



Metropolitan Transportation Commission

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

Meeting Agenda

Programming and Allocations Committee

Committee Members:

Cindy Chavez, Chair Nate Miley, Vice Chair

Margaret Abe-Koga, Victoria Fleming, Federal D. Glover, Gina

Papan, Hillary Ronen, Sheng Thao

Non-Voting Member: Dina El-Tawansy

Wednesday, April 12, 2023

9:45 AM

Board Room - 1st Floor

The Programming and Allocations Committee is scheduled to meet on Wednesday, April 12, 2023 at 9:45 a.m. or immediately following the 9:40 a.m. Administration Committee meeting, in the Bay Area Metro Center at 375 Beale Street, Board Room (1st Floor).

This meeting shall consist of a simultaneous teleconference call at the following location(s):
Pinole Public Library, 2935 Valley Road, Pinole, CA 94564

Meeting attendees may opt to attend in person for public comment and observation. 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>. Commissioners and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. When called upon, unmute yourself or dial *6. In order to get the full Zoom experience, please make sure your application is up to date.

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

Zoom Attendee Link: <https://bayareametro.zoom.us/j/87985660773>

Or iPhone one-tap: US: +13462487799,,87985660773# or +16694449171,,87985660773

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: 879 8566 0773

International numbers available: <https://bayareametro.zoom.us/j/87985660773>

Detailed instructions on participating via Zoom are available at:

<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>.

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

1. Call to Order / Roll Call / Confirm Quorum

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

2. Consent Calendar

- 2a. [23-0451](#) Minutes of the March 8, 2023 meeting
Action: Committee Approval
Attachments: [2a 23-0451 03-08-2023 Prog&Allocations Draft Minutes v1.pdf](#)
- 2b. [22-1776](#) Quarterly Report of the Executive Director's Delegated Authority Actions
Action: Information
Presenter: Luis Garcia
Attachments: [2b 22-1776 Delegated Authority Quarterly Report.pdf](#)
- 2c. [22-1767](#) MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-08.
Action: Commission Approval
Presenter: Adam Crenshaw
Attachments: [2c 22-1767 MTC Resolution 4545 TIP Amendment 2023-08.pdf](#)
- 2d. [23-0041](#) MTC Resolution Nos. 4523, Revised and 4524, Revised. Allocation of \$22.8 million in FY 2022-23 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to three operators to support transit operations and capital projects in the region.
Action: Commission Approval
Presenter: Luis Garcia
Attachments: [2d 23-0041 MTC Resolutions 4523 4524 TDA STA Allocations.pdf](#)
- 2e. [23-0289](#) Concurrence Request for State Transportation Improvement Program (STIP) Amendment for Contra Costa County
Action: Committee Approval
Presenter: Karl Anderson
Attachments: [2e 23-0289 CCTA STIP Amendment Concurrence Request.pdf](#)

- 2f. [23-0290](#) STIP Amendment Request for Sonoma County. Concurrence with STIP Amendment Request to reprogram \$3.4 million from Santa Rosa US Highway 101 Bicycle and Pedestrian Overcrossing to the Hearn Interchange project in Sonoma County.

Action: Committee Approval

Presenter: Karl Anderson

Attachments: [2f_23-0290_Sonoma_County_STIP_Amendment_Request.pdf](#)

- 2g. [23-0453](#) MTC Resolution Nos. 4202, Revised and 4505, Revised. Various revisions to the One Bay Area Grant programs (OBAG 2 and 3), including reprogramming \$3.65 million in OBAG 2 Regional funds within the Connected Bay Area Program and revisions to clarify OBAG 3 County & Local Program programming requirements.

Action: Commission Approval

Presenter: Thomas Arndt

Attachments: [2g_23-0453_MTC_Resolutions_4202_4505_OBAG_2_and_3_Revisions.pdf](#)

3. Federal

- 3a. [23-0467](#) MTC Resolution No. 4510, Revised. Transit Capital Priorities Policy and Program FYs 2021-22 - 2023-24

Update of Transit Capital Priorities (TCP) program; including updates to FYs 2021-22 through 2023-24 programming, and amending FY 2022-23 programming to include updated fixed guideway cap programming and the Zero-Emission Bus (ZEB) Infrastructure Set-Aside.

Action: Commission Approval

Presenter: Margaret Doyle

Attachments: [3a_23-0467_MTC_Resolution_4510_TCP_Update_Program_Revisions.pdf](#)

4. Information

4a. [23-0325](#) Major Projects Advancement Policy (MAP) Update

Informational update on the continued development of the Major Project Advancement Policy (MAP). This update will include presentations from sponsors of named megaprojects seeking advancement in the federal Capital Investment Grants process including updates to cost and funding plans to be incorporated into the MAP.

Action: Information

Presenter: Kenneth Folan

Attachments: [4a 23-0325 Major Projects Advancement Policy Update.pdf](#)
[4a 23-0325 Attachment TJPA Presentation.pdf](#)
[4a 23-0325 Attachment BART-SiliconValleyII Presentation.pdf](#)

4b. [23-0452](#) California Transportation Commission (CTC) Update

Staff will provide an update on the CTC's meeting of March 22-23, 2023.

Action: Information

Presenter: Kenneth Kao

Attachments: [4b 23-0452 California Transportation Commission Update.pdf](#)

5. Public Comment / Other Business

6. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee is scheduled to be held at the Bay Area Metro Center, 375 Beale Street, San Francisco at 9:45 a.m. on Wednesday, May 10, 2023. Any changes to the schedule will be duly noticed to the public.

