Administrative Committee

- 12a.** [22-1472](#) MTC Resolution No. 4550 - Guidelines for Countywide Transportation Plans

Action: MTC Commission Approval

Attachments: [12ai 22-1472 Summary Sheet MTC Res No.4550-Guidelines for Countywide](#)
[12aii 22-1472 Attachment A MTC Resolution 4550 Guidelines for Countywide](#)

Programming and Allocations Committee

- 12b.** [22-1616](#) MTC Resolution Nos. 4202, Revised, and 4505, Revised. Revisions to the One Bay Area Grant programs (OBAG 2 and 3), including programming of \$6 million to MTC's Bay Skyway project and revisions to the OBAG 2 Solano County program.

Action: Commission Approval

Attachments: [12b 22-1616 MTC Resolutions 4202 4505 OBAG2&3 Revisions Bay Skyway](#)

- 12c.** [22-1504](#) MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letter of No Prejudice to the Santa Clara Valley Transportation Authority (VTA) for the San Jose Diridon Station Project.

Action: Commission Approval

Attachments: [12c 22 1504 MTC Resolutions 4412 RM3 LONP Diridon Station.pdf](#)

- 12d.** [22-1608](#) MTC Resolution Nos. 4522, Revised, 4523, Revised, 4524, Revised, and 4525, Revised. Allocation of \$183 million in FY 2022-23 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), and AB 1107 funds to three operators to support transit operations and capital projects in the region.

Action: Commission Approval

Attachments: [12d 22-1608 MTC Resolutions 4522 4523 4524 4525 TDA STA RM2 All](#)

- 12e.** [22-1605](#) MTC Resolution No. 4542, FY2022-23 STA State of Good Repair Allocations

Action: Commission Approval

Attachments: [12e 22-1605 MTC Resolutions 4542 State of Good Repair.pdf](#)

Committee Reports

13. Programming and Allocations Committee (Rabbitt)

- 13a.** [22-1465](#) MTC Resolution No. 4411, Revised. Regional Measure 3: Goods Movement and Mitigation Program Amendment

Regional Measure 3 (RM3) project programming amendment within the Goods Movement and Mitigation programmatic category.

Action: Commission Approval

Attachments: [13a 22-1465 MTC Resolutions 4411 RM3 Goods Movement ACTC.pdf](#)

- 13b.** [22-1622](#) MTC Resolution No. 4548. Regional Early Action Planning Grant (REAP 2) Program Full Allocation Request.

Adoption of Resolution No. 4548, authorizing MTC to submit an allocation request to California Department of Housing and Community Development (HCD) for \$102.8 million in REAP 2 formula funds.

Action: Commission Approval

Attachments: [13bi 22-1622 MTC Resolution 4548 REAP2.pdf](#)

[13bii 22-1622 REAP 2 Overview Presentation.pdf](#)

[Public Comment Members of the People's Land and Housing Alliance.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, December 21, 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 #: 22-1624 **Version:** 1 **Name:**

Type: Minutes **Status:** Commission Approval

File created: 10/6/2022 **In control:** Metropolitan Transportation Commission

On agenda: 11/16/2022 **Final action:**

Title: Minutes of the October 26, 2022 Joint MTC with BAHFA meeting

Sponsors:

Indexes:

Code sections:

Attachments: [4a 22-1624 10-26-2022 Draft Commission w-BAHFA Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Minutes of the October 26, 2022 Joint MTC with BAHFA meeting

Recommended Action:

Commission Approval; and Authority 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, October 26, 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

Vice Chair Josefowitz was absent during the roll call and arrived during agenda item 9.

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

Absent: 1 - Commissioner Abe-Koga

Non-Voting Member Present: Commissioner Giacopini

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 (Commission Vote)

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

Aye: 16 - Chair Pedroza, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Liccardo, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Sperling and Commissioner Worth

Absent: 2 - Vice Chair Josefowitz and Commissioner Abe-Koga

4. Joint MTC and BAHFA Consent Calendar (BAHFA Vote)

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

Aye: 16 - Chair Pedroza, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Liccardo, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Sperring and Commissioner Worth

Absent: 2 - Vice Chair Josefowitz and Commissioner Abe-Koga

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

Action: Commission Approval

- 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

5. Public Comment / Other Business

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

7. Chair's Report (Pedroza)

Upon the motion by Commissioner Papan and seconded by Commissioner Sperring, the Commission unanimously approved the Ad-Hoc Executive Director Selection Committee with the following members: Alfredo Pedroza, Nick Josefowitz, Jim Sperring, Amy Worth, Federal Glover, Gina Papan, and Margaret Abe-Koga. The motion carried by the following vote:

Aye: 16 - Chair Pedroza, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Liccardo, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Sperring and Commissioner Worth

Absent: 2 - Vice Chair Josefowitz and Commissioner Abe-Koga

8. Policy Advisory Council Report (Randi Kinman)

Policy Advisory Council Vice Chair, Ilaf Esuf, gave the report.

Adina Levin (Policy Advisory Council Transit Transformation Action Plan Subcommittee Chair) and Rich Hedges were called to speak.

9. Executive Director's Report (McMillan)

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

10. Commissioner Comments

11. Consent Calendar:

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

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

Absent: 1 - Commissioner Abe-Koga

- 11a.** [22-1240](#) MTC Resolution No. 4516, Revised. FY 2022-23 Overall Work Program (OWP) Amendment No. 1

Action: Commission Approval

Presenter: Derek Hansel

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

Presenter: Andrea Visveshwara

- 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

Presenter: Andrea Visveshwara

Programming and Allocations Committee

- 11d.** [22-1432](#) MTC Resolution No. 4475, Revised. 2021 Transportation Improvement Program (TIP) Amendment 2021-28

Action: Commission Approval

Presenter: Adam Crenshaw

- 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

Presenter: Mallory Atkinson

- 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

Presenter: Kenji Anzai

- 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

Presenter: William Bacon

- 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

Presenter: Kenneth Kao

- 11i. [22-1527](#) MTC Resolution No. 4547 and 4273, Revised. Low-Carbon Transit Operations Program (LCTOP) Corrective Action Plan (CAP)

Action: Commission Approval

Presenter: Anne Spevack

Joint MTC ABAG Legislation Committee

- 11j. [22-1558](#) MTC Resolution No. 3931, Revised - Policy Advisory Council Appointment

Action: Commission Approval

Presenter: Ky-Nam Miller

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

Presenter: Derek Hansel

Upon the motion by Commissioner Glover and seconded by Commissioner Ronen, the Commission unanimously adopted MTC Resolution No. 4517, Revised. The motion carried by the following vote:

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

Absent: 1 - Commissioner Abe-Koga

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

Presenter: Kenneth Folan

Written public comments were received from Written public comments were received from Congressmen Josh Harder and Eric Swalwell, Senator Eggman, Senator Glazer, Senator Wieckowski, Dan Leavitt (San Joaquin Regional Rail Commission), Mayor London Breed and Rafael Mandelman of SFCTA, David Shr, Michael Abramson, Santa Clara Valley Transportation Authority (Commissioners Abe-Koga, Chavez and Liccardo and VTA Board of Directors Chairperson Jones), Brad Bulger, Monica Mallon, Dee Barragan (Roosevelt Park Neighborhood Association), Davide Viera (BART Transit Village Advocates and Friends of Five Wounds Trail), Grace P, Rani Fischer, Marcia Cohen Zakai, Beni Blade (Building & Construction Trades Council), Adam Van de Water, (Transbay Joint Powers Authority), Senator Scott Wiener and Assembly Member Matt Haney, and Chris Patterson-Simmons.

The following members of the public were called to speak: Bevan Duffy (BART Board of Directors), Peter Strauss (San Francisco Transit Riders), Beth Fisher (Santa Clara Building Trades Council), Nancy Young (Mayor City of Tracy), Gerald Cauthen (Bay Area Transportation Working Group), David Haubert (Alameda County Supervisor), Denise Boullierce (Stanford Healthcare), Pamela Herhold (BART Assistant General Manager), Steve Lanza (Tri-Valley Leadership Group), Tim Sbranti (Chabot-Las Positas Community College District), Don Hofer (Shea Homes), Dave Hudson (Mayor City of San Ramon), Sblend Sblendorio (Hoge Fenton Jones & Appel), Veronica Vargas (Tri-Valley San Joaquin Valley Regional Rail Authority), Don Marek (Fremont Bank), Eddie Esota Alvarez (Building and Construction Trades Council of Alameda County), Bob Woerner (Mayor City of Livermore), Chloe Shipp (San Jose Downtown Association), Melissa Hernandez (Tri-Valley San Joaquin Valley Regional Rail Authority), Marlee Smith (Selected Valley Leadership Group), Laura Tolkoff (SPUR), Adina Levin (Friends of Caltrain), David Buchholz (Colliers Commercial Real Estate), San Jose State University Transportation Solutions, Richard Hedges, Jim Schmidt, Charley Lavery (Operating Engineers Local 3), Tiffany Martinez (San Jose State University), Don Cecil (San Mateo County Economic Development), Bruce Agid (High Speed Rail), Rudy Gonzalez, (San Francisco Building and Construction Trades), Sam Sargent

(Caltrain), Yolanda Fintschenko (Daybreak Labs), and Howard Wong (TJPA Citizen Advisory Committee).

Upon the motion by Commissioner Rabbitt and seconded by Commissioner Worth, the Commission unanimously adopted MTC Resolution Nos. 4537 and 4130, Revised. The motion carried by the following vote:

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

Absent: 1 - Commissioner Abe-Koga

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.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-1623 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 10/6/2022 **In control:** Metropolitan Transportation Commission

On agenda: 11/16/2022 **Final action:**

Title: MTC Resolution No. 4543, and BAHFA Resolution No. 22 - Providing for Remote Meetings Pursuant to Assembly Bill 361

Sponsors:

Indexes:

Code sections:

Attachments: [4bi 22-1623 MTC Resolution 4543 AB361.pdf](#)
[4bii 22-1623 BAHFA Resolution 22 AB361.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4543, and BAHFA Resolution No. 22 - Providing for Remote Meetings Pursuant to Assembly Bill 361

Recommended Action:

Commission Approval; and Authority Approval

Metropolitan Transportation Commission

November 16, 2022

Agenda Item 4b - 22-1623

MTC Resolution No. 4543 Providing for Remote Meetings Pursuant to AB 361

Subject:

Approval of MTC Resolution No. 4543 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. 4543 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. 4543, authorizing its committees and related entities, to meet remotely pursuant to the provisions of AB 361.

Attachments:

- Attachment A: MTC Resolution No. 4543



Therese W. McMillan

Date: November 16, 2022
Referred By: Commission

ABSTRACT

Resolution No. 4543

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 November 16, 2022.

Date: November 16, 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. 4543

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 November 16, 2022.

Bay Area Housing Finance Authority
BAHFA

November 16, 2022

Agenda Item 4b - 22-1623

BAHFA Resolution No. 22 Providing for Remote Meetings Pursuant to AB 361

Subject:

Approval of BAHFA Resolution No. 22 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. 22 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. 22, authorizing its committees and related entities, to meet remotely pursuant to the provisions of AB 361.

Attachments:

- BAHFA Resolution No. 22



Therese W. McMillan

Date: November 16, 2022
Referred By: BAHFA

ABSTRACT

Resolution No. 0022

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 November 16, 2022.

Date: November 16, 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. 0022

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 November 16, 2022.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-1618 **Version:** 1 **Name:**
Type: Report **Status:** Commission Approval
File created: 10/4/2022 **In control:** Metropolitan Transportation Commission
On agenda: 11/16/2022 **Final action:**
Title: BAHFA Resolution No. 20. Appointment of members to the Bay Area Housing Finance Authority's Advisory Committee

Appoint nine members to serve on BAHFA's Advisory Committee, pursuant to the requirements of California Government Code Title 6.8, Section 64500 et seq.

Sponsors:

Indexes:

Code sections:

Attachments: [5ai 22-1618 BAHFA Reso-20 Advisory Committee Recommendations 2022.pdf](#)
[5aii 22-1618 Attachment A Presentation BAHFA Advisory Committee.pdf](#)
[5aiii 22-1618 Attachment B BAHFA Resolution 0020.pdf](#)
[5aiv 22-1618 Attachment C ABAG Resolution 19 2022.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

BAHFA Resolution No. 20. Appointment of members to the Bay Area Housing Finance Authority's Advisory Committee

Appoint nine members to serve on BAHFA's Advisory Committee, pursuant to the requirements of California Government Code Title 6.8, Section 64500 et seq.

Presenter:

Daniel Saver

Recommended Action:

Authority Approval

JOINT COMMISSION w/AUTHORITY AGENDA ITEM 5a

Association of Bay Area Governments

Bay Area Housing Finance Authority

Housing Committee

Oversight Committee

October 13, 2022

Agenda Item 10.a.

BAHFA Advisory Committee Appointments

Subject:

Appointment of nine members to serve on the Bay Area Housing Finance Authority's Advisory Committee, pursuant to the requirements of California Government Code Title 6.8, Section 64500 et seq.

Background:

California Government Code Title 6.8, Section 64500 et seq. is the enabling legislation for the Bay Area Housing Finance Authority (BAHFA), as approved by the state legislature under Assembly Bill 1487 (Chiu, 2010). The legislation sets forth BAHFA's powers and obligations, including the responsibility of BAHFA's governing entities, the ABAG Executive Board as the Executive Board to BAHFA and the BAHFA Board, to form an advisory committee "composed of nine representatives with knowledge and experience in the areas of affordable housing finance and development, tenant protection, and housing preservation" (Sec. 64511(a)(2)(A)).

Advisory Committee Responsibilities:

The Advisory Committee's responsibilities consist of the following, as enumerated in BAHFA's enabling legislation:

- Assist in the development of funding guidelines and the overall implementation of affordable housing finance and development, tenant protection, and housing preservation programs
- Provide consultation and make recommendations to the executive board and authority board
- Meet as necessary to fulfill their roles and responsibilities
- Advise on BAHFA's funding guidelines for local incentive grants
- Consult with the executive board and authority board no earlier than five years after approval of a BAHFA revenue measure regarding possible changes to the minimum percentages of funds allocated for production, preservation, and protection activities
- Consult with the executive board and authority board regarding any proposed changes to the minimum percentages of funding a county proposes to allocate in its expenditure plan for production, preservation, and protection activities
- Consult with the executive board and authority board regarding any proposed changes to the minimum percentages of funding that cities receiving a direct allocation of funds must allocate to production, preservation, and protection activities
- Consult annually with the executive board and authority board regarding BAHFA's expenditure plan

Housing Committee

Oversight Committee

October 13, 2022

Agenda Item 10.a.

BAHFA Advisory Committee Appointments

Recommended Advisory Committee Members:

The table below provides each candidate's name, affiliation, geographic area within which they focus their work, and their area of expertise. All of the candidates bring extensive experience and history of service to their communities and will undoubtedly dispatch their duties well.

	Name	Organization/Title	County	Expertise
1	Jamie Almanza	Bay Area Community Services, Director	Regional, Alameda concentration	Protections Preservation
2	Aissia Ashoori	El Cerrito Housing Services, Director	Contra Costa	Production Protections Preservation
3	Nevada Merriman	MidPen Housing, Director of Policy	Regional, South Bay concentration	Production Preservation
4	Efren Carrillo	Burbank Housing	Sonoma and Napa Counties	Production Protections Preservation
5	Hugo Ramirez	San Francisco Mayor's Office of Housing and Community Development	San Francisco	Protections
6	Leelee Thomas*	County of Marin, Community Development Planning Manager	Marin	Production Protections Preservation
7	Michelle Whitman	Renewal Enterprise District (RED), Executive Director	Sonoma	Production
8	Tomiquia Moss*	All Home, CEO	Regional	Production Protections
9	Jacky Morales-Ferrand*	San Jose Housing Dept., Director of Housing	Santa Clara	Production Protections Preservation

*Served on BAHFA's Interim Advisory Committee

Housing Committee**Oversight Committee**

October 13, 2022

Agenda Item 10.a.

BAHFA Advisory Committee Appointments

Additional Advisory Committee Information

The BAHFA Advisory Committee is subject to California's Ralph M. Brown Act and will follow the public access and meeting noticing required by that legislation.

The Advisory Committee's work will be informed by the Equity Working Group, a convening of eleven members whose work in housing production, preservation or tenant protections includes an explicit focus on racial and/or social equity issues. The mutual goal of the Equity Working Group and BAHFA is to ensure that equity is embedded within BAHFA's funding programs.

Issues:

None

Recommended Action:

The BAHFA Oversight Committee is requested to recommend to the Bay Area Housing Finance Authority adoption of BAHFA Resolution No. 0020 and the ABAG Housing Committee is requested to recommend to the ABAG Executive Board as the Executive Board to BAHFA adoption of ABAG Resolution No. 19-2022 appointing nine members to the BAHFA Advisory Committee.

Attachment:

- A. Presentation
- B. BAHFA Resolution
- C. ABAG Executive Board as Executive Board to BAHFA Resolution

Reviewed:

Therese W. McMillan



BAHFA Advisory Committee Recommended Appointees

ABAG Housing
Committee & BAHFA
Oversight Committee

October 13, 2022

Duty to Create the BAHFA Advisory Committee

BAHFA's enabling legislation, Assembly Bill 1487 (Chiu, 2019) requires BAHFA's governing entities, the ABAG Executive Board as the Executive Board to BAHFA and the BAHFA Board, to form an advisory committee “**composed of nine representatives with knowledge and experience in the areas of affordable housing finance and development, tenant protection, and housing preservation**” (Government Code Sec. 64511(a)(2)(A))

Advisory Committee Duties

- Assist in the development of BAHFA's funding guidelines and implementation programs
- Provide consultation to the executive board and authority board
- No earlier than five years after approval of a revenue measure, provide consultation regarding possible changes to AB 1487's expenditure rules
- Provide consultation regarding any proposed deviations from AB 1487 for cities' and counties' expenditure plans
- Consult annually with the executive board and authority board regarding BAHFA's expenditure plan

Recommended Advisory Committee Candidates

Candidate	Organization/Title	County	Area of Expertise
Jamie Almanza	Bay Area Community Services, Director	Regional; Alameda concentration	Protections, Preservation
Aissia Ashoori	El Cerrito Housing Services, Director	Contra Costa	Production, Protections, Preservation
Efren Carrillo	Burbank Housing, VP Res. Development	Sonoma & Napa	Production, Protections, Preservation
Nevada Merriman	MidPen Housing, Director of Policy	Regional; South Bay concentration	Production, Protections, Preservation
Jacky Morales-Ferrand	San Jose Housing Department, Director	Santa Clara	Production, Protections, Preservation
Tomiquia Moss	All Home, CEO	Regional	Protections
Hugo Ramirez	SF MOHCD, Community Development Program Mgr.	San Francisco	Protections
Leelee Thomas	Marin County Community Dev. Planning Manager	Marin	Production, Protections, Preservation
Michelle Whitman	Renewal Enterprise District, Executive Director	Sonoma	Production

Additional Consultation provided by BAHFA's Equity Framework Members

- **Aboubacar "Asn" Ndiaye**, PowerSwitch Action
- **Alex Navarro**, Monument Impact
- **Allie Cannington**, The Kelsey
- **Andy Madeira**, East Bay Local Asian Development Corporation
- **Anthony Carrasco**, UC Berkeley
- **Duane Bay**, East Palo Alto Community Alliance & Neighborhood Development Organization
- **Katie Lamont**, Tenderloin Neighborhood Development Corporation
- **Melissa Jones**, Bay Area Regional Health Inequities Initiative
- **Poncho Guevara**, Sacred Heart Community Service
- **Raquelle "Kelly" Myers**, National Indian Justice Center
- **Steve King**, Oakland Community Land Trust

Additional Community & Stakeholder Outreach

To solicit additional feedback and information necessary to crafting successful programs and plans, BAHFA staff will continue outreach to community stakeholders, public sector representatives, developers, service providers, and affordable housing advocates.