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

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

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

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

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

Acceso y el 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 Committee members, key staff and others as appropriate. Copies will be available at the meeting.

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0451 **Version:** 1 **Name:**

Type: Minutes **Status:** Consent

File created: 3/1/2023 **In control:** Programming and Allocations Committee

On agenda: 4/12/2023 **Final action:**

Title: Minutes of the March 8, 2023 meeting

Sponsors:

Indexes:

Code sections:

Attachments: [2a_23-0451_03-08-2023_Prog&Allocations_Draft_Minutes_v1.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:
Minutes of the March 8, 2023 meeting

Recommended Action:
Committee Approval



Metropolitan Transportation Commission Meeting Minutes

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

Programming and Allocations Committee

Committee Members:

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

Wednesday, March 8, 2023

9:45 AM

Board Room - 1st Floor

Chair Rabbitt called the meeting to order at 10:29 a.m.

1. Roll Call / Confirm Quorum

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

Non-Voting Member Absent: Commissioner El-Tawansy

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

Ad Hoc Non-Voting Members Present: Commissioner Giacomini, and Commissioner Noack

2. Consent Calendar

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

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

2a. [23-0167](#) Minutes of the February 8, 2023 meeting

Action: Committee Approval

2b. [22-1766](#) MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-07.

Action: Commission Approval

Presenter: Adam Crenshaw

2c. [23-0302](#) MTC Resolution Nos. 4456, Revised, and 4510, Revised. Transit Capital Priorities Policy and Program FY2021-22 - FY2023-24.

Action: Commission Approval

Presenter: Margaret Doyle

- 2d.** [23-0349](#) Update to Proposed Expenditure of MTC Share of CARES Act (H.R. 748) Supplemental Federal Transit Funds
 Action: Commission Approval
 Presenter: Margaret Doyle
- 2e.** [23-0364](#) MTC Resolution Nos. 4519, Revised. An update to the Transit Transformation Action Plan Program of Projects to reflect the programming and allocation of approximately \$1.8 million to AC Transit and \$2.2 million to BART for staff support of the delivery of Action Plan Priorities.
 Action: Commission Approval
 Presenter: William Bacon
- 2f.** [23-0407](#) MTC Resolution Nos. 4504, Revised, 4523, Revised, and 4524, Revised. Updates the programming and allocation of Transportation Development Act and State Transit Assistance funds for Feeder Bus payments from BART to four East Bay bus operators.
 Action: Commission Approval
 Presenter: Terence Lee
- 2g.** [23-0288](#) MTC Resolution No. 4273, Revised. FY2022-23 Cap and Trade Low Carbon Transit Operations Program (LCTOP)
 Action: Commission Approval
 Presenter: Anne Spevack

3. Federal

3a. [23-0285](#) MTC Resolution Nos. 3989, Revised, 4202, Revised, and 4505, Revised

Various revisions to the One Bay Area Grant programs (OBAG 2 and 3) and MTC exchange program, including changing the fund source of \$15.9 million for MTC's Bay Wheels Bikeshare E-Bike Expansion project, programming \$15.3 million to various projects within the Transit Performance Initiatives (TPI) program, increasing OBAG 3 programming capacity by \$9 million to reflect to increased funding under the federal Infrastructure Investment and Jobs Act (IIJA), and programming projects on the OBAG 3 County & Local Program contingency list.

Action: Commission Approval

Presenter: Thomas Arndt

Aleta Dutree was called to speak.

Although Vice Chair Josefowitz is not a member of the committee, he recused himself from agenda item 3a.

Upon the motion by Vice Chair Papan and seconded by Commissioner Chavez, the Committee unanimously approved the referral of MTC Resolution Nos. 3989, Revised, 4202, Revised, and 4505, Revised to the Commission for approval. The motion carried by the following vote:

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

4. Public Comment / Other Business

Aleta Dupree was called to speak.

5. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee is scheduled to be held at the Bay Area Metro Center, 375 Beale Street, San Francisco on Wednesday, April 12, 2023. 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 #: 22-1776 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 11/3/2022 **In control:** Programming and Allocations Committee

On agenda: 4/12/2023 **Final action:**

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

Sponsors:

Indexes:

Code sections:

Attachments: [2b 22-1776 Delegated Authority Quarterly Report.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:

Quarterly Report of the Executive Director's Delegated Authority Actions

Presenter:

Luis Garcia

Recommended Action:

Information

**Metropolitan Transportation Commission
Programming and Allocations Committee**

April 12, 2023

Agenda Item 2b - 22-1776

Quarterly Report of the Executive Director's Delegated Authority Actions

Subject:

Third Quarterly Report of the Executive Director's Delegation of Authority Actions

Background:

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

The third quarter report for FY2022-23 covers the period of January 2023 through March 2023. The Executive Director approved the following allocation actions summarized in the tables below and detailed in Attachment A:

| FY 2022-23 Delegated Authority Actions | 3rd Quarter | Year-to-Date |
|---|--------------------|---------------------|
| Allocations | | |
| Transportation Development Act | \$2,423,364 | \$22,692,861 |
| State Transit Assistance | \$4,593,345 | \$19,912,885 |
| Regional Measure 2 | \$479,222 | \$7,437,961 |
| 2% Bridge Tolls | \$0 | \$514,034 |
| 5% Unrestricted State | \$0 | \$467,841 |
| Total Allocations | \$7,495,931 | \$51,075,583 |

| FY 2022-23 Delegated Authority Actions | 3rd Quarter | Year-to-Date |
|--|---------------------|-----------------------|
| Rescissions | | |
| Transportation Development Act | \$ 0 | \$ (1,553,249) |
| State Transit Assistance | \$ (252,000) | \$ (1,100,372) |
| Regional Measure 2 | \$(80,000) | \$ 0 |
| 2% Bridge Tolls | \$ 0 | \$ (64,034) |
| 5% Unrestricted State | \$ 0 | \$ 0 |
| Total Rescissions | \$ (332,000) | \$ (2,717,655) |

Issues:

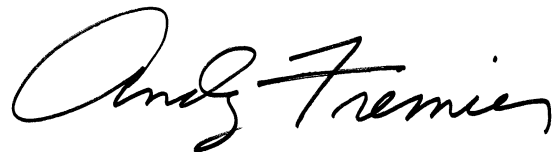
None identified.

Recommendations:

Information

Attachments:

- Attachment A: FY2022-23 Delegated Authority



Andrew B. Fremier

FY 2022-23 Delegated Authority

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

Third Quarter 2023

| Transportation Development Act - Allocation (001) | | | Approval | | Apportionment/ |
|---|--|------------------|-----------------|-------------|-----------------------|
| Claimant | Description | Amount | Code | Date | Notes |
| 5800 - PUC 99233.3 Pedestrian & Bicycle Facilities - Capital | | | | | |
| TAM | North-South Grnwy Gap Closure (Northern sgmt) | 119,815 | 074 | 01/25/23 | 22001075 |
| Solano TA | 3 Yr Wayfinding Sign Pilot Program | 25,000 | 077 | 02/22/23 | Solano County |
| Vallejo | Sacramento Street Road Diet Phase 2 | 75,000 | 078 | 02/22/23 | Solano County |
| Benicia, City of | Military East/ East 5th Street Bike/Ped Improvements | 65,000 | 079 | 02/22/23 | Solano County |
| Solano County | Rockville Park Crossing Project | 125,000 | 080 | 02/22/23 | Solano County |
| Dixon | SR-113 Ped. Improvements | 97,776 | 081 | 02/22/23 | Solano County |
| Vacaville, City of | Markham School Ped. Improvements | 52,530 | 082 | 02/22/23 | Solano County |
| Rio Vista | Bike Lanes on Norman Richardson Dr. | 50,000 | 083 | 02/22/23 | Solano County |
| | Subtotal | 610,121 | | | |
| 5801 - PUC 99233.7, 99275 Community Transit Service - Operations | | | | | |
| Union City | Community Transit | 183,243 | 084 | 03/22/23 | Union City |
| | Subtotal | 183,243 | | | |
| 5802 - PUC 99260A Transit - Operations | | | | | |
| Solano TA | Transit Operations | 630,000 | 075 | 01/25/23 | Suisun City |
| NVTA | Transit Operations | 1,000,000 | 076 | 01/25/23 | NVTA |
| | Subtotal | 1,630,000 | | | |
| | Total | 2,423,364 | | | |

| State Transit Assistance - Allocation (002) | | | Approval | | Apportionment/ |
|--|-------------------------------|------------------|-----------------|-------------|-------------------------------|
| Claimant | Description | Amount | Code | Date | Notes |
| 5820 - CCR 6730A Operations - Population-based County Block Grant | | | | | |
| BART | Transit Operations | 336,280 | 066 | 02/22/23 | BART - Alameda |
| BART | Transit Operations | 30,484 | 067 | 02/22/23 | BART - Contra Costa |
| BART | Elevator Attendant Program | 875,772 | 068 | 02/22/23 | Lifeline - San Francisco |
| Union City | Transit Operation | 983,584 | 069 | 03/22/23 | Union City |
| | Subtotal | 2,226,120 | | | |
| 5820 - CCR 6730A Operations - Population-based Lifeline | | | | | |
| BART | C4 Elevator Attendant Program | 159,854 | 065 | 02/22/23 | San Francisco CBG Lifeline |
| | Subtotal | 159,854 | | | |
| 5820 - CCR 6730A Operations - Population-based MTC Coordination | | | | | |
| MTC | Transit Funding Staff | 136,376.00 | 006 | 01/25/23 | MTC |
| | Subtotal | 136,376 | | | |
| 5820 - CCR 6730A Operations - Revenue-based | | | | | |
| BART | Transit Operations | 801,024 | 064 | 02/22/23 | SamTrans |
| | Subtotal | 801,024 | | | |
| 5821 - CCR 6730B Capital - County Block Grant | | | | | |
| SolTrans | Bus Replacement | 802,511 | 063 | 02/22/23 | Solano County |
| | Subtotal | 802,511 | | | |

5821 - CCR 6730B Capital - Population-based MTC Coordination

| | | | | | |
|-----------------|-------------------------------|----------------|-----|----------|-----|
| VTA | Real-Time Signage Replacement | 239,000 | 070 | 03/22/23 | MTC |
| NVTA | Real-Time Signage Replacement | 63,000 | 071 | 03/22/23 | MTC |
| Subtotal | | 302,000 | | | |

5822 - CCR 6731C Paratransit - Operations - Revenue-based

| | | | | | |
|-----------------|------------------------|------------------|-----|----------|--------------------|
| Union City | Paratransit Operations | 165,460 | 072 | 03/22/23 | City of Union City |
| Subtotal | | 165,460 | | | |
| Total | | 4,593,345 | | | |

| Regional Measure 2 Funds - Allocation (006) | | | | Approval | Apportionment/ |
|---|-------------|--------|------|----------|----------------|
| Claimant | Description | Amount | Code | Date | Notes |