Specifically regarding construction labor interests, BAHFA has and will continue to engage in dialogue with trade representatives to ensure high quality construction standards and fair labor practices are an integral part of BAHFA's funding programs.

Next Steps

The ABAG Executive Board as the Executive Board to BAHFA and the BAHFA Board adopt a resolution appointing nine members to the BAHFA Advisory Committee.

Date: November 16, 2022
Referred By: BAHFA

ABSTRACT

Resolution No. 0020

This resolution establishes and approves the appointment of nine members to BAHFA's Advisory Committee, as required by California Government Code Section 64511(a)(2)(A).

Further discussion of this subject is contained in the Summary Sheet dated October 13, 2022 for the Joint Meeting of the ABAG Housing and BAHFA Oversight Committees.

Date: November 16, 2022
Referred By: BAHFA

RE: Appointment of nine members to BAHFA's Advisory Committee

BAY AREA HOUSING FINANCE AUTHORITY

RESOLUTION NO. 0020

WHEREAS, California Assembly Bill 1487 (Chiu, 2019) created the Bay Area Housing Finance Authority (BAHFA) as the state's first regional housing finance authority; and

WHEREAS, 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; and

WHEREAS, AB 1487 requires the ABAG Executive Board as the Executive Board to BAHFA and the BAHFA Board to form an advisory committee "composed of nine representatives with knowledge and experience in the areas of affordable housing finance and development, tenant protection, and housing preservation" (Sec. 64511(a)(2)(A)); and

WHEREAS, the duties of the BAHFA Advisory Committee include consultation in the development of funding guidelines and the overall implementation of BAHFA's programs; and

WHEREAS, the Advisory Committee shall conform to all public access, meeting noticing, and other requirements of the California Ralph M. Brown Act (Government Code sections 54950-54963);

NOW, THEREFORE, BE IT RESOLVED, that subject to concurrence by the ABAG Executive Board as the Executive Board to BAHFA, the Bay Area Housing Finance Authority hereby establishes the Advisory Committee, and appoints to its Advisory Committee the members listed in Attachment A; and be it further

RESOLVED, that subject to concurrence by the ABAG Executive Board as the Executive Board to BAHFA, the Advisory Committee and its members shall be subject to the policies and procedures set forth in Attachment B.

RESOLVED, that this resolution shall be effective upon adoption.

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 November 16, 2022.

ATTACHMENT A

	Name	Organization/Title	County	Expertise
1	Jamie Almanza	Bay Area Community Services, Director	Regional, Alameda concentration	Protections, Preservation
2	Aissia Ashoori	El Cerrito Housing Services, Director	Contra Costa	Production, Protections Preservation
3	Efren Carrillo	Burbank Housing	Sonoma and Napa Counties	Production, Protections Preservation
4	Nevada Merriman	MidPen Housing, Director of Policy	Regional, South Bay concentration	Production, Preservation
5	Jacky Morales-Ferrand	San Jose Housing Dept., Director of Housing	Santa Clara	Production, Protections Preservation
6	Tomiquia Moss	All Home, CEO	Regional	Protections
7	Hugo Ramirez	SF Mayor's Office of Housing and Community Development, Program Mgr.	San Francisco	Protections
8	Leelee Thomas	County of Marin, Community Development Planning Manager	Marin	Production, Protections Preservation
9	Michelle Whitman	Renewal Enterprise District (RED), Executive Director	Sonoma	Production

ATTACHMENT B

Bay Area Housing Finance Authority Advisory Committee

A. Purpose

The purpose of the Bay Area Housing Finance Authority Advisory Committee (Committee) is to assist BAHFA in the development of funding guidelines, the overall implementation of BAHFA programs, and other duties as assigned by the BAHFA Board or state law.

B. Roles/Expectations

1. Committee Members (Members) Provide Specific Knowledge and Experience

Members provide knowledge and experience in the areas of affordable housing finance and development, tenant protection, and housing preservation. While members may represent particular geographic perspectives and all members have relevant organizational affiliations, they should offer their expertise and experience generally for development of BAHFA's funding guidelines and program implementation.

2. Responsibilities

Members will be expected to regularly attend Committee meetings and provide their expertise collaboratively with other Committee Members.

3. Reporting to the BAHFA Board and ABAG Executive Board as the Executive Board to BAHFA (ABAG Executive)

With the assistance of BAHFA staff, the Committee will report on its work plan progress or present recommendations to the BAHFA Board and ABAG Executive, as appropriate.

4. Limitations on Members' Activities

The role of the Members is to advise BAHFA Board and ABAG Executive. Members are not to convey positions to outside agencies on behalf of the Committee.

5. Conflict of Interest Policy

Members shall comply with state law governing conflicts of interest to the extent applicable to the Members.

C. Membership

The Council shall be composed of nine (9) members as prescribed in Government Code § 64511(a)(2)(A).

There shall be no alternates to the appointed membership.

D. Appointment Process

1. General

BAHFA staff shall secure nominations to fill terms and vacancies for the Committee and present them to the BAHFA Board and ABAG Executive for confirmation.

2. Terms of Appointment

In general, Members will serve four-year terms. Although there are no term limits, a Member's length of service and effectiveness will be considered before recommending the reappointment of Members. All Members wishing to be reappointed must reapply.

E. Procedures

Attendance and Participation

1. Members must attend at least two-thirds of the Committee's regularly scheduled meetings each year and make a constructive contribution to the work of the Committee. Those who do not do so may be subject to dismissal from the Committee at the discretion of the BAHFA Board and ABAG Executive.

2. Residency Requirements

Members must live or work in the nine-county Bay Area.

3. Meeting Frequency and Location of Meetings

The Committee will meet regularly as required to fulfill its purpose. Public meetings will be held at the offices of the Metropolitan Transportation Commission or other locations at a regular time to be agreed upon by the Members and subject to proper notice.

4. Ad Hoc Working Groups

To implement its work plan, the Committee may establish working groups of less than a quorum, with participation from BAHFA staff, on an ad hoc basis.

5. 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.

6. Election of Committee Chair and Vice Chair

The Committee will have a chair and a vice-chair, to be elected by the Committee for a two-year term. Although Committee officers may be reelected, regular rotation of these positions among the Committee membership is strongly encouraged.

7. Public Meetings

All Council meetings and any ad hoc working group meetings will be noticed pursuant to the Ralph M. Brown Act (Gov. Code, § 54950, et seq.) and open to the public.

ATTACHMENT C

Summary of BAHFA Advisory Committee Appointments, October 13, 2022, Joint Meeting,
ABAG Housing Committee and BAHFA Oversight Committee

Date: November 17, 2022
Referred By: ABAG Housing Committee

ABSTRACT

Resolution No. 19-2022

This resolution establishes and approves the appointment of nine members to BAHFA's Advisory Committee, as required by California Government Code Section 64511(a)(2)(A).

Further discussion of this subject is contained in the Summary Sheet dated October 13, 2022 for the Joint Meeting of the ABAG Housing and BAHFA Oversight Committees.

Date: November 17, 2022
Referred By: ABAG Housing Committee

RE: Appointment of nine members to BAHFA's Advisory Committee

ABAG EXECUTIVE BOARD AS EXECUTIVE BOARD TO THE
BAY AREA HOUSING FINANCE AUTHORITY
RESOLUTION NO. 19-2022

WHEREAS, California Assembly Bill 1487 (Chiu, 2019) created the Bay Area Housing Finance Authority (BAHFA) as the state's first regional housing finance authority; and

WHEREAS, 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; and

WHEREAS, AB 1487 requires the ABAG Executive Board as the Executive Board to BAHFA and the BAHFA Board to form an advisory committee "composed of nine representatives with knowledge and experience in the areas of affordable housing finance and development, tenant protection, and housing preservation" (Sec. 64511(a)(2)(A)); and

WHEREAS, the duties of the BAHFA Advisory Committee include consultation in the development of funding guidelines and the overall implementation of BAHFA's programs; and

WHEREAS, the Advisory Committee shall conform to all public access, meeting noticing, and other requirements of the California Ralph M. Brown Act (Government Code sections 54950-54963);

NOW, THEREFORE, BE IT RESOLVED, that the ABAG Executive Board as the Executive Board to BAHFA, in concurrence with the Bay Area Housing Finance Authority, hereby establishes the Advisory Committee, and appoints to its Advisory Committee the members listed in Attachment A; and be it further

RESOLVED, in concurrence with the Bay Area Housing Finance Authority, that the Advisory Committee and its members shall be subject to the policies and procedures set forth in Attachment B.

RESOLVED, that this resolution shall be effective upon adoption.

ABAG EXECUTIVE BOARD AS EXECUTIVE BOARD
TO BAHFA

Jesse Arreguin, Chair

The above resolution was entered into by the ABAG Executive Board as Executive Board to BAHFA at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on November 17, 2022.

ATTACHMENT A

	Name	Organization/Title	County	Expertise
1	Jamie Almanza	Bay Area Community Services, Director	Regional, Alameda concentration	Protections, Preservation
2	Aissia Ashoori	El Cerrito Housing Services, Director	Contra Costa	Production, Protections Preservation
3	Efren Carrillo	Burbank Housing	Sonoma and Napa Counties	Production, Protections Preservation
4	Nevada Merriman	MidPen Housing, Director of Policy	Regional, South Bay concentration	Production, Preservation
5	Jacky Morales-Ferrand	San Jose Housing Dept., Director of Housing	Santa Clara	Production, Protections Preservation
6	Tomiquia Moss	All Home, CEO	Regional	Protections
7	Hugo Ramirez	SF Mayor's Office of Housing and Community Development, Program Mgr.	San Francisco	Protections
8	Leelee Thomas	County of Marin, Community Development Planning Manager	Marin	Production, Protections Preservation
9	Michelle Whitman	Renewal Enterprise District (RED), Executive Director	Sonoma	Production

ATTACHMENT B

Bay Area Housing Finance Authority Advisory Committee

A. Purpose

The purpose of the Bay Area Housing Finance Authority Advisory Committee (Committee) is to assist BAHFA in the development of funding guidelines, the overall implementation of BAHFA programs, and other duties as assigned by the BAHFA Board or state law.

B. Roles/Expectations

1. Committee Members (Members) Provide Specific Knowledge and Experience

Members provide knowledge and experience in the areas of affordable housing finance and development, tenant protection, and housing preservation. While members may represent particular geographic perspectives and all members have relevant organizational affiliations, they should offer their expertise and experience generally for development of BAHFA's funding guidelines and program implementation.

2. Responsibilities

Members will be expected to regularly attend Committee meetings and provide their expertise collaboratively with other Committee Members.

3. Reporting to the BAHFA Board and ABAG Executive Board as the Executive Board to BAHFA (ABAG Executive)

With the assistance of BAHFA staff, the Committee will report on its work plan progress or present recommendations to the BAHFA Board and ABAG Executive, as appropriate.

4. Limitations on Members' Activities

The role of the Members is to advise BAHFA Board and ABAG Executive. Members are not to convey positions to outside agencies on behalf of the Committee.

5. Conflict of Interest Policy

Members shall comply with state law governing conflicts of interest to the extent applicable to the Members.

C. Membership

The Council shall be composed of nine (9) members as prescribed in Government Code § 64511(a)(2)(A).

There shall be no alternates to the appointed membership.

D. Appointment Process

1. General

BAHFA staff shall secure nominations to fill terms and vacancies for the Committee and present them to the BAHFA Board and ABAG Executive for confirmation.

2. Terms of Appointment

In general, Members will serve four-year terms. Although there are no term limits, a Member's length of service and effectiveness will be considered before recommending the reappointment of Members. All Members wishing to be reappointed must reapply.

E. Procedures

Attendance and Participation

1. Members must attend at least two-thirds of the Committee's regularly scheduled meetings each year and make a constructive contribution to the work of the Committee. Those who do not do so may be subject to dismissal from the Committee at the discretion of the BAHFA Board and ABAG Executive.

2. Residency Requirements

Members must live or work in the nine-county Bay Area.

3. Meeting Frequency and Location of Meetings

The Committee will meet regularly as required to fulfill its purpose. Public meetings will be held at the offices of the Metropolitan Transportation Commission or other locations at a regular time to be agreed upon by the Members and subject to proper notice.

4. Ad Hoc Working Groups

To implement its work plan, the Committee may establish working groups of less than a quorum, with participation from BAHFA staff, on an ad hoc basis.

5. 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.

6. Election of Committee Chair and Vice Chair

The Committee will have a chair and a vice-chair, to be elected by the Committee for a two-year term. Although Committee officers may be reelected, regular rotation of these positions among the Committee membership is strongly encouraged.

7. Public Meetings

All Council meetings and any ad hoc working group meetings will be noticed pursuant to the Ralph M. Brown Act (Gov. Code, § 54950, et seq.) and open to the public.

ATTACHMENT C

Summary of BAHFA Advisory Committee Appointments, October 13, 2022, Joint Meeting,
ABAG Housing Committee and BAHFA Oversight Committee



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-1625 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 10/6/2022 **In control:** Metropolitan Transportation Commission

On agenda: 11/16/2022 **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

Legislation Details (With Text)

File #: 22-1472 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 9/7/2022 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

On agenda: 11/4/2022 **Final action:**

Title: MTC Resolution No. 4550 - Guidelines for Countywide Transportation Plans

Sponsors:

Indexes:

Code sections:

Attachments: [12ai 22-1472 Summary Sheet MTC Res No.4550-12aii 22-3bi 22-1472 Summary Sheet MTC Res No.4550-3bii 22-1472 Attachment A MTC Res No.4550-](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4550 - Guidelines for Countywide Transportation Plans

Presenter:

Adam Noelting

Recommended Action:

MTC Commission Approval

Attachments:

**Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC Planning Committee with the ABAG Administrative Committee**

November 4, 2022

Agenda Item 3b

MTC Resolution No. 4550 - Guidelines for Countywide Transportation Plans

Subject:

Adoption of revised guidelines for Countywide Transportation Plans completed by County Transportation Agencies (CTA).

Background:

In 1988, the State legislature authorized Bay Area counties to, on a voluntary basis, develop Countywide Transportation Plans (CTPs) (California Government Code 66531). The state statute also directed MTC to develop guidelines to assist counties in the preparation of their respective CTPs. MTC adopted the original guidelines in 1989 as MTC Resolution No. 2120, now superseded by MTC Resolution No. 4550. In 2014, MTC adopted a major update to the guidelines after the adoption of *Plan Bay Area* (2013), which was the Bay Area's first Regional Transportation Plan (RTP) to incorporate a state-mandated Sustainable Communities Strategy (SCS) to reduce per capita greenhouse gas emissions from cars and light trucks.

CTPs and the Regional Planning Process:

Led by CTAs, the CTP development process is a collaborative effort with cities, transit operators, and other stakeholders to reflect local policies and priorities. State law created an inter-dependent relationship between CTPs and the Bay Area's RTP (commonly referred to as "Plan Bay Area"). While CTPs must consider the most recently adopted RTP, they also serve as a basis for the development of each RTP. The CTP guidelines must be consistent with the Commission's preparation of the RTP, which is guided by state (Government Code Section 65080) and federal (§ 450.324) requirements for the preparation and content of RTPs. The intent of the CTP guidelines is to achieve compatibility between CTPs and the RTP through a common planning framework, even though the plans may differ in scope.

Revisions to the CTP Guidelines:

The revised guidelines aim to strengthen compatibility between CTPs and the preparation and content of Plan Bay Area by focusing on the most important components of the RTP development and preparation. Staff began the revision process by reviewing CTPs and meeting with CTA staff to discuss various CTP components and linkages to local planning efforts. As a result, staff incorporated best practices from the Bay Area's CTPs that support and strengthen the planning framework with Plan Bay Area. Staff also refined the guidelines approach to equity by weaving equity throughout the recommendations. Noteworthy revisions include recommendations to:

- Summarize forecasted outcomes of implementing the investments and policies in the CTP;
- Document and explain how investments and policies are consistent with and support implementation of the regional growth framework and other regional growth policies;
- Prioritize a set of investments and policies that can be implemented within a 10-year period and identify near-term implementation actions; and,
- Integrate equity throughout the CTP development process, including, but not limited to, lowering participation barriers of hard-to-reach populations, incorporating equity into the CTP performance framework, prioritizing strategies that advance equity, and incorporating investments and policies that advance priorities identified in Community Based Transportation Plans.

Next Steps:

Approval of the revised CTP guidelines will guide the next iterations of CTPs across the region. Completed CTPs will serve as inputs into the next major update of Plan Bay Area, expected to begin in 2026 and be completed in 2029. Staff recommends that the revised CTP guidelines take effect for CTPs started after November 1, 2022. The updated guidelines encourage counties to collaborate with MTC during the scoping phase of their next CTP to ensure coordination early in the planning process.

Issues:

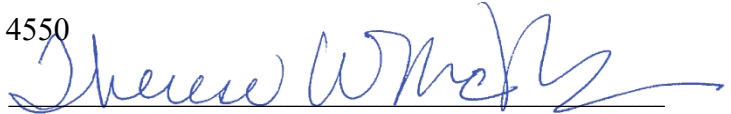
None identified.

Recommendations:

Refer MTC Resolution No. 4550 to the Commission for approval.

Attachments:

- Attachment A: MTC Resolution No. 4550



Therese W. McMillan

Date: November 16, 2022
W.I.: 1121
Referred By: PLNG

ABSTRACT

Resolution No. 4550

This resolution adopts MTC's revised Guidelines for Countywide Transportation Plans, which establishes a common planning framework between Countywide Transportation Plans and the Regional Transportation Plan/Sustainable Communities Strategy (commonly referred to as "Plan Bay Area"). The effective date for the revised guidelines is for Countywide Transportation Plans initiated after December 1, 2022. This resolution supersedes MTC Resolution No. 2120.

Further discussion of this subject is contained in the Joint MTC Planning with the ABAG Administration Committee summary sheet dated November 4, 2022.

Date: November 16, 2022
W.I.: 1121
Referred By: PLNG

Re: Adoption of the Guidelines for Countywide Transportation Plans

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4550

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, Part 450 of Title 23 of the Code of Federal Regulations (CFR), require MTC as the MPO to prepare and update a long-range Regional Transportation Plan every four years; and

WHEREAS, California Government Code § 65080 et seq. requires MTC to prepare and update a long-range Regional Transportation Plan, including a Sustainable Communities Strategy prepared in conjunction with the Association of Bay Area Governments (ABAG), every four years; and

WHEREAS, Government Code § 66531 permits each county within the Commission's jurisdiction, together with the cities within the county, to develop and update a Countywide Transportation Plan for the county and its included cities; and

WHEREAS, Government Code § 66531 further provides that MTC shall develop guidelines ("Guidelines for Countywide Transportation Plans" as Attachment A to this resolution) for the preparation of the Countywide Transportation Plans; and

WHEREAS, the guidelines must be consistent with the Commission's preparation of the Regional Transportation Plan, which is guided by state (§65080) and federal (23 CFR Part 450) requirements for its preparation and content; and

WHEREAS, the guidelines promote compatibility between Countywide Transportation Plans and the Regional Transportation Plan (commonly referred to as "Plan Bay Area") through a common planning framework; now therefore, be it

RESOLVED, that MTC adopts the "Guidelines for Countywide Transportation Plans" attached as Attachment A to this resolution, and incorporated herein by reference; and, be it further

RESOLVED, that this resolution be transmitted to the nine Bay Area counties for use in preparing their Countywide Transportation Plans.

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 November 16, 2022.

Date: November 16, 2022
W.I.: 1121
Referred by: PLNG

Attachment A
Resolution No. 4550
Page 1 of 14

Guidelines for Countywide Transportation Plans

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The intent of these guidelines is to provide context for coordinated transportation and land use planning in the San Francisco Bay Area by developing a common planning framework between Countywide Transportation Plans (CTP) and the San Francisco Bay Area's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS, herein referred to as "Plan Bay Area"), reflective of state and regional climate and equity goals. As such, these guidelines are intended to guide the development of the next round of CTPs, which are expected to inform the development of the next major update of Plan Bay Area, expected to begin in 2026 and be adopted in 2029.

A | PLANNING CONTEXT

CTP Background

In 1988, the State legislature passed Assembly Bill 3705 (Eastin), authorizing Bay Area counties to develop CTPs on a voluntary basis. The provisions in AB 3705 are codified in Section 66531 (see Appendix A) of the California Government Code and were modified by the passage of AB 1619 (Lee) (Statutes of 1994, Chapter 25). Among other things, the law suggests content to be included in CTPs and clarifies relationships between the CTP and the RTP, and between the CTP and Congestion Management Programs (CMPs).

Importantly, the state law established an inter-dependent relationship between CTPs and the RTP and provided a pathway for regionally significant local policies and priorities to be included into the RTP if the CTP was prepared in a consistent manner as the Commission's preparation of the RTP (see Appendix B). The statute promoted compatibility between CTPs and the RTP through a common planning framework, even though the plans may differ in scope.

CTPs and MTC's guidelines have evolved since the passage of AB 3705. The Bay Area's County Transportation Agencies have prepared and updated CTPs to build consensus toward countywide transportation visions, guide long-term decision-making, reflect local policies and priorities, and inform transportation funding decisions. CTPs continue to be a primary input into the preparation of Plan Bay Area. Accordingly, MTC's guidelines are intended to establish a common framework for CTPs that encourages compatibility of the plans with Plan Bay Area.

Plan Bay Area

On October 21, 2021, the Metropolitan Transportation Commission (MTC) and the Executive Board of the Association of Bay Area Governments (ABAG) jointly adopted the third iteration of Plan Bay Area, *Plan Bay Area 2050*. Plan Bay Area 2050 connects the elements of housing, the economy, transportation, and the environment through 35 strategies that aim to make the Bay Area more equitable for all residents and more resilient in the face of unexpected challenges. In the short-term, the Plan's implementation plan identifies more than 80 specific actions for MTC, ABAG, and partner organizations to take over the next five years to make headway on each of the 35 strategies and achieving Plan Bay Area goals and objectives.

Plan Bay Area grew out of the Sustainable Communities and Climate Protection Act (Sustainable Communities Act, SB 375, Chapter 728, Statutes of 2008), which requires each of the state's 18 metropolitan areas to identify transportation and land use strategies to reduce per capita greenhouse gas (GHG) emissions from cars and light trucks. Pursuant to SB 375, the California Air Resources Board

(CARB) sets regional targets for GHG emissions reductions. These emissions reduction targets are the state's primary mechanism to achieve statewide GHG emissions reduction goals for cars and light trucks. In 2010, the Bay Area's reduction targets were set at 7 percent per capita by 2020 and 15 percent per capita by 2035, with both targets compared to 2005 emissions levels. In 2018, CARB updated the regional emissions reduction targets in order to make significant progress in achieving the state's 2030 emissions target. The Bay Area's current GHG emissions reduction targets are 10 percent per capita by 2020 and 19 percent per capita by 2035¹. CARB is tasked with monitoring statewide progress toward meeting regional emissions reduction targets every four years (2018, 2022², etc.) and updating the regional emissions reduction targets every eight years (2018, 2018, etc.) to ensure the state is on course to achieve climate goals.

State Goals

Since SB 375 was enacted in 2008, state policy has continued to emphasize accelerated achievement of GHG emissions reduction goals. The CARB scoping plans (2017 and 2022³) contain statewide strategies to meet GHG emissions reduction targets and reach carbon neutrality. The scoping plans emphasize the state's need to significantly reduce vehicle miles traveled (VMT) and increase walking, biking, and transit usage.

More recently, the state has also identified equity as an equally important goal in its transportation planning and funding policies. CAPTI, the state's Climate Action Plan for Transportation Infrastructure (March 2021), supports the California Transportation Plan by creating a framework for aligning the state's transportation investments with its climate, health, and social equity goals. CAPTI also recognizes the need to reduce VMT and increase walking, biking, and transit usage. As a result, transportation projects and policies that reduce VMT are expected to receive higher priority and be more competitive for state funding programs than projects that increase VMT moving forward.

Across these recent state activities, the state has recognized the need to (1) pivot from investing in auto-oriented projects that increase VMT to those that enhance active and shared mobility options; (2) better manage the existing transportation system through managed lane networks, pricing mechanisms, and seamless transit enhancements; (3) leverage new mobility options such as autonomous vehicles and shared micromobility; and (4) improve the alignment of local and regional land use and housing planning.

Reflecting Local, Regional, and State Goals and Policy

Advancing a common CTP planning framework contributes to an effective regional planning process. Documenting how investments implement county and regional priorities helps to illustrate how the region is achieving its climate, equity, and land use goals. Understanding county and local priorities ensures that they are considered for inclusion and integrated with the regional plan.

¹ <https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets>

² The Draft 2022 Progress Report was released in June 2022, and is expected to be finalized sometime in 2022.

³ The Draft 2022 Scoping Plan was released in May 2022, and is expected to be finalized sometime in 2022.

B | CTP RECOMMENDATIONS

The intent of the recommendations in the following section, as well as the RTP/SCS elements described in Appendix B, is to strengthen compatibility between CTPs and Plan Bay Area through a common planning framework, even though the plans may differ in scope. Accordingly, the Bay Area's County Transportation Agencies should include the following recommendations, to the extent practical, in their respective CTP:

1. Outreach and Engagement

- Implement a public outreach and engagement effort in a manner consistent with MTC's Public Participation Plan (<https://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>).
- Follow current best practices related to virtual and in-person public participation, outreach, and engagement, see the Best Practices for Equitable Engagement primer for examples (<https://abag.ca.gov/technical-assistance/best-practices-equitable-engagement>).
- Lower participation barriers for hard-to-reach populations, Limited English Proficient (LEP) speakers, people with disabilities, and those who historically have been excluded from weighing in on public decision-making processes.
- Document the outreach process, including efforts to lower participation barriers, see the Plan Bay Area 2050 Public Engagement Report for example documentation (https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Public_Engagement_Report_October_2021.pdf).

2. Regional Coordination

- Engage with MTC/ABAG staff during the project scoping phase and include an MTC/ABAG representative on relevant technical advisory committees and/or working groups.
- Notify MTC/ABAG of project milestones, including comment period(s) for the draft CTP and adoption of final CTP.

3. Planning Assumptions

- Use planning assumptions consistent with the latest adopted Plan Bay Area (see Appendix C). Planning assumptions are inclusive of the projected population, household, and job growth in the Regional Growth Forecast; the growth geographies in the Regional Growth Framework; and the anticipated regional, state, and federal revenues in the Transportation Revenue Forecast.
- Document differences with Plan Bay Area's planning assumptions, including any new transportation revenue sources and/or strategies to fund investments within the county. Discuss sources of potential new revenues, the forecasted amount of potential new revenues, and near-term actions to ensure their availability.
- Select planning horizons that cover a 25 to 30-year period.

4. Performance Framework

- Establish a performance framework to demonstrate how CTP investment decisions support multimodal transportation and land use goals and objectives.
- Establish transportation and land use goals and objectives that reflect local priorities, but also consider Plan Bay Area's overall vision, goals and cross-cutting issues (see Appendix C),

including the region's two mandatory targets to (1) reduce GHG emissions from cars and light trucks, and (2) house the region's projected population growth at all income levels.

- Identify quantifiable metrics—including *VTM and equity measures*—to evaluate multimodal system performance of CTP implementation.
- Establish a performance framework that is consistent with applicable multimodal performance elements of Congestion Management Programs (CMP) and provides a long-range vision for the CMP, if prepared for the county.

5. Strategies (i.e., Investments and Policies)

- Incorporate, to the extent practical, Plan Bay Area's transportation strategies—*defined as a set of multimodal transportation investments (projects and/or programs) or transportation policies* (see Appendix C)—and document and explain how CTP investments and policies are consistent with and supportive of their implementation. Similarly, document the basis for the exclusion of any Plan Bay Area transportation strategies.
- Incorporate, to the extent practical, the Bay Area Air Quality Management District's (BAAQMD) Clean Air Plan and its respective Transportation Control Measures (TCM) (<https://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans>).
- Reflect local priority strategies, especially those established through other local planning initiatives, including, but not limited to:
 - Active Transportation Plans, Complete Streets and Safe Routes to School efforts; or,
 - Community Based Transportation Plans (CBTP);
 - Corridor studies, including Comprehensive Multimodal Corridor Plans (CMCP);
 - Local/modal studies conducted by the county(s) or transit agency(s);
 - Regional and/or sub-regional transportation studies; and,
 - Specific Plans for Priority Development Areas (PDA);
- Prioritize strategies that support and encourage development in the regional growth framework (growth geographies), particularly in PDAs and locations subject to the regional Transit-Oriented Communities (TOC) Policy (MTC Res. No. 4530).
- Prioritize strategies that advance equity, especially those that affect historically and systemically marginalized, underserved and excluded groups, including people with low incomes, people with disabilities, and communities of color.
- Prioritize strategies that are resilient to future uncertainties, including strategies that address effects of climate change (e.g., sea level rise and intensified drought and wildfires).
- Evaluate strategy alignment with federal, state, and regional funding program objectives and eligibility requirements.

6. Transportation Project List

- Coordinate with cities and transit operators within the county to prepare a list of transportation investments (projects and programs).
- Incorporate both funded and unfunded investments and include relevant project and program details, including design concept and scope, system capacity impacts (i.e., new lane miles), cost, funding, and schedule.
- Escalate cost estimates into year-of-expenditure dollars and document inflation rate assumptions.

- Differentiate between projects and programs that increase transportation system capacity and those that do not. Projects and programs that do not increase system capacity may be bundled into group listings or programmatic investments.
- Advance equity through investments and policies that improve mobility options for residents of Equity Priority Communities (EPC) and other historically disadvantaged populations, such as by advancing priorities included in CBTPs.

7. Forecast and Report System Changes

- Forecast and report outcomes of implementing the investments and policies in the CTP, including, but not limited to changes in passenger car VMT compared to a performance baseline (i.e., model base year, current conditions, or Plan Bay Area forecast). Report VMT for both the performance baseline and for the CTP.
- Represent CTP investments and policies, to the extent possible, in the county or regional travel demand model to forecast multimodal system performance.
- Prepare consistency documentation in regard to the county's Model Development – Base Year(s) and Model Development – Forecast Year(s) processes described in the *MTC Guidance for Model Consistency, Collaboration, and Transparency* guidance (see Appendix C). Indicate if county model is consistent with established statement of Modeling Consistency for CMPs or provide documentation to explain how and why modeling assumptions, settings, versions, inputs, and forecasts differ from those discussed during Model Development – Base Year(s) and Model Development – Forecast Year(s) processes.
- Summarize and report, to the extent practical, the estimated change in street and highway lane miles, transit vehicle miles, and active transportation systems miles, from implementing the investments and policies in the CTP.

8. Investment and Growth Strategy

Document and explain how investments and policies are consistent with and supportive of implementation of the regional growth framework and other regional policies, including:

- PDAs, Transit-Rich Areas (TRAs), and High-Resource Areas (HRAs) forecasted to take on significant housing growth in Plan Bay Area (total number of units), including Regional Housing Needs Assessment (RHNA) allocations, as well as housing production, especially those PDAs, TRAs, or HRAs that are delivering large numbers of very low-, low-, and moderate-income housing units;
- Dense job centers in proximity to transit and housing (both current levels and those included in Plan Bay Area) especially those which are supported by reduced parking requirements and transportation demand management programs; and,
- Regional TOC Policy requirements (MTC Res. No. 4530), particularly the TOC Policy requirements for parking management and transit station access and circulation.

9. Prioritization and Near-term Implementation Actions

- Prioritize a set of investments and policies that can reasonably be implemented within a 10-year period post CTP adoption, with an emphasis on investments and policies that respond to local needs, achieve locally identified performance goals and objectives, and advance regional and state objectives (e.g., reduce GHG emissions and reduce VMT).

- Prepare an implementation plan to identify near-term actions necessary to implement the 10-year priority investments of the CTP. Near-term actions may include advocacy and legislation; new, existing or restructured initiatives; and planning or research.
- Screen unfunded priority investments for alignment with federal, state, and regional funding program objectives and eligibility requirements. Consider bundling projects or programs into investment packages to ensure alignment with the state's climate, health, and social equity goals.

10. Updates

- CTPs should be updated at least every 8 years before the adoption of major updates to Plan Bay Area. The adoption of the next major update to Plan Bay Area is expected to commence in 2026 and be adopted in 2029. For this update, CTPs should be completed by 2026 in order to inform the next major update to Plan Bay Area.

APPENDIX A | STATE CODE 66531: COUNTY TRANSPORTATION PLANS

- (a) Each county within the jurisdiction of the commission, together with the cities and transit operators within the county, may, every two years, develop and update a transportation plan for the county and the cities within the county. The county transportation plan shall be submitted to the commission by the agency that has been designated as the agency responsible for developing, adopting and updating the county's congestion management program pursuant to Section 65089 [CMPs], unless, not later than January 1, 1995, another public agency is designated by resolutions adopted by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population in the incorporated area of the county. Nothing in this section requires additional action by the cities and county, if a joint powers agreement delegates the responsibility for the county transportation plan to the agency responsible for developing, adopting, and updating the county's congestion management program pursuant to Section 65089 [CMPs].
- (b) The county transportation plans shall be consistent with, and provide a long-range vision for, the congestion management programs in the San Francisco Bay area prepared pursuant to Section 65089 [CMPs]. The county transportation plans shall also be responsive to the planning factors included in Section 134 of the federal Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240).
- (c) The commission, in consultation with local agencies, shall develop guidelines to be used in the preparation of county transportation plans. These guidelines shall be consistent with the commission's preparation of the regional transportation plan pursuant to Section 65081. These plans shall include recommendations for investment necessary to mitigate the impact of congestion caused by an airport that is owned by the county, or city and county, and located in another county. The plans may include, but are not limited to, the following:
 - (1) Recommendations for investments necessary to sustain the effectiveness and efficiency of the county portion of the metropolitan transportation system, as defined cooperatively by the commission and the agency designated pursuant to Section 65089 [CMPs].
 - (2) Consideration of transportation system and demand management strategies which reinforce the requirements contained in Section 65089 [CMPs].
 - (3) Consideration of transportation impacts associated with land use designations embodied in the general plans of the county and cities within the county and projections of economic and population growth available from the Association of Bay Area Governments.
 - (4) Consideration of strategies that conserve existing transportation system capacity, such as pricing policies or long-term land use and transportation integration policies jointly developed by the commission and the agencies designated pursuant to Section 65089 [CMPs].
 - (5) Consideration of expected transportation revenues as estimated by the commission, the impact of these estimated revenues on investment recommendations, and options for enhanced transportation revenues.
- (d) The commission shall adopt revised guidelines not later than January 1, 1995.
- (e) The county transportation plan shall include recommended transportation improvements for the succeeding 10- and 20-year periods.
- (f) The county transportation plans shall be the primary basis for the commission's regional transportation plan and shall be considered in the preparation of the regional transportation

improvement program. To provide regional consistency, the county transportation plans shall consider the most recent regional transportation plan adopted by the commission. Where the counties' transportation plans conflict, the commission may resolve the differences as part of the regional transportation plan. The commission shall add proposals and policies of regional significance to the regional transportation plan.

- (g) With the consent of the commission, a county may have the commission prepare its county transportation plan.
- (h) The counties, together with the commission, shall jointly develop a funding strategy for the preparation of each county's transportation plan.

APPENDIX B | STATE AND FEDERAL REQUIREMENTS FOR RTP/SCS ELEMENTS

State and federal laws govern the development and content of MTC's RTP/SCS. California law relating to the development of the RTP/SCS is contained in Government Code Section 65080 and discussed in detail in the California Transportation Commission's (CTC) *2017 Regional Transportation Plan Guidelines for Metropolitan Planning Organizations*. Federal Code 23CFR, Part 450.324 governs the development and content of the Metropolitan Transportation Plan [RTP/SCS].