5360 - Operations

| | | | | | |
|-----------------|-----------|---------------|-----|----------|-------------------|
| LAVTA | Rapid Bus | 84,222 | 008 | 01/25/23 | Express Bus South |
| Subtotal | | 84,222 | | | |

5360 - Marketing

| | | | | | |
|-----------------|------------------------------------|----------------|-----|----------|-----|
| MTC | Return -To-Transit | 80,000 | 005 | 02/22/23 | MTC |
| BART | Transit Transformation Action Plan | 315,000 | 020 | 03/22/23 | MTC |
| Subtotal | | 395,000 | | | |
| Total | | 479,222 | | | |

Allocations Grand Total 7,495,931

| Rescission - State Transit Assistance | | | Approval | | Allocation |
|---------------------------------------|-------------|--------|----------|------|-------------|
| Claimant | Description | Amount | Code | Date | Instruction |

| | | | | | |
|--------------|---|------------------|--|----------|----------|
| VTA | Real-Time Signage Replacement (recission) | (189,000) | | 03/22/23 | 21002047 |
| NVTA | Real-Time Signage Replacement (recission) | (63,000) | | 03/22/23 | 21002049 |
| Total | | (252,000) | | | |

| Rescission - Regional Measure 2 Funds | | | | Approval | Allocation |
|---------------------------------------|-------------|--------|------|----------|-------------|
| Claimant | Description | Amount | Code | Date | Instruction |

| | | | | | |
|--------------|-------------|-----------------|--|----------|----------|
| MTC | 511 Program | (80,000) | | 02/22/23 | 23006003 |
| Total | | (80,000) | | | |

Rescissions Grand Total (332,000)



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-1767 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 11/3/2022 **In control:** Programming and Allocations Committee
On agenda: 4/12/2023 **Final action:**
Title: MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-08.

Sponsors:

Indexes:

Code sections:

Attachments: [2c 22-1767 MTC Resolution 4545 TIP Amendment 2023-08.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:

MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-08.

Presenter:

Adam Crenshaw

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

April 12, 2023

Agenda Item 2c - 22-1767

MTC Resolution No. 4545, Revised

Subject:

2023 Transportation Improvement Program (TIP) Amendment 2023-08.

Background:

The federally required TIP is a comprehensive listing of Bay Area surface transportation projects that receive federal funds, are subject to a federally required action or are regionally significant. As required by state statutes, MTC, as the federally designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area Region, must prepare and adopt the TIP every two years. The 2023 TIP, covering the four-year period from FY 2022-23 through 2025-26, was adopted by the Commission on September 28, 2022, and was approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on December 16, 2022. The 2023 TIP is valid for four years under federal regulations. The TIP may be revised to make necessary changes prior to the next update. The TIP is posted on MTC's website at: <https://mtc.ca.gov/funding/transportation-improvement-program-tip>.

Amendment 2023-08 makes revisions to six projects with a net funding increase of approximately \$187 million. Among other changes this revision will:

- Update the funding plan of Contra Costa County's Byron Highway – Vasco Road Connection project to reflect the latest cost and schedule;
- Add the Santa Clara Valley Transportation Authority's Cerone Operations Command and Control Center project to the TIP; and
- Adds the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Planning Studies grouped listing to the TIP.

The 2023 TIP is designed such that, once implemented, it makes progress toward achieving the performance targets established per federal regulations.

The revisions made pursuant to this amendment will not change the air quality conformity finding; therefore, a conformity determination is not required.

The TIP Revision Summary for this amendment is attached (Attachment 1) and is also posted at:
<https://mtc.ca.gov/funding/transportation-improvement-program-tip>.

The TIP public participation process also serves to satisfy the public involvement requirements of the FTA annual Program of Projects for applicable funds.

This amendment will be transmitted to Caltrans after Commission approval; Caltrans will then forward the amendment to FTA and FHWA for final federal agency review and approval.

Issues:

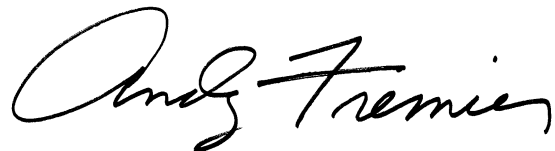
None

Recommendations:

Refer MTC Resolution No. 4545, Revised to the Commission for approval.

Attachments:

- Attachment 1: Summary Report of Amended Projects for TIP Amendment 2023-08
- MTC Resolution No. 4545, Revised