The CTC's RTP Guidelines identify four components: (1) policy element, (2) sustainable communities strategy (SCS), (3) action element, and (4) financial element. These four elements, along with a brief description, are identified below, and additional information is available within the CTC's RTP guidelines.

Policy Element

- Describes the transportation issues in the region;
- Identifies and quantifies regional needs expressed within both short- and long-range planning horizons (Government Code Section 65080 (b)(1));
- Maintains internal consistency with the Financial Element and fund estimates; and,
- The Policy Element should clearly convey transportation policies and supportive strategies and related land use forecast assumptions, including:
 - Describe how these policies were developed;
 - Identify any significant changes in policies from previous plans; and,
 - Provide the reason(s) for any changes in policies from previous plans.

Sustainable Communities Strategy

- (i) identify the general location of uses, residential densities, and building intensities within the region,
- (ii) identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth,
- (iii) identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to Section 65584,
- (iv) identify a transportation network to service the transportation needs of the region,
- (v) gather and consider the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (a) and (b) of Section 65080.01,
- (vi) consider the state housing goals specified in Sections 65580 and 65581,
- (vii) set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board, and
- (viii) allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506).

Action Element

- Describes the programs and actions necessary to implement the RTP, including the SCS, and assigns implementation responsibilities
- Consists of short and long-term activities that address regional transportation issues and needs;
- Includes all transportation modes (highways, local streets and roads, mass transportation, rail, maritime, bicycle, pedestrian and aviation facilities and services);
- Identifies investment strategies, alternatives and project priorities beyond what is already programmed; and
- Provides clear direction about the roles and responsibilities of the MPO and other agencies to follow through on the RTP's policies and projects.

Financial Element

- Identifies current and anticipated revenue sources and financing techniques available to fund the investments described in the Action Element;
- Defines realistic financing constraints and opportunities; and,
- The Financial Element is composed of six major components;
 1. Summary of costs to operate and maintain the current transportation system;
 2. Estimate of costs and revenues to implement the projects identified in the Action Element;
 3. Inventory of existing and potential transportation funding sources;
 4. List of candidate projects if funding becomes available;
 5. Potential funding shortfalls; and,
 6. Identification of alternative policy directions that affect the funding of projects.

In addition to state guidelines, the RTP/SCS is also developed in accordance with federal metropolitan transportation planning guidance, which provide for the following considerations:

- Carry out a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process, including the development of a metropolitan transportation plan and a TIP, that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities and commuter vanpool providers) fosters economic growth and development, and takes into consideration resiliency needs, while minimizing transportation-related fuel consumption and air pollution
- Provide for consideration and implementation of projects, strategies, and services that will address the following factors:
 1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
 2. Increase the safety of the transportation system for motorized and non-motorized users;
 3. Increase the security of the transportation system for motorized and non-motorized users;
 4. Increase accessibility and mobility of people and freight;
 5. 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;

6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

APPENDIX C | ADDITIONAL LINKS AND RESOURCES

Final Plan Bay Area 2050 and Supplemental Reports

<https://www.planbayarea.org/finalplan2050>

Regional Growth Forecast/Pattern

[Growth Pattern](#)

Growth Geographies

[Growth Geographies Handout](#)

Transportation Revenue Forecast

[Technical Assumptions Report](#) > Chapter 2 | Technical Assumptions for the Transportation Element > Transportation Revenue Forecast

Guiding Principles and Vision for Plan Bay Area

[Chapter 1: Introduction and Growth Geographies](#) > Guiding Principles and Vision for Plan Bay Area 2050 > Page 8

Plan Bay Area 2050 Strategies

Final Blueprint Compendium > [Strategies](#) (Dec. 2020)

Transportation Strategies

[Chapter 4: Transportation](#)

MTC Guidance for Model Consistency, Collaboration, and Transparency

<https://github.com/BayAreaMetro/modeling-website/wiki/Model-Consistency%2C-Collaboration%2C-and-Transparency>



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	22-1616	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	10/4/2022	In control:		Programming and Allocations Committee	
On agenda:	11/9/2022	Final action:			
Title:	MTC Resolution Nos. 4202, Revised, and 4505, Revised. Revisions to the One Bay Area Grant programs (OBAG 2 and 3), including programming of \$6 million to MTC's Bay Skyway project and revisions to the OBAG 2 Solano County program.				

Sponsors:

Indexes:

Code sections:

Attachments: [12b 22-1616 MTC Resolutions 4202 4505 OBAG2&3 Revisions Bay Skyway Project.pdf](#)
[2c 22-1616 MTC Resos 4202 4505 OBAG2&3 Revisions Bay Skyway Project.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4202, Revised, and 4505, Revised. Revisions to the One Bay Area Grant programs (OBAG 2 and 3), including programming of \$6 million to MTC's Bay Skyway project and revisions to the OBAG 2 Solano County program.

Presenter:

Thomas Arndt

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

November 9, 2022

Agenda Item 2c - 22-1616

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

Subject:

Revisions to the One Bay Area Grant programs (OBAG 2 and 3), including programming of \$6 million to MTC's Bay Skyway project and revisions to the OBAG 2 Solano County program.

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.

This month, staff recommend the following revisions to the OBAG 2 and 3 programs:

- Reprogram \$1.7 million within the OBAG 2 Solano County Program from Vacaville's Vaca Valley/I-505 Roundabouts project to Solano Transportation Authority's (STA's) Vacaville Jepson Parkway Phase 1B/1C Bike Path project, as recommended by STA. This programming action would help cover cost increases on the latter project due to inflation and construction cost escalation. The City of Vacaville will fund the remaining scope on the former project with other sources.
- Program \$6 million in unprogrammed OBAG 3 Active Transportation Plan Implementation Program balances to support the construction phases of two Bay Skyway Phase 1 projects:
 - \$1.9 million to MTC's West Oakland Link, and
 - \$4.1 million to San Francisco County Transportation Authority's (SFCTA's) Yerba Buena Island Multi-Use Path.

Bay Skyway Phase 1 will create a bicycle/pedestrian link between Oakland and San Francisco, part of a larger project to complete a Class I multi-use path between the East Bay and Downtown San Francisco (Phase 2).

The \$6 million commitment proposed through this action demonstrates MTC's continued regional support for the project, and will also support MTC/BATA's Bay Skyway project application to the CTC's 2022 Solutions for Congested Corridors (SCC) program. The SCC guidelines give priority to projects that have committed discretionary funds at the time of project nominations, which are due by December 2, 2022.

Additionally, the recently released CTC staff recommendation for the Statewide component of the 2023 Active Transportation Program (ATP) includes a \$17.6 million award for the West Oakland Link to the Bay Skyway project. This statewide ATP award, along with the \$6 million in OBAG 3 funds programmed with this action, are part of the] full funding plan for the project.

Staff will return to program the remaining \$6.5 million in unprogrammed balances within the OBAG 3 Regional Active Transportation Implementation Program following the approval of the Regional Active Transportation Program, anticipated in Winter 2023.

Issues:

None.

Recommendations:

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

Attachments:

- MTC Resolution No. 4202, Revised, Attachment B-2
- MTC Resolution No. 4505, Revised, Attachment B-1



Therese W. McMillan

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

ABSTRACT

Resolution No. 4202, Revised

Adoption of the project selection policies and project programming for the second round of the One Bay Area Grant program (OBAG 2). The project selection criteria and programming policy contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP) for the OBAG 2 funding period.

The resolution includes the following attachments:

- Attachment A – OBAG 2 Project Selection Criteria and Programming Policy
- Attachment B-1 – OBAG 2 Regional Program Project List
- Attachment B-2 – OBAG 2 County Program Project List

On July 27, 2016, Attachment A, and Attachments B-1 and B-2 were revised to add additional funding and projects to the OBAG 2 framework, including \$72 million in additional Fixing America's Surface Transportation Act (FAST) funding, and to incorporate housing-related policies.

On October 26, 2016, Attachment A, and Attachment B-1 were revised to clarify language related to the North Bay Priority Conservation Area (PCA) Program in Attachment A and to deprogram

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

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

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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.

On November 16, 2022, Attachment B-2 was revised to reprogram \$1,657,000 within the Solano County Program from Vacaville's Vaca Valley/I-505 Roundabouts project to Solano Transportation Authority's Vacaville Jepson Parkway Phase 3 Bike Path project.

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,

ABSTRACT

MTC Resolution No. 4202, Revised

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2016, October 12, 2016, December 14, 2016, February 8, 2017 (action deferred to March 2017), March 8, 2017, April 12, 2017, May 10, 2017, June 14, 2017, July 12, 2017, September 13, 2017, October 11, 2017, November 8, 2017, December 13, 2017, January 10, 2018, February 14, 2018, March 7, 2018, and April 11, 2018; the Planning Committee dated April 6, 2018; the Programming and Allocations Committee dated May 9, 2018, June 13, 2018, July 11, 2018, September 12, 2018, November 14, 2018, December 12, 2018, January 9, 2019, February 13, 2019, March 6, 2019, June 12, 2019, July 10, 2019, September 4, 2019, October 9, 2019, November 13, 2019, February 12, 2020, May 13, 2020, July 8, 2020, September 9 2020, November 4, 2020, January 13, 2021, February 10, 2021, April 14, 2021, and May 12, 2021; the Planning Committee dated May 14, 2021; the Programming and Allocations Committee dated June 9, 2021, July 14, 2021; and September 8, 2021; the Planning Committee dated September 10, 2021; and the Programming and Allocations Committee dated November 10, 2021, December 8, 2021, January 12, 2022, February 9, 2022; Operations Committee dated February 11, 2022; and the Programming and Allocations Committee dated March 9, 2022, April 13, 2022, May 11, 2022, June 8, 2022, September 14, 2022, October 12, 2022, and November 9, 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

MTC Resolution No. 4202

Adopted: 11/18/15-C

OBAG 2 County Programs

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

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11/17/21-C 12/15/21-C 02/23/22-C 04/27/22-C 05/25/22-C 10/28/22-C

11/16/22-C

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

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

Attachment B-2

MTC Res. No. 4202 Attachment B-2

MTC Resolution No. 4202

Adopted: 11/18/15-C

OBAG 2 County Programs

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

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11/16/22-C

OBAG 2 County Programs Project List

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

MTC Resolution No. 4202

Adopted: 11/18/15-C

OBAG 2 County Programs

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

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OBAG 2 County Programs Project List

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

Attachment B-2

MTC Res. No. 4202 Attachment B-2

MTC Resolution No. 4202

Adopted: 11/18/15-C

OBAG 2 County Programs

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

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11/16/22-C

OBAG 2 County Programs Project List

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

Attachment B-2

MTC Res. No. 4202 Attachment B-2

MTC Resolution No. 4202

Adopted: 11/18/15-C

OBAG 2 County Programs

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

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OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$385,512,000
Santa Clara County: Capitol Expressway Rehabilitation	Santa Clara County	\$5,000,000
Santa Clara County: McKean Rd Pavement Rehabilitation	Santa Clara County	\$1,151,000
Saratoga: Prospect Rd Complete Streets	Saratoga	\$1,075,000
Saratoga: Saratoga Village Crosswalks & Sidewalks Rehabilitation	Saratoga	\$338,000
Sunnyvale: Bernardo Avenue Bicycle Underpass - EIR	Sunnyvale	\$500,000
Sunnyvale: East Sunnyvale Area Sense of Place Improvements	Sunnyvale	\$1,701,000
Sunnyvale: Fair Oaks Avenue Bikeway - Phase 2	Sunnyvale	\$782,000
Sunnyvale: Java Drive Road Diet & Bike Lanes	Sunnyvale	\$500,000
Sunnyvale: Lawrence Station Area Sidewalks & Bike Facilities	Sunnyvale	\$500,000
Sunnyvale: Peery Park Sense of Place Improvements	Sunnyvale	\$2,686,000
Sunnyvale: Traffic Signal Upgrades	Sunnyvale	\$2,566,000
VTa/Milpitas: Montague Exwy Pedestrian Overcrossing at Milpitas BART	VTa/Milpitas	\$3,560,000
SANTA CLARA COUNTY	TOTAL:	\$104,073,000
SOLANO COUNTY		
CMA Planning Activities		
Planning Activities Base	STA	\$3,822,000
Planning Activities - Supplemental	STA	\$3,039,000
Federal Aid Secondary (FAS)		
Solano County: County Roads Paving	Solano County	\$506,000
Solano County: Farm to Market Phase 2 Imps	Solano County	\$1,000,000
Safe Routes To School (SRTS)		
Fairfield: Grange Middle School SRTS Imps	Fairfield	\$260,000
STA: Countywide SRTS Non-Infrastructure Program	STA	\$1,209,000
County Program		
Benicia: Park Rd Improvements	Benicia	\$2,731,000
Fairfield: Cadenasso Dr Repaving	Fairfield	\$1,394,000
Suisun City: Railroad Ave Repaving	Suisun City	\$491,000
STA: Vacaville Jepson Parkway Phase 1B/1C 3 Bike Path (Revised)	STA	\$3,064,000
STA: Solano Mobility Call Center	STA	\$1,537,000
Vacaville: VacaValley/I-505 Roundabouts (Revised)	Vacaville	\$250,000
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
November 2022

MTC Res. No. 4202 Attachment B-2
 Adopted: 11/18/15-C
 Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C 11/15/17-C 12/20/17-C
 C 02/28/18-C 05/23/18-C 06/27/18-C 09/26/18-C 12/19/18-C 01/23/19-C
 06/26/19-C 09/25/19-C 11/20/19-C 02/26/20-C 09/23/20-C 07/28/21-C
 11/17/21-C 12/15/21-C 02/23/22-C 04/27/22-C 05/25/22-C 10/28/22-C
 11/16/22-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: 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 11/16/22-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 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.

On November 16, 2022, Attachment B-1 was revised to program \$6,000,000 from the Regional Active Transportation Plan Implementation balance to two Bay Skyway projects: \$1,900,000 to MTC's West Oakland Link and \$4,100,000 to SFCTA's Yerba Buena Island Multi-Use Path.

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, October 12, 2022, and November 9, 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
November 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 11/16/22-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			
PDA Planning and Technical Assistance Grants	TBD	\$23,000,000	
Priority Production Area (PPA) Pilot Program	TBD	\$2,000,000	
2. GROWTH FRAMEWORK IMPLEMENTATION		\$25,000,000	
3. CLIMATE, CONSERVATION, AND RESILIENCE			
Climate Initiatives			
Mobility Hubs	TBD	\$12,800,000	
Electric Vehicles and Infrastructure	TBD	\$25,000,000	
Parking Management	TBD	\$6,000,000	
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	
Bay Skyway: West Oakland Link (Added)	MTC	\$1,900,000	
Bay Skyway: Yerba Buena Island Multi-Use Path (Added)	SFCTA	\$4,100,000	
Regional AT Plan Implementation Balance (Revised)	TBD	\$6,500,000	
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	
STAs: Community-Based Transportation Plans	MTC	\$190,000	
SCTAs: 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
November 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 11/16/22-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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Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	22-1504	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	9/15/2022	In control:		Programming and Allocations Committee	
On agenda:	11/9/2022	Final action:			
Title:	MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letter of No Prejudice to the Santa Clara Valley Transportation Authority (VTA) for the San Jose Diridon Station Project.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	12c 22 1504 MTC Resolutions 4412 RM3 LONP Diridon Station.pdf 2d 22 1504 MTC Reso-4412 RM3 LONP Diridon Station.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letter of No Prejudice to the Santa Clara Valley Transportation Authority (VTA) for the San Jose Diridon Station Project.

Presenter:

Anne Spevack

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

November 9, 2022

Agenda Item 2d - 22-1504

MTC Resolution No. 4412, Revised

Subject:

Regional Measure 3 (RM3) Letter of No Prejudice to the Santa Clara Valley Transportation Authority (VTA) for the San Jose Diridon Station Project.

Background:**Regional Measure 3 Letters of No Prejudice (LONP)**

Bay Area voters approved Regional Measure 3 (RM3) on June 5, 2018, and on December 19, 2018, the Bay Area Toll Authority (BATA) adopted a toll schedule phasing in the resulting toll increase. The first and second dollars of the toll increase were implemented on January 1, 2019 and January 1, 2022, respectively. A lawsuit has been filed challenging RM3 and revenue collected pursuant to RM3 is being held in an escrow account. The case is currently pending in the California Supreme Court. In December 2019, MTC approved a Letter of No Prejudice (LONP) process as part of the overall RM3 Policies and Procedures to allow project sponsors to move projects forward with alternate funds, at-risk, while maintaining RM3 eligibility if and when RM3 funds become available.

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

San Jose Diridon Station Project

VTA has submitted an RM3 LONP request for \$30 million for the early right-of-way acquisition and preliminary engineering for the San Jose Diridon Station Project, designated as RM3 project 16 in statute. VTA is partnering with the Peninsula Corridor Joint Powers Board, California High Speed Rail, the City of San Jose, and MTC on the Diridon Intermodal Station Concept (DISC), a project to redesign, rebuild, and expand the existing Diridon station to accommodate existing regional rail services, future BART and California High Speed Rail service, and VTA light rail and bus services.

Through the DISC project, VTA and partners have completed 15% conceptual design for Diridon Station. This design has allowed development of a conceptual footprint for the area that is anticipated to be needed to construct and operate the tracks and station. VTA has an opportunity to secure two of the parcels within this footprint and plans to initiate negotiations to purchase these parcels. VTA has requested an LONP for \$30 million to preserve RM3 eligibility for this early property acquisition and related planning and engineering work.

RM3 statute specifies that for this project, “The project sponsor shall consider accommodating a future connection to Norman Y. Mineta San Jose International Airport and prioritizing non-auto access modes.” Although the Diridon Station project is still in the conceptual phases, MTC staff understands these topics to be appropriately under consideration by VTA. Additionally, the City of San Jose currently has issued a request for proposals for predevelopment work on an SJC Airport to Diridon Station Connector project. Regarding the prioritization of non-auto access modes, the current concepts under development through the DISC project maintain a goal to have heavy rail, light rail, bus, bicycle, and pedestrian access in close proximity and utilize direct connections to facilitate transfers.

LONP Funding Source

The RM3 Policies and Procedures require that the project sponsor provides a non-RM3 source of funding to cover the portion that would be covered by RM3 funds, and that a plan be provided in case the RM3 funds never become available. In lieu of RM3 funds at this time, the project will use up to \$30 million in 2015 Measure B Funds, VTA Joint Development Funds, and City of San Jose Local Funds. MTC has informed VTA of the risk that RM3 funds may never become available.