Andrew B. Fremier

TIP Revision Summary 2023-08

| TIP ID | Sponsor | Project Name | Description of Change | Funding Change (\$) | Funding Change (%) |
|------------------------------|---|--|--|---------------------|--------------------|
| System: Local Road | | | | | |
| CC-070081 | Contra Costa County | Byron Highway - Vasco Road Connection | Update the funding plan to reprogram funds between years and phases and add \$10M in RM3, \$8.6M in Local and \$115M in RTP-LRP. | \$133,768,000 | 334.4% |
| SCL170054 | Saratoga | Saratoga Village Crosswalks and Sidewalk Rehab | Update the funding plan to add \$250K in RTP-LRP funds | \$250,000 | 59.2% |
| System: State Highway | | | | | |
| VAR230201 | Caltrans | GL: PROTECT Planning Studies | Amend a new grouped listing into the TIP with \$542K in PROTECT and \$136K in Other State (PTA) funds | \$677,840 | ~% |
| System: Transit | | | | | |
| MRN210002 | Marin County Transit District | MCTD - Bus Stop Improvements | Amend this project back into the TIP and update the fundign plan to reprogram \$80K in STP-SSM from FY22 PE to FY23 CON | \$0 | 0.0% |
| SCL170050 | Santa Clara Valley Transportation Authority (VTA) | VTA: SCADA Control Center System Replacement | Update the funding plan to remove \$2.3M in FY23 5337 and \$570K in FY23 Local funds as they are being reprogrammed to SCL230203 and archive this project as the remaining funding has been put into a grant | -\$2,850,000 | -43.1% |
| SCL230203 | Santa Clara Valley Transportation Authority (VTA) | Cerone Operations Command and Control Center | Amend a new exempt project into the TIP with \$13.7M in STA, \$8.5M in 5337, \$2M in CPFCDs, \$2.1M in Local, and \$28.8M in RTP-LRP | \$55,108,523 | ~% |
| Total Funding Change: | | | | \$186,954,363 | |

TIP Revision Summary

| | Federal | State | Regional | Local | Total | 2023 TIP Only |
|------------------|--------------|--------------|--------------|---------------|---------------|---------------|
| Current: | \$7,075,600 | \$0 | \$0 | \$41,768,400 | \$48,844,000 | \$3,232,000 |
| Proposed: | \$15,826,960 | \$13,834,342 | \$10,000,000 | \$196,137,061 | \$235,798,363 | \$25,000,840 |
| Delta: | \$8,751,360 | \$13,834,342 | \$10,000,000 | \$154,368,661 | \$186,954,363 | \$21,768,840 |

Date: September 28, 2022
W.I.: 1512
Referred by: PAC
Revised: 12/21/22-C 02/22/23-C
03/22/23-C 04/26/23-C

ABSTRACT

Resolution No. 4545, Revised

This resolution adopts the 2023 Transportation Improvement Program (TIP) for the San Francisco Bay Area. Supporting documents as listed in Attachment A.

Subsequent revisions are listed below and described further in Attachment B to this resolution.

Further discussion of the 2023 TIP adoption and subsequent revisions is contained in the Programming & Allocations Committee summary sheets dated September 14, 2022, December, 14, 2022, February 8, 2023, March 8, 2023, and April 12, 2023.

2023 TIP Revisions

| Revision # | Revision Type | # of Projects | Net Funding Change (\$) | MTC Approval Date | Final Approval Date |
|-------------------------|---------------|---------------|-------------------------|-------------------|---------------------|
| 2023-01 | Admin. Mod. | 64 | \$436,237,661 | 01/10/2023 | 01/10/2023 |
| 2023-02 | Amendment | 35 | \$86,051,248 | 12/21/2022 | 01/27/2023 |
| 2023-03 | Admin. Mod | 4 | \$26,192,990 | 02/10/2023 | 02/10/2023 |
| 2023-04 | Admin. Mod | 3 | \$2,673,000 | 3/16/2023 | 3/16/2023 |
| 2023-05 | Amendment | 7 | \$10,070,346 | 02/22/2023 | Pending |
| 2023-06 | Admin. Mod | Pending | Pending | Pending | Pending |
| 2023-07 | Amendment | 3 | \$56,362,031 | 3/22/2023 | Pending |
| 2023-08 | Amendment | 6 | \$186,954,363 | 4/26/2023 | Pending |
| Net Funding Change | | 122 | \$804,541,639 | | |
| Absolute Funding Change | | | \$804,541,639 | | |

Date: September 28, 2022
W.I.: 1512
Referred by: PAC

Re: Adoption of the 2023 Transportation Improvement Program (TIP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4545

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

WHEREAS, MTC is the federally designated Metropolitan Planning Organization (MPO), pursuant to Section 134(d) of Title 23 of the United States Code (USC) for the nine-county San Francisco Bay Area region (the region); and

WHEREAS, Title 23 Code of Federal Regulations Part 450 (23 CFR §450) requires the region to carry out a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance to develop and update at least every four years, a Transportation Improvement Program (TIP) consisting of a comprehensive listing of transportation projects that receive federal funds or that are subject to a federally required action, or that are regionally significant; and

WHEREAS, Section 65074 of the California Government Code requires all state MPOs to update their TIPs concurrently every even year; and

WHEREAS, the TIP must be consistent with the Regional Transportation Plan (RTP) adopted pursuant to Government Code Section 66508, the State Implementation Plan (SIP) as required by the federal Clean Air Act (42 U.S.C. Section 7401 et seq.); and the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757, Revised), which establish the Air Quality Conformity Procedures for MTC's TIP and RTP; and

WHEREAS, federal regulations (23 CFR §450.326(k)) require that the TIP be financially constrained, by year, to reasonable estimates of available federal and state transportation funds; and

WHEREAS, federal regulations (23 CFR §450.326) require that the TIP be designed such that once implemented, it makes progress toward achieving the performance targets established under §450.306(d) and that the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets; and

WHEREAS, federal regulations (23 CFR §450.316) require that the MPO develop and use a documented public participation plan that defines a process for providing citizens, affected public agencies and interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process; and

WHEREAS, federal regulations (23 CFR §450.332(a)) allow MTC to move projects between years in the first four years of the TIP without a TIP amendment, if Expedited Project Selection Procedures (EPSP) are adopted to ensure such shifts are consistent with the required year by year financial constraints; and