MTC staff has reviewed the Initial Project Report and LONP request and recommend issuing an LONP. Issuing an LONP will preserve the eligibility of activities related to the above-mentioned project occurring after the issuance of the LONP, for future RM3 allocation and reimbursement contingent on the outcome of the litigation related to RM3.

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

Issues:

- Depending on the outcome of the RM3 litigation, funds may never become available to reimburse VTA. VTA has acknowledged this in its LONP request resolution.
- Environmental review has not yet been completed for the Diridon Station project. RM3 Policies and Procedures state that all applicants for RM3 funds are required to submit proof of having a valid environmental document that has been certified by the County Clerk for each project. While the California High Speed Rail Authority has recently completed environmental review for the San Francisco to San Jose High Speed Rail Section, which shows the parcels identified for this early right-of-way acquisition as project uses for both High Speed Rail Alternative A and Alternative B, this is not considered environmental approval for the Diridon Station project.
- RM3 Policies and Procedures also hold that RM3 funds will be allocated for right of way capital and support only after the project has identified and committed construction capital funds, though there can be exceptions for early right-of-way acquisition when financially or strategically advantageous.
- The ownership structure of the parcels, once purchased, is yet to be determined but could be solely one project partner (including California High Speed Rail), a joint ownership structure, or other structure.

Potential Conditions on Future Allocation:

Prior to an allocation of RM3 funds for this scope, staff would ensure adherence to the RM3 Policies and Procedures by reevaluating the project status and readiness for allocation and may recommend related funding conditions as appropriate, such as:

- Environmental clearance of the Diridon Station project prior to reimbursement of right-of-way purchase with RM3 funds

- Entitlement of MTC to a refund or credit (at MTC's option) based on MTC's share of the fair market value of the property if:
 - The property is not used for the project identified in the allocation
 - The project fails and ceases to be used for its intended public transportation purpose
 - Any excess right-of-way is sold or otherwise disposed of
- Guaranteeing MTC's interest in the property prior to reimbursement with RM3 funds through appropriate instruments, depending on project progress at the time of allocation.
- Execution of agreements with relevant parties to ensure the above potential conditions, as appropriate.

Recommendation:

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

Attachments:

- MTC Resolution No. 4412, Revised



Therese W. McMillan

Date: March 25, 2020
Referred by: PAC
Revised: 05/27/20-C 07/22/20-C
10/28/20-C 12/16/20-C
02/24/21-C 04/28/21-C
06/23/21-C 07/28/21-C
09/22/21-C 01/26/22-C
02/23/22-C 03/23/22-C
04/27/22-C 06/22-22-C
11/16/22-C

ABSTRACT

MTC Resolution No. 4412, Revised

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

This resolution includes the following attachments:

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

- Attachment K – I-80 Westbound Truck Scales Project (Solano Transportation Authority)
LONP Summary
- Attachment L – US-101 Marin-Sonoma Narrows Project (Transportation Authority of
Marin) LONP Summary
- Attachment M – I-80 Express Lanes Project (Solano Transportation Authority) LONP
Summary
- Attachment N – Vine Transit Maintenance Facility (Napa Valley Transportation
Authority) LONP Summary
- Attachment O – I-80 Express Lanes Project Toll System (Bay Area Infrastructure
Financing Authority) LONP Summary
- Attachment P – I-680 Southbound Express Lane (ACTC) LONP Summary
- Attachment Q – Next Generation Clipper Regional Fare Payment System Integrator
(MTC) LONP Summary
- Attachment R – Highway 101/State Route 92 Interchange Area Improvement Project
(San Mateo County Transportation Authority) LONP Summary
- Attachment S – Highway 101/State Route 92 Interchange Direct Connector Project (San
Mateo County Transportation Authority) LONP Summary
- Attachment T – State Route 29 Improvement Project (Napa Valley Transportation
Authority) LONP Summary
- Attachment U – San José Diridon Station Project (Santa Clara Valley Transportation
Authority) LONP Summary

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

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

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

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

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

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

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

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

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

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

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

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

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

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

This resolution was revised by Commission Action on November 16, 2022 to add Attachment U, LONP Summary for the San José Diridon Station Project in Santa Clara County.

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4412

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

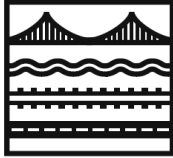
RESOLVED, that a certified copy of this resolution and applicable attachments shall be forwarded to the project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

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

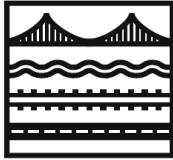


Regional Measure 3

Letter of No Prejudice Project Summary

Project Information

RM3 Project Number	16	
Project Title	San Jose Diridon Station Project	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Santa Clara Valley Transportation Authority (VTA)		
Legislated Project Description		RM3 Legislated Funding (in \$1,000s)
Redesign, rebuild, and expand Diridon Station to more efficiently and effectively accommodate existing regional rail services, future BART and high-speed rail service, and Santa Clara Valley Transportation Authority light rail and buses. The project sponsor shall consider accommodating a future connection to Norman Y. Mineta San Jose International Airport and prioritizing non-auto access modes.		\$100,000
Sponsor Programming and LONP Request Action		
The Santa Clara Valley Transportation Authority approved a VTA Resolution on 10/6/2022 approving a \$30,000,000 RM3 LONP request.		
Detailed Project Description		
The early right of way acquisition for the Diridon Station will enable VTA to secure a portion of the station footprint identified by the Diridon Integrated Station Concept (DISC) 15% conceptual design.		
LONP Phase	LONP Amount (in \$1,000s)	LONP Approval Date
PS&E and CON	\$30,000	16-Nov-22
Scope - Activities eligible for future allocation and reimbursement if RM3 funds become available		
The LONP preserves future RM3 eligibility for costs related to early right of way acquisition and early planning and engineering activities related to the Diridon Integrated Station Concept incurred after the approval date.		
Conditions - In addition to the successful outcome of RM3 litigation, eligibility for future allocation and reimbursement is conditioned upon the following:		
1	No conditions added at time of LONP; staff will review project status prior to recommending allocation and recommend conditions as appropriate to ensure compliance with RM3 Policies and Procedures and guarantee MTC interest in property in early stages of project.	



Regional Measure 3

Letter of No Prejudice Project Summary

Project Funding Plan and Schedule

RM3 Project Number	16
Project Title	San Jose Diridon Station Project
RM3 Replacement Funding Source	2015 Measure B Funds, VTA Joint Development Funds, and City of San Jose Local Funds

Project Funding Plan				Project Schedule	
Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV					
	ENV Subtotal		\$ -		
PSE					
	PSE Subtotal		\$ -		
ROW	2015 Measure B Funds, VTA Joint Development Funds, and City of San Jose Local Funds (RM3 Replacement)	Y	\$ 30,000	Nov-22	Dec-28
	ROW Subtotal		\$ 30,000		
CON					
	CON Subtotal		\$ -		
Capital Funding Total			\$ 30,000		



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	22-1608	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	10/3/2022	In control:		Programming and Allocations Committee	
On agenda:	11/9/2022	Final action:			
Title:	MTC Resolution Nos. 4522, Revised, 4523, Revised, 4524, Revised, and 4525, Revised. Allocation of \$183 million in FY 2022-23 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), and AB 1107 funds to three operators to support transit operations and capital projects in the region.				

Sponsors:

Indexes:

Code sections:

Attachments: [12d 22-1608 MTC Resolutions 4522 4523 4524 4525 TDA STA RM2 Allocations.pdf](#)
[2e 22-1608 MTC Resos 4522 4523 4524 4525 TDA STA RM2 Allocations.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4522, Revised, 4523, Revised, 4524, Revised, and 4525, Revised. Allocation of \$183 million in FY 2022-23 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), and AB 1107 funds to three operators to support transit operations and capital projects in the region.

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

November 9, 2022

Agenda Item 2e - 22-1608

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

Subject:

Allocation of \$183 million in FY 2022-23 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), and AB 1107 funds to three operators 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. Three entities 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) and the FY 2022-23 RM2 Operating Program (MTC Resolution No. 4521). The proposed allocations are summarized in the following table:

Allocation Amounts by Entity¹ (amounts in millions)

Entity	RM2 (Res. 4522)	TDA (Res. 4523)	STA (Res. 4524)	AB 1107 (Res. 4525)	Grand Total
Fairfield		\$4.7			\$4.7
SolTrans		\$2.4			\$2.4
SFMTA	\$2.2	\$44.5	\$79.2	\$50.0	\$175.9
Grand Total	\$2.2	\$51.5	\$79.2	\$50.0	\$182.9

Note that amounts may not sum due to rounding

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

Information regarding the FY 2022-23 operating budgets and current and future operations for SFMTA and Fairfield that are receiving allocations for the first time this fiscal year is provided in Attachment A (see the September PAC agenda for the summary of SolTrans).

Issues:

None identified.

Recommendations:

Refer MTC Resolution Nos. 4522, Revised, 4523, Revised, 4524, Revised, and 4525, Revised to the Commission for approval.

Attachments:

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



Therese W. McMillan

Attachment A – Transit Operator Budget Summary

San Francisco Municipal Transportation Agency

Adopted Operating Budget	\$1.1 billion
Increase in Budget compared to FY2021-22	17.2%
Projected Ridership (Estimated FY 2022-23 as a percentage of FY 2018-19 actual)	66%
Total Proposed FY2022-23 Operating Allocation ¹	\$176.7 million
Proportion of Operating Budget Funded with Allocations	15%
Estimated COVID Relief Funding at the End of FY2022-23	\$305 million

Budget and Operating Highlights

The San Francisco Municipal Transportation Agency (SFMTA) provides transit services with its vehicle fleet of motor bus, trolley bus, cable car, light rail vehicle, and historic streetcar to the city of San Francisco in a complex network consisting of a rough polar grid of basic services, with many radials forming a hub-and-spoke network of frequent transit lines converging on Market Street in the Financial District. Due to San Francisco’s central position to the Bay Area, many transit agencies from outside the city have lines which connect outlying cities to transit facilities within Downtown San Francisco. Like all operators, SFMTA suffered ridership loss during the pandemic, temporarily suspended or reduced many services, and is taking steps to reintroduce services as ridership recovers. SFMTA’s budget increase reflects planned service increases and is on par with other operators in the Bay Area.

Earlier this year, SFMTA celebrated the completion of the Van Ness BRT project, and anticipates completing the Central Subway before the end of the year. The completion of these

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.

two projects represents the fulfillment of the second and third corridors of the 1995 Four Corridor Plan (the first corridor being the T-Third light rail line, the last being the Geary Corridor.

Fairfield and Suisun Transit (FAST)

Adopted Operating Budget	\$8.1 million
Increase in Budget compared to FY2021-22	-31.3%
Projected Ridership (Estimated FY 2022-23 as a percentage of FY 2018-19 actual) ¹	36%
Total Proposed FY2022-23 Operating Allocation ²	\$4.9 million
Proportion of Operating Budget Funded with Allocations	60%
Estimated COVID Relief Funding at the End of FY2022-23	\$1.4 million

Budget and Operating Highlights

FAST operates eight local transit routes Monday-Friday and six routes on Saturday. Capitol Corridor has two stations within the FAST service area that are currently served by local Routes 2 and 5. FAST's main hub is at the Fairfield Transportation Center (FTC). The FTC is located adjacent to I-80 and 1.5 miles west of downtown Fairfield. The FTC is also one of the main hubs for the Solano Express intercity commuter bus service.

In August 2021, the Suisun City Council approved replacing some FAST fixed route service with microtransit to be funded with their TDA funds, to meet Suisun City's future public transportation needs. FAST also operated two of four intercity Solano Express bus lines through August 6, 2022. SolTrans is now the sole operator of SolanoExpress services. Because of these two developments, FAST's operating budget in FY 2022-23 is reduced significantly.

¹ Only local ridership is used because FAST will no longer operate SolanoExpress service.

² 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.

In December 2020, the Fairfield City Council directed staff to initiate its first Comprehensive Operational Analysis (COA) called *FAST Forward* to provide the city with a ten-year road map identifying changes needed for FAST to be a high functioning and sustainable transit network post-pandemic. The COA recommendations for its local services were approved by the Fairfield City in September 2022. The main recommendations included reducing fixed route service from eight to three routes and implementing new microtransit service that will include service to areas of Fairfield not currently served by FAST. These COA recommendations will be implemented in two phases in 2023.

In July 2022, FAST ordered its first three electric vehicles which will be received in late 2023 and be put into service in January 2024. In summer 2022, FAST was also awarded a \$12 million FTA Bus and Bus Facilities grant which will be utilized for infrastructure and vehicles necessary to meet CARB 2040 mandates.

Date: June 22, 2022
W.I.: 1255
Referred by: PAC
Revised: 09/28/22-C
11/16/22-C

ABSTRACT

Resolution No. 4522, Revised

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

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

On September 28, 2022, Attachment A was revised to allocate funds to the Golden Gate Bridge Highway and Transit District (GGBHTD), Water Emergency Transportation Authority (WETA), and MTC.

On November 16, 2022, Attachment A was revised to allocate funds to San Francisco Municipal Transportation Agency (SFMTA).

Discussion of the allocations made under this resolution are contained in the MTC Programming and Allocations Committee Summary Sheets dated June 8, 2022, September 14, 2022, and November 9, 2022.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4522

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, consisting of a large, stylized 'A' followed by a horizontal line extending to the right.

Alfredo Pedroza, Chair

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

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

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

Claimant	Project Description	Allocation Amount	Allocation Code	Approval Date	Project Number
TJPA ¹	Transbay Transit Center	\$ 2,627,193	01	06/22/22	13
MTC	Clipper	\$ 1,751,462	02	06/22/22	12
AC Transit	Express Bus Service	\$ 4,716,766	03	06/22/22	4
AC Transit	Dumbarton Bus	\$ 3,244,888	04	06/22/22	5
AC Transit	Owl Bus Service	\$ 1,310,107	05	06/22/22	7
AC Transit	Enhanced/Rapid Bus Service	\$ 2,627,193	06	06/22/22	9
WETA	Planning and Administration	\$ 2,627,193	07	09/28/22	11
WETA	Ferry Operations	\$ 13,398,683	08	09/28/22	6
GGBHTD	Route 40	\$ 2,135,450	09	09/28/22	1
MTC ²	Clipper	\$ 744,000	02	09/28/22	12
SFMTA	Metro 3rd Street Extension	\$ 2,189,327	10	11/16/22	8
Total		\$ 37,372,262			

Notes

1. The allocation of funds to TJPA shall be subject to the same conditions included in MTC Resolution 4526.
2. Additional allocation to MTC as a result of reduced revenue in FY 2021-22 and rescission from the Clipper project in FY 2021-22.

Date: June 22, 2022
W.I.: 1514
Referred by: PAC
Revised: 07/27/22-C 09/28/22-C
10/26/22-C 11/16/22-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).

On November 23, 2022, Attachment A was revised to allocate funds to San Francisco Municipal Transportation Agency (SFMTA), Fairfield and Suisun Transit (FAST), and Solano County Transit (SolTrans).

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, October 12, 2022, and November 9, 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 11/16/22-C

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

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area	Note
5801 - 99233.7, 99275 Community Transit Service - Operations						
VTA	Paratransit Operations	6,880,509	01	06/22/22	Santa Clara County	
AC Transit	Paratransit Operations	5,109,152	02	06/22/22	AC Transit - Ala	
CCCTA	Paratransit Operations	1,332,243	13	07/27/22	CCCTA	
SamTrans	Paratransit Operations	2,790,948	19	09/28/22	San Mateo County	
	Subtotal	16,112,852				
5802 - 99260A Transit - Operations						
VTA	Transit Operations	130,729,623	03	06/22/22	VTA	
NVTA	Transit Operations	5,075,466	04	06/22/22	NVTA	
AC Transit	Transit Operations	67,976,124	05	06/22/22	AC Transit - Ala	
AC Transit	Transit Operations	18,280,448	06	06/22/22	AC Transit - Ala D2	
AC Transit	Transit Operations	10,774,214	07	06/22/22	AC Transit - CC D1	
LAVTA	Transit Operations	10,610,799	08	06/22/22	LAVTA	
Sonoma County						
Transit	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	
SolTrans	Transit Operations	1,072,759	25	11/16/22	Vallejo/Benicia	
Fairfield	Transit Operations	3,420,336	33	11/16/22	Fairfield	
SFMTA	Transit Operations	42,265,150	34	11/16/22	SFMTA	
SFMTA	Transit Operations	2,224,196	35	11/16/22	San Francisco County	
	Subtotal	432,081,007				

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					
Transit	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
SolTrans	Transit Capital	1,282,603	27	11/16/22	Vallejo/Benicia

Subtotal 35,678,545

5807 - 99400C Transit - Operations

NVTA	Transit Operations	1,219,490	11	06/22/22	NVTA
Sonoma County					
Transit	Transit Operations	2,583,792	18	07/27/22	Sonoma County
Fairfield	Transit Operations	1,255,836	36	11/16/22	Fairfield

Subtotal 5,059,118

5812 - 99400D Planning and Administration - Operations

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

Total 492,293,722

Date: June 22, 2022
Referred by: PAC
Revised: 11/16/22-C

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.
6. That in San Francisco County, the Article 4.5 funds can be used to better advantage for Article 4 purposes.

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
11/16/22-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).

On November 16, 2022 to allocate funds to San Francisco Municipal Transportation Agency (SFMTA).

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, October 12, 2022, and November 9, 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
11/16/22-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					Sonoma County	
Transit	Transit Operations	4,024,590	14	10/26/22	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						
					Means-Based Transit	
MTC	Clipper START Administratic	3,000,000	02	06/22/22	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	
SFMTA	Transit Operations	79,226,981	23	11/16/22	SFMTA	
	Subtotal	166,319,455				

5821 - 6730B Capital Costs - Population-based TTAP

MTC	Clipper Paratransit Integrator	1,100,000	21	10/26/22	TTAP - Project 23: Clipper Paratransit Integration
	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 211,331,810

Date: June 22, 2022
Referred by: PAC

Attachment B
Resolution No. 4524
Page 1 of 2

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

FINDINGS

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

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

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

Notes:

The following requirements are suspended for FY 2022-23:

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

Date: June 22, 2022
WI: 1514
Referred by: PAC
Revised: 11/16/22-C

ABSTRACT

Resolution No. 4525, Revised

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

On November 16, 2022, Attachment A was revised to allocate funds to San Francisco Municipal Transportation Agency (SFMTA).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 8, 2022, and November 9, 2022.

Date: June 22, 2022
Referred by: PAC

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4525

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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: 11/16/22-C

Attachment A
MTC Resolution No. 4525
Page 1 of 1

ALLOCATION OF AB 1107 FUNDS
DURING FISCAL YEAR 2022-23

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

Claimant	Project Description	Fare Ratio Plus Local Support Percentage		Allocation Amount	Alloc. Code	Approval Date
		FY 20-21	FY 22-23			
AC Transit	Transit Operations	85%	71%	50% of deposits to MTC's AB 1107 account.	01	06/22/22
SFMTA	Transit Operations	41%	65%	50% of deposits to MTC's AB 1107 account.	02	11/16/22

Date: June 22, 2022
Referred by: PAC
Revised: 11/16/22-C

Attachment B
Resolution No. 4525
Page 1 of 1

ALLOCATION OF FISCAL YEAR 2022-23
AB 1107 FUNDS

FINDINGS

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

<i>Statutory Requirement</i>	<i>AC Transit</i>	<i>SFMTA</i>
1. In accordance with Public Utilities Code §29142.4(a), the operator is a participating member of the Clipper Executive Board and the Bay Area Partnership Board, established by MTC and which serve the function of a regional transit coordinating council.	YES	YES
2. In accordance with Public Utilities Code §29142(c), the operator has complied with the transit system standards established by MTC pursuant to Government Code §66517.5.	YES	YES
3. In accordance with Public Utilities Code § 29142.5, MTC may consider local support revenues in excess of the operator's base amount as fare revenues, as long as by doing so it will enable the operator to maintain or improve vital transit service within a coordinated fare structure. The audited financials submitted by the claimant for FY 2020-21 and included with the proposed FY 2022-23 budget demonstrate a fare ratio of greater than 33 percent when considering other local excess revenue. Local revenue includes fares, advertising, Low Carbon Transit Operations funds, General Fund, local sales tax not including TDA, property tax, local revenue such as parking and traffic fees, bridge tolls, and BART sales tax funds.	YES	YES
4. In accordance with Public Utilities Code § 29142.4, MTC may grant, an operator which was in compliance with the 33 percent farebox requirement prior to that date, a credit not to exceed 5 percent to meet that requirement.	N/A	N/A



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-1605 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 10/3/2022 **In control:** Programming and Allocations Committee

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

Title: MTC Resolution No. 4542, FY2022-23 STA State of Good Repair Allocations

Sponsors:

Indexes:

Code sections:

Attachments: [12e 22-1605 MTC Resolutions 4542 State of Good Repair.pdf](#)
[2f 22-1605 MTC Reso 4542 State of Good Repair.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4542, FY2022-23 STA State of Good Repair Allocations

Presenter:

Terence Lee

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

November 9, 2022

Agenda Item 2f - 22-1605

MTC Resolution No. 4542, FY2022-23 STA-State of Good Repair Allocations

Subject:

Allocation of \$44 million of State Transit Assistance-State of Good Repair (STA-SGR) funds to MTC and transit operators for projects approved by the State Department of Transportation (Caltrans).

Background:

The Road Repair and Accountability Act of 2017, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), created the State of Good Repair Account within the State Transit Assistance Program. The State Controller provides the estimate of funding available by operator in accordance with PUC Section 99314 (Revenue-based share) and to the MTC region in accordance with PUC Section 99313 (Population-based share). Approximately \$32.4 million is expected in revenue-based funds, along with \$11.8 million in population-based funds and these amounts are included in the MTC Fund Estimate (MTC Resolution 4504, Revised).

MTC compiled and submitted the FY 2022-23 STA-SGR proposed project list for Caltrans' review through Resolution 4532 in July 2022 and the CalSMART grant system. MTC proposes to allocate funds to these projects as required by statute.

Funding recipients are responsible for working directly with Caltrans to deliver their projects and meet the program guidelines. Funds will be allocated to a variety of projects to improve the state of good repair of the Bay Area's transit systems – see Attachment A to this resolution for the complete list of projects and allocations.

Most operators will use their revenue-based funds for state of good repair projects of equipment or facilities, to provide local match for projects funded with other state or federal funds, or for the rehabilitation or purchase of public transit vehicles. In accordance with the policy set forth in MTC Resolution 4321, the population-based STA-SGR funds are allocated to MTC to assist in the delivery of the Next Generation Clipper® system.

Issues:

None identified.

Recommendations:

Refer MTC Resolution No. 4542 to the Commission for Approval

Attachments:

Attachment A: MTC Resolution No. 4542



Therese W. McMillan

Date: November 16, 2022
W.I.: 1514
Referred by: PAC

ABSTRACT
Resolution No. 4542

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

This resolution allocates STA-SGR funds to MTC and to transit operators in the MTC region with approved projects in accordance with the program guidelines developed by the State Department of Transportation as the program administrator.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheet dated November 9, 2022.

Date: November 16, 2022
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2022-23 State Transit Assistance State of Good Repair funds to recipients in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4542

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 Road Repair and Accountability Act of 2017, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017) created a Transportation Improvement Fee, Revenue and Taxation Code Section 11053(a), for allocation under the State Transit Assistance Program; and

WHEREAS, the Road Repair and Accountability Act of 2017, SB 1 (Chapter 5, Statutes of 2017) created the State of Good Repair Program within the State Transit Assistance Program, Public Utilities Code Section, 99312.1(c)

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(a), 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 99312.2(b)(2), 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 projects to the State Department of Transportation for approval as required by Public Utilities Code Section 99312.1(d) and the State Department of Transportation has approved those projects for 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 may be 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; now, therefore, be it

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; and, be it further

RESOLVED, that the Executive Director is authorized to make scope or allocation changes to Attachment A, up to \$1 million for each project, in consultation with the affected sponsor if approved by the State Department of Transportation or California State Controller.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and other remote locations on November 16, 2022.

November 16, 2022

PAC

WI: 1514

Attachment A

MTC Resolution No. 4542

Page 1 of 3

ALLOCATION OF STATE TRANSIT ASSISTANCE - STATE OF GOOD REPAIR FUNDS FISCAL YEAR 2022-23

Recipients are responsible for meeting program guidelines and requirements adopted by Caltrans such as annual reporting and fiscal audit. Allocation amounts below are estimated. Final allocation amounts and disbursements will be based on actual funds received from the State of California. If funds received from the State are less than the allocated amount, the allocation will be reduced accordingly.

Recipient	FY 2022-23 Project	Allocation	Alloc. No.	Approval Date
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Population-based Share

MTC	Clipper/Clipper 2.0	\$ 11,809,467	01	11/16/22
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Population-based Total: \$ 11,809,467

Revenue-based Share

AC Transit	Purchase of 36 on-highway commuter buses	\$ 4,121,218	02	11/16/22
ACE (ACTC Share)	ACE Capital Spares	\$ 47,324	03	11/16/22
BART	Repair & Rehabilitation of Various BART Districtwide Systems	\$ 6,457,954	04	11/16/22
PCJPB (Caltrain)	Replacement of Two Bridge Crossings over Guadalupe River and System-wide	\$ 1,536,774	05	11/16/22
CCCTA (County Connection)	Intelligent Transportation System Security Maintenance	\$ 134,731	06	11/16/22

Recipient	FY 2022/23 Project	Allocation	Alloc. No.	Approval Date
City of Fairfield	Corporation Yard Transit Fleet Electrification Project	\$ 28,186	07	11/16/22
	<i>Fairfield Share</i>	\$ 23,907		
	<i>Vacaville Share</i>	\$ 4,279		
GGBHTD	New Vessel Acquisition	\$ 1,474,600	08	11/16/22
LAVTA	Replacement Bus Purchase	\$ 64,628	09	11/16/22
Marin Transit	Replacement of 7 35ft Hybrid Vehicles	\$ 252,014	10	11/16/22
NVTA	Vine Bus Maintenance Facility	\$ 18,296	11	11/16/22
City of Petaluma	Bus Fleet Repair and Rehabilitation	\$ 7,850	12	11/16/22
SamTrans	Bus Shelter Upgrade & Replacement Program	\$ 1,541,284	13	11/16/22
City of Santa Rosa	Fixed-Route Fleet Preventive Maintenance	\$ 26,379	14	11/16/22
SFMTA	SFMTA SGR Projects FY21-22	\$ 11,009,279	15	11/16/22
	<i>SFMTA Facilities SGR Project FY 22-23</i>			
	<i>SFMTA Fixed Guideway SGR Project FY 22-23</i>			
SMART	SMART Capital Spare Parts	\$ 318,586	16	11/16/22
Solano County Transit (SolTrans)	Battery Refresh for Hybrid Buses	\$ 57,924	17	11/16/22
		<i>Soltrans Share</i>		
		\$ 56,190		
		\$ 1,316		
		<i>Rio Vista Share</i>		
		\$ 418		
Sonoma County Transit	Fixed-Route Vehicle Replacements	\$ 36,746	18	11/16/22
ECCTA (TriDelta Transit)	Maintenance Facility Parking Lot Repair	\$ 65,141	19	11/16/22
City of Union City	Purchase of Replacement Revenue Vehicles	\$ 19,963	20	11/16/22

Recipient	FY 2021/22 Project	Allocation	Alloc. No.	Approval Date
VTA	Cerone Operations Control Center (OCC)	\$ 4,698,774	21	11/16/22
		\$ 4,671,471		
		\$ 27,303		
WCCTA (WestCAT)	Local match for purchase of replacement revenue vehicles.	\$ 85,542	22	11/16/22
WETA	Diesel Particulate Filter (DPF) Demonstration	\$ 419,052	23	11/16/22

Revenue-based Total: \$ 32,422,245



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-1465 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 9/7/2022 **In control:** Programming and Allocations Committee
On agenda: 11/9/2022 **Final action:**
Title: MTC Resolution No. 4411, Revised. Regional Measure 3: Goods Movement and Mitigation Program Amendment

Regional Measure 3 (RM3) project programming amendment within the Goods Movement and Mitigation programmatic category.

Sponsors:

Indexes:

Code sections:

Attachments: [13a 22-1465 MTC Resolutions 4411 RM3 Goods Movement ACTC.pdf](#)
[3a 22-1465 MTC Reso 4411 RM3 Goods Movement ACTC.pdf](#)

Date	Ver.	Action By	Action	Result
11/9/2022	1	Programming and Allocations Committee		

Subject:

MTC Resolution No. 4411, Revised. Regional Measure 3: Goods Movement and Mitigation Program Amendment

Regional Measure 3 (RM3) project programming amendment within the Goods Movement and Mitigation programmatic category.

Presenter:

Kenneth Kao

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

November 9, 2022

Agenda Item 3a - 22-1465

**MTC Resolution No. 4411, Revised. Regional Measure 3: Goods Movement and Mitigation
Program Amendment**

Subject:

Regional Measure 3 (RM3) project programming amendment within the Goods Movement and Mitigation programmatic category.

Background:

Bay Area voters approved Regional Measure 3 (RM3) on June 5, 2018. RM3, as authorized by Senate Bill 595 (Beall, 2017), includes a comprehensive traffic relief program of projects funded by toll increases on the seven state-owned toll bridges in the Bay Area. RM3's expenditure plan includes 35 named capital projects, six of which are programmatic categories sponsored by MTC or the Bay Area Toll Authority (BATA). These programmatic categories do not have specific subprojects listed in statute and are subject to further programming by MTC/BATA and other listed project sponsors.

In March 2020, MTC adopted the framework for the Goods Movement and Mitigation programmatic category, discussed below. RM3 is currently under litigation and collected RM3 revenue is being held in an escrow account. No allocations of RM3 funds are anticipated until and unless litigation is resolved in favor of RM3.

Goods Movement and Mitigation (RM3 Project 3)

RM3 includes \$160 million in toll funds to "reduce truck traffic congestion and mitigate its environmental effects." In March 2020, MTC, in consultation with the Alameda County Transportation Commission (ACTC), adopted a framework for programming these funds. The adopted framework divides the \$160 million as follows:

- 50%, or \$80 million, for the GoPort suite of projects at the Port of Oakland, which includes the 7th Street Grade Separation project.
- 25%, or \$40 million, for community impact reduction and emissions reduction, including ACTC's railroad grade crossing safety program.
- 25%, or \$40 million, held in reserve.

Proposed Amendment to Framework

Upon further consultation and coordination with ACTC, MTC staff propose amending the above framework for the Goods Movement and Mitigation category to fully program the RM3 funds as follows:

- \$80 million, unchanged for the GoPort suite of projects at the Port of Oakland. ACTC is the project sponsor;
- \$25 million, for ACTC's railroad grade crossing safety enhancement program, which contributes to community impact reduction from the Port of Oakland. ACTC is the project sponsor
- \$55 million, for neighborhood and railroad safety improvements near the Port of Oakland which contribute to community impact reduction and more efficient truck operations. City of Oakland is the project sponsor.

The proposed program of projects listed above fully meets the intent of the RM3 enabling statute for the Goods Movement and Mitigation programmatic category: the GoPort project will "reduce truck traffic congestion" and the latter two projects "mitigate its environmental effects." All projects have a link to the Port of Oakland, which is specifically identified in the RM3 enabling statute. Staff recommends programming the last two projects, among other reasons, to allow these projects to apply for highly competitive state and federal grants, using the RM3 funds as "at risk" leverage pending final court action.

Partner Actions

ACTC and MTC are named sponsors for the Goods Movement and Mitigation programmatic category, and statute dictates that "MTC shall consult and coordinate with ACTC to select projects for the program." ACTC will bring a similar action programming these RM3 funds to the above projects to its Programs and Projects Committee (PPC) on November 14, and to the full ACTC Commission on December 1. Further, MTC and ACTC staff consulted with the Port of Oakland on the proposed programming amendment and the Port is supportive and has transmitted a letter of support which is attached to this memo. The City of Oakland would be the

project sponsor and implementing agency of the \$55 million for neighborhood and railroad safety improvements near the Port of Oakland.

Issues:

Since both MTC and ACTC are named sponsors, both policy boards must approve the programming amendment action. Further, this programming action does not authorize expenditure of funds; only an allocation or Letter of No Prejudice authorizes expenditure of funds. The specific project sponsor would be the responsible entity for any Letter of No Prejudice and/or allocation requests at a future date.

Recommendations:

Refer MTC Resolution No. 4411, Revised, to the Commission for approval.

Attachments:

- MTC Resolution No. 4411, Revised.
- Letter from Port of Oakland, dated October 25, 2022



Therese W. McMillan

Date: March 25, 2020
W.I.: 1258
Referred by: PAC
Revised: 05/27/20-C 06/23/21-C
07/28/21-C 11/16/22-C

ABSTRACT

MTC Resolution No. 4411, Revised

This resolution establishes programming for Regional Measure 3 (RM3) capital projects sponsored or co-sponsored by MTC or BATA.

This resolution includes the following attachments:

Attachment A – Goods Movement and Mitigation Program of Projects

Attachment B – Bay Area Corridor Express Lanes Program of Projects

Attachment C – North Bay Transit Access Improvements Program of Projects

This resolution was revised on May 27, 2020 by Commission Action to add Attachment B – Bay Area Corridor Express Lanes Program of Projects.

This resolution was revised on June 23, 2021 by Commission Action to add Attachment C – North Bay Transit Access Improvements Program of Projects.

This resolution was revised on July 28, 2021 by Commission Action to amend Attachment B – Bay Area Corridor Express Lanes Program of Projects.

This resolution was revised on November 16, 2022 by Commission Action to amend Attachment A – Goods Movement and Mitigation Program of Projects.

Additional discussion of this allocation is contained in the Executive Director’s memorandum and MTC Programming and Allocations Committee Summary sheet dated March 11, 2020, May 13, 2020, June 9, 2021, July 14, 2021, and November 9, 2022.

Date: March 25, 2020
W.I.: 1258
Referred by: PAC

Re: Programming of Regional Measure 3 Capital Projects Sponsored or Co-Sponsored by MTC or BATA

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4411

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

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

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

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

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

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

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

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

WHEREAS, the RM3 Expenditure Plan gives certain responsibilities to MTC or BATA for specific projects, including project sponsorship or co-sponsorship, making funds available for projects, providing funding for competitive grant programs, allocating funding to an agency designated to build a project, or consulting with entities to determine a project sponsor, as identified in Sections 30914.7(a) and (c) of the California Streets and Highways Code; and

WHEREAS, pursuant to Section 30914.7(a) of the California Streets and Highways Code, other entities are joint project sponsors of certain RM3 capital projects or otherwise listed in determining the project sponsor;

WHEREAS, the Attachments to this resolution, attached hereto and incorporated herein as though set forth at length, list project programming determinations for specific projects pursuant as Section 30914.7(a) of the California Streets and Highways Code; now, therefore, be it

RESOLVED, that MTC approves the programs of projects as set forth in the Attachments; and be it further


RESOLVED, that MTC may take further action to issue RM3 Letters of No Prejudice based on the programs of projects as set forth in the Attachments; and, be it further

RESOLVED, that further MTC action in the form of approved allocations are required to expend RM3 funds; and, be it further

RESOLVED, that MTC will meet all obligations for these projects regarding joint sponsors and other entities pursuant to Section 30914.7(a) of the California Streets and Highways Code; and be it further

RESOLVED, that a certified copy of this resolution and applicable attachments shall be forwarded to any applicable project sponsor, co-sponsor, or implementing agency.

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

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

Goods Movement and Mitigation

RM3 Project No.	3
Project Title	Goods Movement and Mitigation
Funding Amount	\$160,000,000
Statute Project Description	
Provide funding to reduce truck traffic congestion and mitigate its environmental effects. Eligible projects include, but are not limited to, improvements in the County of Alameda to enable more goods to be shipped by rail, access improvements on Interstate 580, Interstate 80, and Interstate 880, and improved access to the Port of Oakland.	
Statute Project Sponsor Description	
The Metropolitan Transportation Commission shall consult and coordinate with the Alameda County Transportation Commission to select projects for the program. Eligible applicants include cities, counties, countywide transportation agencies, rail operators, and the Port of Oakland. The project sponsor is the Metropolitan Transportation Commission and the Alameda County Transportation Commission.	
Other Project Sponsor Action Required for Programming	
Alameda County Transportation Commission (Alameda CTC) adopted its initial program of projects consistent with MTC's March 2020 programming action at its March 26, 2020 meeting. Alameda CTC will adopt an amendment to the program of project consistent with the list below at its December 1, 2022 meeting.	