WHEREAS, MTC, the State, and public transportation operators within the region have developed and implemented EPSP for the federal TIP as required by Federal Regulations (23 CFR 450.332(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A to this Resolution, and MTC Resolution 3606, Revised; and

WHEREAS, MTC has found in MTC Resolution No. 4544 that the 2023 TIP, as set forth in this resolution, conforms to the applicable provisions of the SIP for the San Francisco Bay Area; and

WHEREAS, the San Francisco Bay Area air basin was designated by U.S. Environmental Protection Agency as nonattainment for the fine particulate matter (PM_{2.5}) standard in December 2009, and MTC must demonstrate conformance to this standard through an interim emissions test until a PM_{2.5} SIP is approved by the federal Environmental Protection Agency (U.S. EPA); now, therefore be it

RESOLVED, that MTC adopts the 2023 TIP, attached hereto as Attachment A and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC has developed the 2023 TIP in cooperation with the Bay Area County Transportation Agencies, transit operators, the Bay Area Air Quality Management District (BAAQMD), the California Department of Transportation (Caltrans), and other partner agencies and interested stakeholders, and in consultation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and U.S. EPA; and, be it further

RESOLVED, that the 2023 TIP was developed in accordance with the region's Public Participation Plan and consultation process (MTC Resolution No. 4174, Revised) as required by Federal Regulations (23 CFR §450.316); and, be it further

RESOLVED, that the projects and programs included in the 2023 TIP, attached hereto as Attachment A to this resolution, and incorporated herein as though set forth at length, are consistent with the RTP; and, be it further

RESOLVED, that the 2023 TIP is financially constrained, by year, to reasonable estimates of available federal, state, and local transportation funds; and, be it further

RESOLVED, that the 2023 TIP makes progress toward achieving the performance targets established under §450.306(d); and, be it further

RESOLVED, that MTC approves the EPSP developed by MTC, the State, and public transportation operators within the region for the federal TIP as required by federal regulations (23 CFR 450.332(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A to this Resolution, and MTC Resolution 3606, Revised; and, be it further

RESOLVED, that MTC will support, where appropriate, efforts by project sponsors to obtain letters of no prejudice or full funding agreements from FTA for projects contained in the transit element of the TIP; and, be it further

RESOLVED, that the public participation process conducted for the 2023 TIP satisfies the public involvement requirements of the FTA annual Program of Projects; and, be it further

RESOLVED, that the adoption of the TIP shall not constitute MTC's review or approval of those projects included in the TIP pursuant to Government Code Sections 66518 and 66520, or provisions in federal regulations (49 CFR Part 17) regarding Intergovernmental Review of Federal Programs; and, be it further

RESOLVED, that MTC's review of projects contained in the TIP was accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757, Revised); and, be it further

RESOLVED, that MTC finds that the 2023 TIP conforms to the applicable provisions of the State Implementation Plan (SIP) and the applicable transportation conformity budgets in the SIP approved for the national 8-hour ozone standard and to the emissions test for the national fine particulate matter standard (MTC Resolution No. 4544); and, be it further

RESOLVED, that the projects and programs included in the 2023 TIP do not interfere with the timely implementation of the traffic control measures (TCMs) contained in the SIP; and, be it further

RESOLVED, that MTC finds all regionally significant capacity-increasing projects included in the 2023 TIP are consistent with Plan Bay Area 2050 (the Regional Transportation Plan including the Sustainable Communities Strategy for the San Francisco Bay Area) and, be it further

RESOLVED, that revisions to the 2023 TIP as set forth in Attachment B to this resolution and incorporated herein as though set forth at length, shall be made in accordance with rules and procedures established in the public participation plan and in MTC Resolution No. 4545, and that MTC's review of projects revised in the TIP shall be accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757, Revised) and as otherwise adopted by MTC; and, be it further

RESOLVED, that staff have the authority to make technical corrections, and the Executive Director and Deputy Executive Directors have signature authority to approve administrative modifications for the TIP and Federal Statewide Transportation Improvement Program (FSTIP) under delegated authority by Caltrans, and to forward all required TIP amendments once approved by MTC to the appropriate state and federal agencies for review and approval; and, be it further

RESOLVED, that a copy of this resolution shall be made available upon request to FHWA, the FTA, U.S. EPA, Caltrans, the Association of Bay Area Governments (ABAG), and to such other agencies and local officials as may be appropriate.

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 a regular meeting of the Commission held in
San Francisco, California, on September 28, 2022.

Date: September 28, 2022
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 4545
Page 1 of 1

2023 Transportation Improvement Program

The 2023 Transportation Improvement Program (TIP) for the San Francisco Bay Area, adopted September 28, 2022, is comprised of the following, incorporated herein as though set forth at length:

- A Guide to the 2023 TIP for the San Francisco Bay Area
- TIP Overview
- Expedited Project Selection Process
- TIP Revision Procedures
- Financial Capacity Assessments
- County Summaries
- Project Listings
- Appendices
- 2023 TIP Investment Analysis
- 2023 TIP Federal Performance Report

Date: September 28, 2022
W.I.: 1512
Referred by: PAC
Revised: 12/21/22-C 02/22/23-C
03/22/23-C 04/26/23-C

Attachment B
Resolution No. 4545
Page 1 of 4

Revisions to the 2023 Transportation Improvement Program

Revisions to the 2023 Transportation Improvement Program (TIP) will be included as they are approved.