Program of Projects

Project Sponsor	Project Title	RM3 Amount (\$ millions)
Alameda County Transportation Commission	GoPort Suite of Projects at the Port of Oakland, including the 7 th Street Grade Separation (East and West) Project	\$80
Alameda County Transportation Commission	Railroad Safety Enhancement Program (RSEP)	\$25
City of Oakland	Neighborhood and Railroad Safety Improvements Near the Port of Oakland	\$55
Total		\$160



October 25, 2022

Therese McMillan
Executive Director
Metropolitan Transportation Commission
375 Beale Street
San Francisco, CA 94105

RE: Support for Regional Measure 3 Programming Action for the City of Oakland

Dear Ms. McMillan:

On behalf of the Port of Oakland (Port), I am pleased to support an upcoming programming action totaling \$55 million that will be under consideration by the Metropolitan Transportation Commission related to neighborhood and rail safety improvements near the Port. The City of Oakland is the project sponsor and seeks to initiate and secure funding for projects which will contribute to community impact reductions related to freight and create opportunities for transportation efficiency and safety upgrades in and around the Oakland seaport.

The Port and its stakeholders have embarked on a wide range of improvements that have facilitated enhanced freight and passenger access in and around the seaport and we continue to invest in capital infrastructure and Intelligent Transportation System initiatives that promote the efficient and safe movement of goods and people. We are also committed to the continued introduction of zero-emissions and sustainable transportation initiatives to reduce the local health and global climate change impacts of freight activities.

The City and Port of Oakland have identified several infrastructure programs and projects that will accelerate these initiatives and provide additional benefits to both residents and freight stakeholders, and we continue to work in tandem to deliver these projects expeditiously.

Thank you in advance for your consideration of the Port's support for this programming action.

Sincerely,

Kristi McKenney

Kristi McKenney
Chief Operating Officer



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-1622 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 10/6/2022 **In control:** Programming and Allocations Committee
On agenda: 11/9/2022 **Final action:**
Title: MTC Resolution No. 4548. Regional Early Action Planning Grant (REAP 2) Program Full Allocation Request.

Adoption of Resolution No. 4548, authorizing MTC to submit an allocation request to California Department of Housing and Community Development (HCD) for \$102.8 million in REAP 2 formula funds.

Sponsors:

Indexes:

Code sections:

Attachments: [13bi 22-1622 MTC Resolution 4548 REAP2.pdf](#)
[13bii 22-1622 REAP 2 Overview Presentation.pdf](#)
[4a 22-1622 MTC Resolution 4548 REAP2.pdf](#)
[4a 22-1622 REAP 2 Overview Presentation.pdf](#)
[Public Comment Members of the People's Land and Housing Alliance.pdf](#)

Date	Ver.	Action By	Action	Result
11/9/2022	1	Programming and Allocations Committee		

Subject:

MTC Resolution No. 4548. Regional Early Action Planning Grant (REAP 2) Program Full Allocation Request.

Adoption of Resolution No. 4548, authorizing MTC to submit an allocation request to California Department of Housing and Community Development (HCD) for \$102.8 million in REAP 2 formula funds.

Presenter:

Mallory Atkinson

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

November 9, 2022

Agenda Item 4a - 22-1622

MTC Resolution No. 4548

Subject:

Regional Early Action Planning Grant (REAP 2) Program Full Allocation Request. Adoption of Resolution No. 4548, authorizing MTC to submit an allocation request to California Department of Housing and Community Development (HCD) for \$102.8 million in REAP 2 formula funds.

Background:

The Regional Early Action Planning Grant (REAP 2) Program is a one-time \$600 million state investment to advance implementation of adopted regional plans by funding transformative planning and implementation activities that accelerate infill housing development, reduce per capita vehicle miles traveled (VMT), and affirmatively further fair housing. The program is administered by California Department of Housing and Community Development (HCD), in collaboration with California Office of Planning and Research (OPR), Strategic Growth Council (SGC), and California Air Resources Board (CARB). MTC is anticipated to receive \$102.8 million in REAP 2 formula funds for eligible projects and subgrantees throughout the region.

In March 2022, the Committee authorized staff to submit an advanced allocation request for up to 10% of its anticipated formula share, or \$10.3 million, for initial program development, priority setting, outreach, and program administration. However, HCD did not release the final program guidelines until late July. With the delayed release of the program guidelines, combined with an approaching December 31, 2022 deadline to request the balance of MTC's full formula share, staff recommends forgoing the submittal of the optional 10% advanced allocation request. Instead, staff recommends proceeding to submit the allocation request for the MTC's full formula share of \$102.8 million.

Regional Investment Strategy

Given the one-time opportunity presented by the REAP 2 funding program to implement various *Plan Bay Area 2050* priorities, staff recommends coordinating these with other complementary state and federal fund sources. Coordinating REAP 2 funds with the One Bay Area Grant (OBAG 3) program, funds for Transit Transformation Action Plan priority actions, and the new federal Carbon Reduction Program (CRP), allows the MTC to strategically match of regional projects and programs to the most appropriate funding source. This regional investment strategy is further detailed in **Attachment 1**.

REAP 2 Expenditure Plan

Throughout the *Plan Bay Area 2050* plan development process, Bay Area residents consistently prioritized addressing housing unaffordability and the need to modernize and improve transit service. Other priorities raised during the various phases of engagement included addressing greenhouse gas (GHG) emissions, improving biking and walking infrastructure, and the local economy.

Staff recommends focusing REAP 2 into three program areas that align with the State’s objectives for this fund source as well as with the priorities elevated by the community and stakeholders consistently over the last several years: (1) accelerating the implementation of the *Plan Bay Area 2050* Growth Framework, (2) delivering near-term priorities from the Transit Transformation Action Plan, and (3) augmenting the Community Choice Initiatives program to invest in additional local projects and programs prioritized by residents of Equity Priority Communities (EPCs). The proposed expenditure plan is summarized in **Table 1** below. Additional information on the proposed program areas, activities, and funding amounts is provided in **Attachment 2**.

Table 1. Proposed REAP 2 Expenditure Plan - Summary

Program Area	Activities	Amount	Staffing & Outreach
1. Plan Bay Area 2050 Growth Framework Implementation <i>\$58 million</i>	Housing Preservation Pilot	\$15 million	\$3.4 million included to launch two new housing investment pilots and to provide ongoing housing technical assistance
	Priority Sites Pilot	\$28 million	
	Regional Housing Technical Assistance & Local Grants	\$15 million	
2. Transit Transformation Action Plan Implementation <i>\$31.6 million</i>	Regional Transit Fare Coordination & Integration	\$22 million	\$1.2 million included to deliver Transit Transformation Action Plan activities
	Regional Transit Mapping & Wayfinding	\$9.6 million	
3. Community Choice Initiatives <i>\$8 million</i>	Community-Based Transportation Project Implementation	\$8 million	Staffing support provided through existing fund sources
	Participatory Budgeting Project Implementation		
	Community Power-Building and Engagement		

Program Area	Activities	Amount	Staffing & Outreach
Proposed Activities Subtotal*		\$97.6 million	
	Program Administration	\$5.2 million	\$5.2 million in administration and support costs
REAP 2 Expenditure Plan Total		\$102.8 million	

* The proposed activities subtotal includes \$750,000 for ongoing outreach and engagement activities throughout the design and implementation of REAP 2 programs and activities.

Staff is also developing an ongoing engagement strategy for the REAP 2 program, guided by MTC's Equity Platform. The strategy aims to increase opportunities for participation to inform the design and implementation of individual program activities, and will include targeted engagement with community-based organizations. More information on the engagement strategy is provided in **Attachment 2**.

Next Steps

Staff will submit an application detailing MTC's proposed REAP 2 program areas and activities, along with an allocation request for MTC's formula share of \$102.8 million to HCD by December 31, 2022.

Issues:

Staff has developed the REAP 2 funding proposal with the program's encumbrance and expenditure deadlines at top of mind (June 30, 2024 and June 30, 2026, respectively). Staff will continue to monitor project and program schedules throughout the program period and may return to the Commission should unforeseen delays require a change in the recommended program areas, activities, or funding amounts.

Recommendation:

Refer MTC Resolution No. 4548 to the Commission for approval and authorize the Executive Director or designee to submit an allocation request and application to HCD for \$102.8 million in REAP 2 funds and enter into a State of California Standard Agreement for distribution of the funds.

Attachments:

- Attachment 1: Regional Investment Strategy
- Attachment 2: REAP 2 Expenditure Plan

- MTC Resolution No. 4548
- Presentation



Therese W. McMillan

Regional Early Action Planning grants program (REAP 2)

Regional Investment Strategy

\$ in millions

Program Category	OBAG 3 Regional Programs <i>Approved Jan. 2022</i>	Blue Ribbon Funding <i>Approved Jun. 2022</i>	Carbon Reduction <i>Approved Oct. 2022</i>	REAP 2 <i>Proposed Nov. 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	\$60	\$102.8	\$629.8

Note: Totals may not add due to rounding.

Regional Early Action Planning grants program (REAP 2)

REAP 2 Expenditure Plan - Detail

Program Area 1: *Plan Bay Area 2050* Growth Framework Implementation (\$58 million)

- **Housing Preservation Pilot (\$15 million)**

Building upon the recently revised Bay Area Preservation Pilot (BAPP) and the launch of the Bay Area Housing Finance Authority (BAHFA), these funds would establish the first in-house capital program focused on preservation of unsubsidized affordable housing. The program would provide financing to non-profit developers and community land trusts for acquisition and rehabilitation of properties to establish long-term affordability, prioritizing projects in systemically marginalized communities and near existing or planned transit infrastructure. Preservation projects will strive to include mobility and communication features as part of the building rehabilitation plans where possible, while also considering the driving twin goals that existing residents should not be displaced, and unit counts should not be reduced.

- **Priority Sites Pilot (\$28 million)**

This pilot program would provide predevelopment funding to accelerate regionally significant projects that leverage public land or the redevelopment of aging malls/office parks – two of the most impactful Housing Strategies in *Plan Bay Area 2050*. The program could prioritize projects that advance multiple regional goals (affordability, climate, equity, etc.) and demonstrate success factors such as local support, a clear path to entitlements, and a realistic financing plan. In addition, because the affordable housing for all Priority Sites is likely to leverage tax credits, these projects will include mobility features for a minimum of 15% of units, and communications features for a minimum of 10% of units. Developments for seniors and housing for people with special needs will generally include mobility features in 100% of units and communications features exceeding 10% of units, and developers must prioritize leasing of accessible units to households in need of those features.

- **Regional Housing Technical Assistance & Local Grants (\$15 million)**

This program area would build upon the success of ABAG's REAP 1 funded Regional Housing Technical Assistance Program. REAP 2 funds could extend and enhance the program to support compliance with MTC's Transit Oriented Communities Policy (TOC), implementation of local Regional Housing Needs Allocations (RHNA) targets and Housing Element

requirements and ensure Bay Area jurisdictions remain competitive for state funding by assisting with the new “pro-housing” designation. Components of the program could include regional technical assistance (policy development, data, trainings, etc.), funding for county-based Planning Collaboratives and exploring a “race to the top” housing policy grant pilot program.

- **Program Area Implementation**

Of the \$58 million proposed for this program area, \$3.4 million is included for the term-limited staffing resources necessary to launch two new housing investment pilots and to continue to provide the housing technical assistance and local planning grant programs introduced in REAP 1.

Program Area 2: Transit Transformation Action Plan Implementation (\$31.6 million)

- **Regional Transit Fare Coordination & Integration (\$22 million)**

This program would implement no-cost and reduced cost transfers region-wide for transit users transferring between different transit agencies. The launch of the pilot will coincide with the rollout of the next generation Clipper® system, targeted for late 2023, and will run for an anticipated 24 months. Prior to the end of the pilot, staff will evaluate the effects of the reduced costs on travel behavior, revenue, and customer service. Funds will be used to mitigate or eliminate financial risk to transit operators participating during the pilot period.

- **Regional Transit Mapping & Wayfinding (\$9.6 million)**

This program will develop regional mapping and wayfinding standards which will be used by across the Bay Area’s 27 transit operator service areas. Funds will also be used to implement the new standards in 1-3 pilots in subregions in the North and East Bay.

- **Program Area Implementation**

Of the \$31.6 million proposed for this program area, \$1.2 million is included for the term-limited staffing resources needed to deliver the REAP 2-funded Transit Transformation Action Plan activities.

Program Area 3: Community Choice Initiatives (\$8 million)

Staff is currently implementing a “participatory grantmaking” process that involves engaging Community-Based Organizations (CBOs), cities, transit operators, and County Transportation Agencies. These surveys and listening sessions will be completed by November 2022 and will be used to inform the design and guidelines for the three activities proposed within this program area

- **Community-based Transportation Project Implementation**

Staff is proposing funding to provide technical assistance to advance high-priority projects in MTC’s Equity Priority Communities (EPCs). These funds would provide a baseline source of funding to further develop concepts, positioning projects to become more competitive for future funding opportunities for implementation. Technical assistance areas may include preliminary engineering, design, and environmental work.

- **Participatory Budgeting Project Implementation**

This focus area builds upon MTC’s Participatory Budgeting Pilot implemented during Lifeline Transportation Program (LTP) Cycle 5. These funds would establish the first regional scaling of implementing projects through a community-led process, with priorities identified, developed, and voted upon reflective of community. The program funds high-priority, neighborhood-level projects ranging from sidewalk and bus stop enhancements to transit ambassadors.

- **Community Power-Building and Engagement**

Funding in this focus area would supplement existing resources for CBOs to conduct engagement and outreach during the project implementation phase. Specifically, this program would invest in additive, culture-specific approaches to engage diverse, historically underrepresented groups.

Funding would also be available to local governments and CBOs that serve as vital front-line practitioners, which require support not only in conducting the work but also in capacity building and infrastructure. The program is envisioned to provide resources to build upon CBO assets from training and development to grant management technical assistance supporting implementation of transportation investments.

Outreach and Engagement (\$750,000)

Across the three program areas, \$750,000 is proposed for outreach and engagement activities throughout the program design and implementation, including targeted engagement with community-based organizations.

The ongoing engagement strategy for the REAP 2 program is guided by MTC’s Equity Platform, with the goal of increasing opportunities for participation to inform individual program design and project implementation, particularly for those who may be most impacted by the program’s investments. Staff will develop unique strategies tailored to the individual needs of each proposed program area and activities, and identify opportunities for deep, meaningful, and robust community and stakeholder engagement.

The REAP 2 engagement strategy will be modeled as a continuation of the extensive engagement conducted during *Plan Bay Area 2050*, the Blue Ribbon Transit Recovery Task Force, and other similar efforts, and build upon the partnerships established during those efforts. The engagement strategy will proactively employ a variety of methods to reach a diversity of voices while assuring engagement with EPCs and other disadvantaged and historically underserved communities. All engagement efforts will also carefully consider language access and other potential barriers to participation.

Program Administration (\$5.2 million)

An additional \$5.2 million, or approximately 5%, is proposed in term-limited staffing resources to administer the REAP 2 funding program. This includes administrative support for contracts, invoicing, finance and accounting, and overall management of program and project delivery and reporting.

Date: November 16, 2022

W.I.: 1615

Referred by: PAC

ABSTRACT

Resolution No. 4548

Authorization to request an allocation of funds to the State of California Department of Housing and Community Development (HCD) through the Regional Early Action Planning grants program (REAP 2). This authorizing resolution is required by the HCD as part of the request for the allocation of REAP 2 funds.

Further discussion of the REAP 2 allocation request is contained in the memorandum to the Programming and Allocations Committee dated November 9, 2022.

REQUIRED RESOLUTION TEMPLATE

MTC Resolution No. 4548 Metropolitan Transportation Commission

AUTHORIZING RESOLUTION

The necessary quorum and majority of the Commissioners of the Metropolitan Transportation Commission, a Metropolitan Planning Organization, ("Applicant") hereby consents to, adopts and ratifies the following resolution:

- A. WHEREAS, the Department is authorized to provide up to \$510,000,000 to Metropolitan Planning Organizations and Councils of Government ("Applicant") listed in Health and Safety Code Section 50515.08, subdivisions (a)(1)-(6) under the Regional Early Action Planning grants program (REAP 2.0), as detailed in Health and Safety Code Section 50515.08-10.
- B. WHEREAS the State of California (the "State"), Department of Housing and Community Development ("Department") issued a Notice of Funding Availability on July 26, 2022 for REAP 2.0 grants available to Metropolitan Planning Organizations and Councils of Government;
- C. WHEREAS Applicant is a Metropolitan Planning Organization or Council of Government eligible to submit a Request for Funds pursuant to Health and Safety Code Section 50515.08(c) to develop and accelerate the implementation of the requirements described in Health and Safety Code section 50515.08(c)(1).
- D. WHEREAS the Department shall approve the Request for Funds, subject to the terms and conditions of Eligibility, Guidelines, NOFAs, Program requirements, and the Standard Agreement by and between the Department and REAP 2.0 Grant Recipients;

NOW THEREFORE BE IT RESOLVED THAT:

- 1. The Metropolitan Transportation Commission ("MTC") is hereby authorized and directed to request an allocation of funds not to exceed \$102,842,103.03 (the amount allocated pursuant to Health and Safety Code section 50515.07(a) consistent with the methodology described in 50515.09(a)). If the MTC received an advance allocation of REAP 2.0 funds, the MTC's Request for Funds may not exceed \$102,842,103.03 (the difference between the advance allocation amount received and the total amount allocated pursuant to Health and Safety Code section 50515.07(a) consistent with the methodology described in 50515.09(a)).
- 2. The Executive Director is authorized to execute the Request for Funds, on behalf of the MTC as required by the Department for receipt of REAP 2.0 funds.
- 3. When MTC receives an allocation of REAP 2.0 funds in the authorized amount of

REQUIRED RESOLUTION TEMPLATE

\$102,842,103.03 from the Department pursuant to the above referenced Request for Funds, it represents and certifies that it will use all such funds only for eligible activities as set forth in Health and Safety Code section 50515.08(c)(1), as approved by the Department and in accordance with all REAP 2.0 requirements, guidelines, all applicable state and federal statutes, rules, regulations, and the Standard Agreement executed by and between the Applicant MTC and the Department.

4. The Executive Director is authorized to enter into, execute, and deliver a State of California Standard Agreement for the amount of \$102,842,103.03, and any and all other documents required or deemed necessary or appropriate to evidence and secure the REAP 2.0 Allocation, the MTC's obligations related thereto and all amendments the Department deems necessary and in accordance with REAP 2.0.

PASSED AND ADOPTED at a regular meeting of the Metropolitan Transportation Commission this sixteenth day of November, 2022 by the following vote:

AYES: _____ ABSTENTIONS: _____ NOES: _____ ABSENT: _____

Alfredo Pedroza, Chair

ATTEST: _____
Kimberly Ward, Clerk

REAP 2 - Overview

Programming and Allocations Committee

November 9, 2022



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

What is the Regional Early Action Planning Grant (REAP 2)?

- \$600M statewide to MPOs, with \$103M to MTC
- Expands upon REAP 1 beyond planning to focus on implementation at intersection of climate, housing and equity; fund infrastructure and housing
- Designed to advance Sustainable Communities Strategies (*Plan Bay Area 2050* Growth Framework)
- Emphasis on “transformative” projects and quantifiable outcomes
- Application deadline: December 31, 2022
- Expenditure deadline: June 30, 2026



How is REAP 2 different from REAP 1?

	REAP 1	REAP 2
Recipient	COGs (ABAG)	MPOs (MTC)
Amount	\$24 million	\$103 million
State Agencies Involved	HCD	HCD, OPR, SGC, CARB
Key Planning Documents	RHNA, Local Housing Elements	Sustainable Communities Strategies (SCS), Local Housing Elements
Focus for Funding	Technical Assistance to comply with RHNA, adopt pro-housing policies	Direct investment in transformative projects: housing, housing-supportive infrastructure, and planning
Required Outcomes	<ul style="list-style-type: none"> - Adopted Housing Elements and pro-housing plans and policies 	<ul style="list-style-type: none"> - Completed housing and housing-supportive infrastructure - Quantifiable reduction in Vehicle Miles Traveled and GHG - Quantifiable increase in equity, including fair housing



REAP 2 Objectives

All Program Uses Must Have a Nexus to:

- Accelerating Infill Development that Facilitates Housing Supply, Choice, and Affordability
- Affirmatively Furthering Fair Housing
- Reducing Vehicle Miles Traveled



REAP 2 Proposal

Considerations

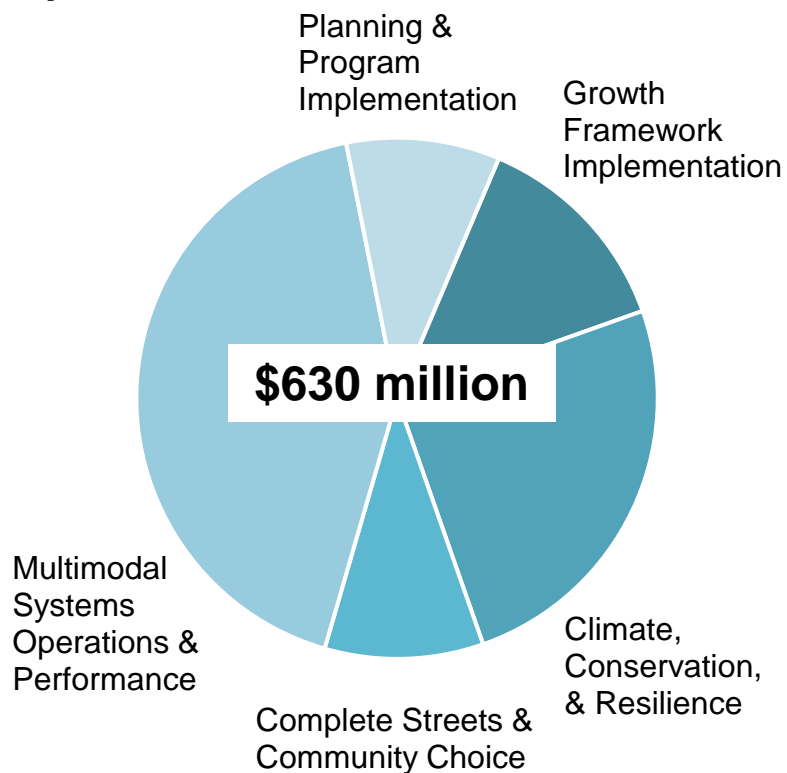
- Clear connection to *Plan Bay Area 2050* goals for growth, affordability, and vehicle miles traveled (VMT) reduction
- Project readiness and deliverability within program deadlines
- Limit administrative burden of implementing one-time funding program
- Leverage complementary fund sources



REAP 2 Proposal

Regional Investment Strategy

Near-term Regional Investments, Proposed



\$, in millions

Focus Areas	REAP 2 <i>Proposed</i>	OBAG 3 Regional Programs	Blue Ribbon Funds	Carbon Reduction Program	Total
Planning & Program Implementation	\$5	\$50	\$5	\$0	\$60
Growth Framework Implementation	\$58	\$25	\$0	\$0	\$83
Climate, Conservation, & Resilience	\$0	\$98	\$0	\$60	\$158
Complete Streets & Community Choice	\$8	\$54	\$0	\$0	\$62
Multimodal Systems Ops. & Performance	\$32	\$156	\$80	\$0	\$267
Combined Investment Total	\$103	\$382	\$85	\$60	\$630

Totals may not add due to rounding.



REAP 2 Proposal

Focus Areas

\$, in millions

Proposed Focus Areas	REAP 2
1. Regional Growth Framework Implementation	\$58
2. Transit Transformation Action Plan Implementation	\$31.6
3. Community Choice Program Implementation	\$8
+ Program Administration	\$5.2
Proposed Total	\$102.8

Funding levels for Focus Areas include resources for term-limited staffing and ongoing outreach and engagement.

Photo credit: Karl Nielsen



REAP 2 Proposal

Focus Areas

1. Regional Growth Framework Implementation

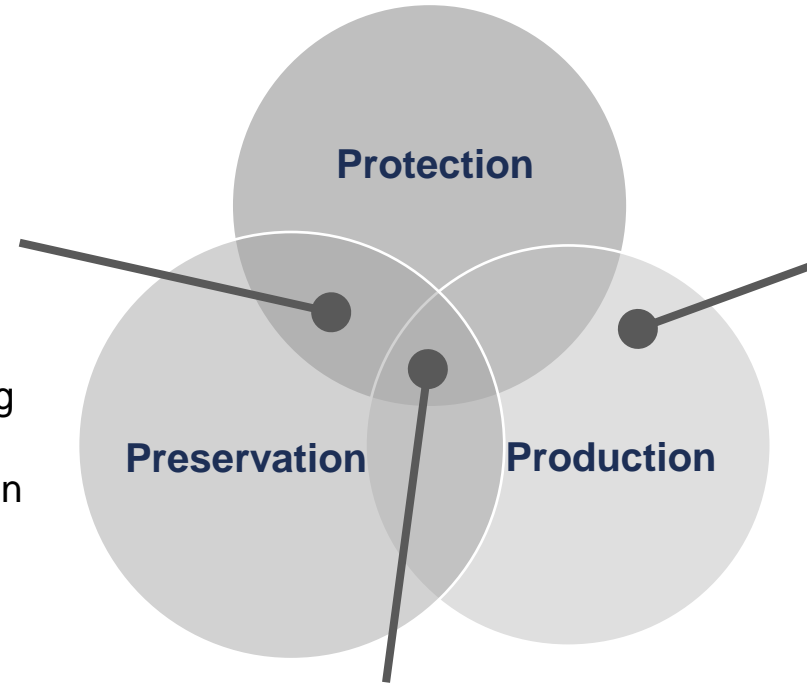
\$58 million



Housing Preservation Pilot

\$15 million

- Capital financing for acquisition and rehabilitation
- Build upon Bay Area Preservation Pilot (BAPP) experience



Priority Sites Pilot

\$28 million

- Fund high impact, regionally-significant affordable housing projects
- Establish pipeline of additional priority sites for future funding

Regional Housing Technical Assistance

\$15 million

- Continued support for county-based planning collaboratives, Housing Element implementation, and development of key housing strategies
- Local housing policy grants



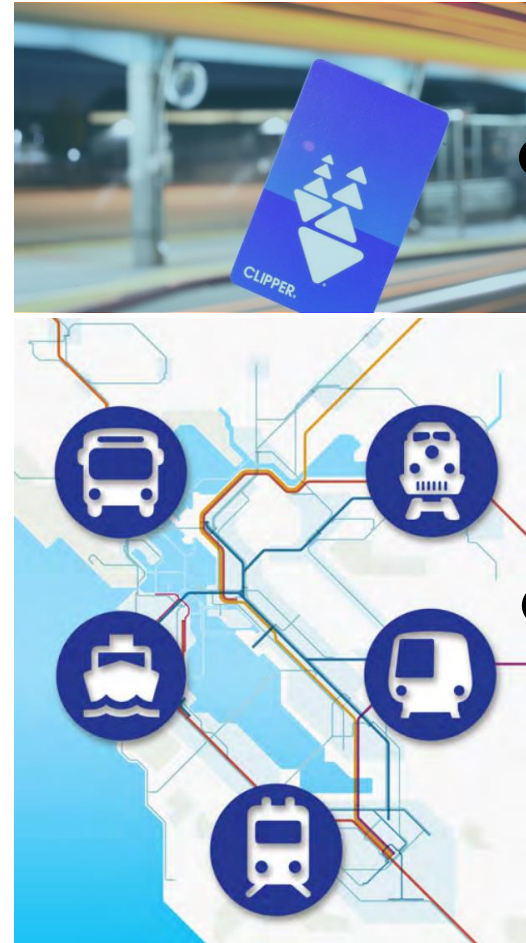
REAP 2 Proposal

Focus Areas

2. Transit Transformation Action Plan Implementation

\$31.6 million

- Support advancement of accelerated initiatives central to the Action Plan
- Implementation progress is already underway for fare integration and mapping & wayfinding, two efforts well-aligned with REAP 2 program goals



Fare Coordination & Integration Pilot

\$22 million

Pilot no-cost and reduced cost transfers

Mapping & Wayfinding

\$9.6 million

Regional standards, subregional pilots



REAP 2 Proposal

Focus Areas

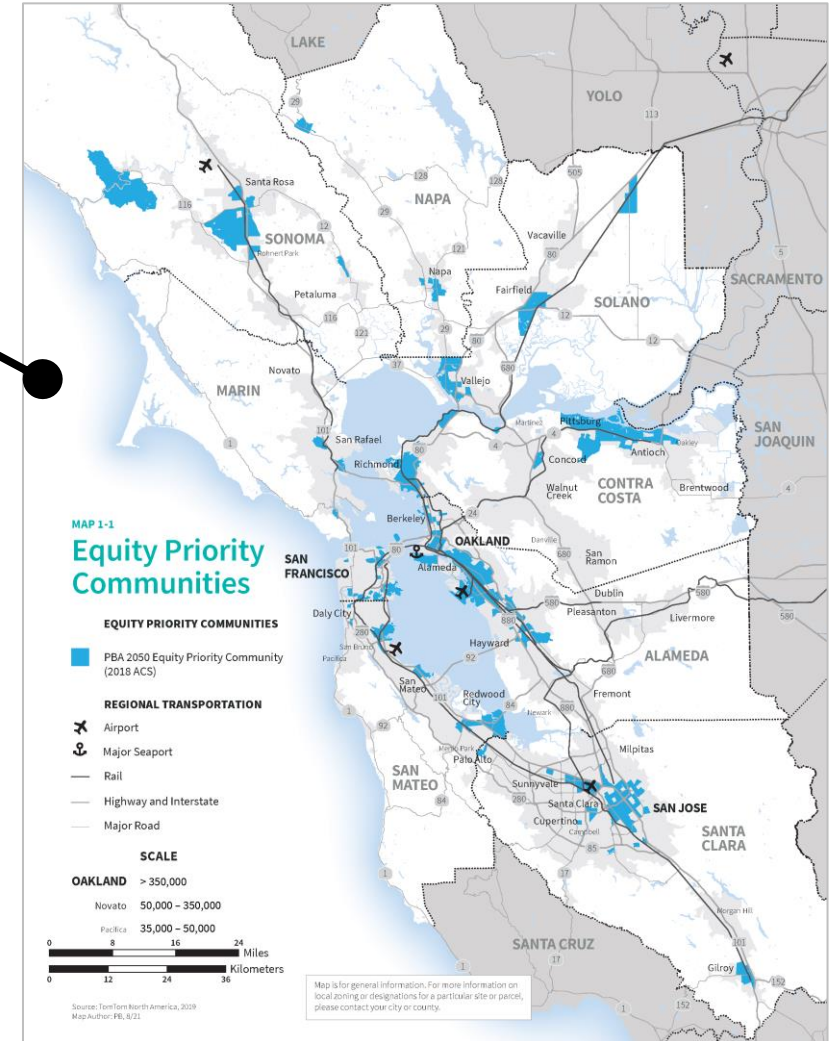
3. Community Choice Program Implementation

\$8 million

Project Implementation and Technical Assistance

\$8 million

- Implement high-priority projects in Equity Priority Communities (EPCs)
- Participatory Budgeting (PB) project implementation
- Community power-building and engagement technical assistance for Community-Based Organizations (CBOs) and local jurisdictions



Next Steps



Recommendation

- 1) Refer MTC Resolution No. 4548 to the Commission for approval
- 2) Authorize Executive Director or designee to:
 - Submit allocation request and application to HCD for \$102.8 million in REAP 2 funds; and
 - Enter into necessary agreements with HCD for the distribution of allocated funds



Programming and Allocations Committee
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

November 9, 2022

Re: BAHFA funds for housing preservation and community ownership models

Dear members of the Program and Allocations Committee,

As members of the People's Land and Housing Alliance, we write to ask you to (1) prioritize the full \$15 million in housing preservation pilot within the Growth Framework Implementation of the REAP 2.0 program for community-controlled organizations that are led by Black and Indigenous people of color (BIPOC) and focused on permanently affordable housing, and (2) set aside \$3-5 million for new and emerging community-controlled models.

The People's Land and Housing Alliance (PLHA) brings together community organizations, new and existing community land trusts, and groups that provide technical and legal support to advance permanently affordable, low-cost housing and community stewardship of land and housing in order to address the structural drivers of the affordable housing crisis in the Bay Area for low-income communities of color. PLHA was created in response to the structural failures of markets and local governments when it comes to the housing crisis specifically, and to the inequalities in land distribution and use, more broadly.

The regional housing crisis is rooted in the exclusion of low-income communities and communities of color from important short- and long-term decisions about land and housing policy. Historically, these decisions have been left to market forces, where demand is measured by wealth, and to elected officials who are too often unresponsive or unaccountable to the needs of these communities. As a result, housing prices and land values are skyrocketing and thousands of Bay Area residents face the threat of eviction and homelessness. Displacement and forced relocation are direct threats to the long-term health, stability, and prosperity of low income communities and communities of color throughout the region. Sustainable, long-term solutions demand that we transition to a housing system that prioritizes individual, family, and community stability and health, and which views land and housing as central means to these ends.

BAHFA has the potential to be a leader in moving our region beyond the current broken housing system to center racial and social justice. Because BAHFA is such a new agency, the guidelines to distribute REAP 2.0 funds set an important precedent for the role BAHFA will play in the years to come.

We commend the BAHFA staff for recognizing the importance of community-driven models in addressing the regional housing crisis and suggesting a set-aside for these types of models. However, this does not go far enough. Without additional criteria for the full set of funds, BAHFA could unintentionally worsen our housing crisis by giving away scarce public dollars to predatory investors to buy up current low-cost housing stock in our communities and raising rents or forcing displacement of our communities.

BAHFA has the opportunity to send a strong message with its initial REAP 2.0 program that the funds it raises and allocates will be used to provide permanently affordable housing and remove homes from the speculative market through community ownership. BAHFA can do this by taking two actions:

- 1. Adopt the staff recommendation to allocate \$15 million of REAP 2.0 funding to a Housing Preservation Pilot program.**
- 2. Establish clear criteria for REAP 2.0 funds to be prioritized for community-controlled organizations that are led by BIPOC communities and focused on permanently affordable housing.** BAHFA funding should require permanent affordability through deed restrictions on the land that ensure the housing will be affordable for low-income families in perpetuity. This maximizes the return of these scarce public dollars by ensuring the affordability never expires, unlike traditional 30 or even 55 year deed restrictions which require communities and local governments to scramble to find ever larger sources of funding to extend affordability as those restrictions expire. For example, through an analysis of 40 East Bay properties in its portfolio, the Northern California Land Trust has found that deed restrictions keeping these homes permanently affordable have used initial subsidies of just \$28,760 per unit to create \$330,708 worth of affordability per unit – a massive 1,150% return on investment of these public funds over a 20-year period. A deed restriction on the land for permanent affordability is the only action that takes land and housing out of the speculative market. Additionally, REAP 2.0 funds should require community control of the organizations that own the land, to ensure this long-term commitment to affordable, quality housing with dignity is not diluted over time.
- 3. Establish a \$3-5 million set-aside for new and emerging community-controlled models.** The Bay Area is experiencing unprecedented growth in new community-controlled land and housing organizations. Over the past decade, the number of community land trusts in the Bay Area has grown exponentially to 13 CLTs in the 9 county Bay Area, and 29 CLTs statewide with over 1600 housing units home to over 3,500 residents. CLTs overwhelmingly serve low-income populations and households of color, with over 80% of CLT residents identifying as Black, Indigenous, Latinx, Asian or Pacific Islander. Many of these new organizations are in the process of purchasing their first property. Investing in these organizations now will set the stage for them to reach scale in future years as we work together to pass billions of dollars in new funds for permanently affordable, community-controlled housing.

Not all affordable housing is the same in its ability to deliver on providing safe, healthy, secure housing at a price that low-income people can afford. Unfortunately, we have seen too many examples of how

predatory actors in the housing market take advantage of well-intentioned policies and funding streams meant to provide truly affordable housing for low-income residents. Earlier this year, [KQED](#) uncovered how out-of-state housing organizations are using SB 1079—a state law meant to help renters buy their homes when facing foreclosure—to flip these homes for profit. In Antioch, a Southern California investor [attempted to raise rents by \\$500 and more](#) in three Low-Income Housing Tax Credit apartment complexes meant to provide affordable housing for low-income renters; they were stopped only because of an intense organizing campaign by the residents, who narrowly won a city-wide rent control ordinance.

As the Bay Area’s regional housing agency, BAHFA can be a leader in ensuring that housing is a human right for all in the Bay Area. We look forward to working with the staff and commissioners to help build this agency to truly transform our housing system to center racial and social justice.

Respectfully,

Members of the People’s Land and Housing Alliance:

Asian Pacific Environmental Network

Bay Area Community Land Trust

East Bay Community Law Center

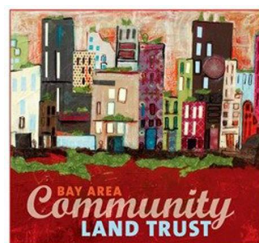
Northern California Land Trust

SOMOS Mayfair

South Bay Community Land Trust

Sustainable Economies Law Center

Urban Habitat



Sustainable
Economies
Law Center