Revision 2023-01 is an administrative modification that revises 64 projects with a net funding increase of approximately \$436 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on January 10, 2023. Among other changes, this revision:

- Updates the funding plan of the Transit Preventive Maintenance group listing to program \$7 million in Surface Transportation Block Grant (STP) funding and updates thirty-three projects to include changes in Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding that reflect planned obligations, actual obligations, and programming decisions;
- Updates the funding plans of nine individually listed projects to reflect the latest programming decisions in the Transit Capital Priorities (TCP) Program;
- Updates the funding plan of the Napa Valley Transportation Authority's Rolling Stock Replacement project to reflect the award of \$6.3 million in Federal Transit Administration (FTA) discretionary funding;
- Updates the funding plans and back-up listings of six State Highway Operation and Protection Program (SHOPP) funded group listings to reflect the latest information from Caltrans;
- Updates the funding plan and back-up listing of the Local Highway Bridge Program (HBP) to reflect the latest programming changes;
- Carries over six individual listed FTA funded projects and one FTA funded group listing from the 2021 TIP with no change in the scope, schedule, or funding;
- Updates the funding plans of two projects to reflect programming changes in the Active Transportation Program (ATP) and State Transportation Improvement Program (STIP); and
- Updates the funding plan of the SR 37 Interim Project – Sears Point to Mare Island project to reflect the programming of the National Highway Performance Program (NHPP) and STP funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$346 million in SHOPP funds, \$112.5 million in HBP funds, \$1.6 million in Proposition 1B funds, \$7 million in ATP funds, \$3 million in RIP-COVID21 funds, \$9 million in Road Repair and Accountability Act (SB1) funds, \$27,100 in repurposed earmark funds, \$460,000 in Community Project Funding/Congressionally Directed Spending (CPFCDS), \$17 million in NHPP funds, \$8.5 million in FTA-COVID relief funds and \$22 million in FTA discretionary funding. MTC's 2023 TIP, as revised with Revision No. 2023-

Attachment B
MTC Resolution No. 4545
Page 2 of 4

01, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2023-02 is an amendment that revises 35 projects with a net funding increase of approximately \$86 million. The revision was referred by the Programming and Allocations Committee on December 14, 2022, and approved by the MTC Commission on December 21, 2022. Caltrans approval was received on January 9, 2023, and final federal approval was received on January 27, 2023. Among other changes, this revision:

- Amends three new Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects into the TIP, carry's forward one existing STP funded project from the 2021 TIP, and updates the funding plans of 21 STP/CMAQ funded projects to reflect recent obligations and programming decisions;
- Amends one new project into the TIP and updates the funding plan of one existing project to reflect changes in the Transit Capital Priorities Program; and
- Adds three new projects to reflect awards of Community Project Funding grants, repurposed earmark funds, and other federal programs.

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

Revision 2023-03 is an administrative modification that revises four projects with a net funding increase of approximately \$26 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on February 10, 2023. Among other changes, this revision:

- Updates the funding plans of San Francisco's Folsom Streetscape project and Yerba Buena Island Ramp Improvements project to reflect the awards of Federal Earmarks; and
- Updates the funding plan of the Treasure Island Mobility Management Agency project to reflect changes in schedule and the programming of Affordable Housing Sustainable Communities (AHSC) funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$9.2 million in RIP funds, \$475,000 in repurposed earmark funds, \$750,000 in AHSC funds, \$18 million in RAISE funds, \$390,000 in TFCA funds, and \$3 million in Ferry Boat Discretionary (FBD) funds. MTC's 2023 TIP, as revised with Revision No. 2023-03, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2023-04 is an administrative modification that revises three projects with a net funding increase of approximately \$2.7 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on March 16, 2023. Among other changes, this revision:

- Updates the funding plan of SolTrans Bus Replacement project to reflect the award of Community Project Funding/Congressionally Directed Spending (CPFCDs) funds and

programming changes in Congestion Management and Air Quality Improvement Program funds; and

- Updates the funding plan of Livermore Amador Valley Transit Authority's LAVTA and CCCTA Hydrogen Fueling Stations project to reflect the fund source change from the FHWA Highway Infrastructure Program (HIP) to Any Area State-Carbon Reduction Program (State-CRP) funds.

The Administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$2 million in CPFCDs funds and \$13.2 million in State-CRP funds. MTC's 2023 TIP, as revised with Revision No. 2023-04, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2023-05 is an amendment that revises seven projects with a net funding increase of approximately \$10 million. The revision was referred by the Programming and Allocations Committee on February 8, 2023, and approved by the MTC Commission on February 22, 2023. Caltrans approval is expected in March, and final federal approval is expected in April. Among other changes, this revision:

- Updates the funding plan of Union City Transit's Electric Bus Procurement Program to reflect the award of \$9.3 million in Federal Transit Administration Low or No Emissions Vehicle Program discretionary funding; and
- Updates the funding plans of six projects to reflect past or planned obligations of federal funding or changes in the project schedule.

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

Revision 2023-06 is a pending administrative modification.

Revision 2023-07 is an amendment that revises three projects with a net funding increase of approximately \$56 million. The revision was referred by the Programming and Allocations Committee on March 8, 2023, and approved by the MTC Commission on March 22, 2023. Caltrans approval is expected in April, and final federal approval is expected in May. Among other changes, this revision:

- Adds the Napa Valley Vine Trail from Yountville to St. Helena project to reflect the award of \$3.2 million in Community Project Funding/Congressionally Directed Spending;
- Adds the Central Contra Costa Transit Agency's Replacement Diesel Bus Program to reflect the programming of \$18 million in Federal Transit Administration (FTA) formula funds available through the Transit Capital Priorities Program; and
- Adds the Bay Bridge Forward – West Grand HOV/Bus Only Lane back into the TIP and expands the description and funding of the project.

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

Attachment B
MTC Resolution No. 4545
Page 4 of 4

Revision 2023-08 is an amendment that revises six projects with a net funding increase of approximately \$187 million. The revision was referred by the Programming and Allocations Committee on April 12, 2023, and approved by the MTC Commission on April 26, 2023. Caltrans approval is expected in May, and final federal approval is expected in June. Among other changes, this revision:

- Updates the funding plan of Contra Costa County's Byron Highway – Vasco Road Connection project to reflect the latest cost and schedule;
- Adds the Santa Clara Valley Transportation Authority's Cerone Operations Command and Control Center project to the TIP; and
- Adds the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program Planning Studies grouped listing to the TIP.

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

| | | | | | |
|-----------------------|--|----------------------|---|---------------------------------------|--|
| File #: | 23-0041 | Version: | 1 | Name: | |
| Type: | Resolution | Status: | | Consent | |
| File created: | 11/29/2022 | In control: | | Programming and Allocations Committee | |
| On agenda: | 4/12/2023 | Final action: | | | |
| Title: | MTC Resolution Nos. 4523, Revised and 4524, Revised. Allocation of \$22.8 million in FY 2022-23 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to three operators to support transit operations and capital projects in the region. | | | | |
| Sponsors: | | | | | |
| Indexes: | | | | | |
| Code sections: | | | | | |
| Attachments: | 2d 23-0041 MTC Resolutions 4523 4524 TDA STA Allocations.pdf | | | | |

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:

MTC Resolution Nos. 4523, Revised and 4524, Revised. Allocation of \$22.8 million in FY 2022-23 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to three operators to support transit operations and capital projects in the region.

Presenter:

Luis Garcia

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

April 12, 2023

Agenda Item 2d - 23-0041

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

Subject:

Allocation of \$22.8 million in FY 2022-23 Transportation Development Act (TDA) and State Transit Assistance (STA) 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). The proposed allocations are summarized in the following table:

Allocation Amounts by Entity¹ (amounts in millions)

| Entity | TDA (Res. 4523) | STA (Res. 4524) | Grand Total |
|--------------------|----------------------------|----------------------------|------------------------|
| Union City | \$6.6 | | \$6.6 |
| BART | | \$16.2 | \$16.2 |
| SFMTA | | \$1.6 | \$1.6 |
| Grand Total | \$6.6 | \$17.8 | \$24.4 |

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 Union City Transit and BART that are receiving allocations for the first time this fiscal year is provided in Attachment.

Issues:

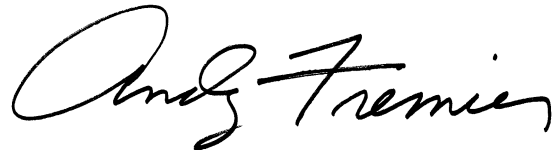
None identified.

Recommendations:

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

Attachments:

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

A handwritten signature in black ink, reading "Andrew B. Fremier". The signature is fluid and cursive, with the first name "Andrew" written in a larger, more prominent script than the last name "Fremier".

Andrew B. Fremier

Attachment A - Transit Operator Budget Summary

Bay Area Rapid Transit

| | |
|--|-----------------|
| Adopted Operating Budget | \$1.02 Billion |
| Increase in Budget compared to FY2021-22 | 0.05% |
| Projected Ridership (Est. FY2022-23 as a percentage of FY18-19 actual) | 34% |
| Total Proposed FY2022-23 Operating Allocation | \$24.95 Million |
| Proportion of Operating Budget Funded with Allocations | 2% |
| Estimated Covid Relief Funding at the end of FY2022-23 | \$314 Million |

Budget and Operating Highlights

Bay Area Rapid Transit (BART) is primarily a traction power, protected right-of-way commuter rail system that spans over 131 miles of double track and 50 stations. BART serves Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara counties. BART serves high-frequency urban markets as well as a lower-frequency suburban markets.

Prior to the Covid-19 pandemic, fares funded most of BART's operations. In FY19, fare revenue and parking fees provided \$520M in revenue or 76% of operating expense. As transit ridership recovers gradually across the Bay Area, BART's budget assumes fare revenue and parking fees will amount to \$236M (37% of operating expense) in FY23.

BART's adopted operating budget for FY23 is \$1.02 billion. As part of the FY23-24 budget process, BART adopted its first two-year budget. By moving to this best practice, BART will plan costs over a longer time horizon, allowing for greater transparency and more thoughtful fiscal planning. FY24 forecasts show ridership beginning at 37% and ending at around 59% of pre-pandemic levels. BART estimates that budget shortfalls will be filled with federal funds until some point in FY25, when BART must draw from still unidentified additional revenue sources or face significant budget cuts.

To attract more riders, BART is enhancing evening service between Oakland and San Francisco, installing new escalators in downtown San Francisco stations, installing new fare gates, and adding Fleet of the Future trains into service in 2023. Procurement of new rail cars, expanding the new rail car fleet from 669 to 775, comprises 30% of FY23 capital funding. Other future

major capital expenditures include the Core Capacity Program, BART Silicon Valley Phase II, Transbay Tube retrofitting, and Link21.

Union City

| | |
|--|---------------|
| Adopted Operating Budget | \$7.9 Million |
| Increase in Budget compared to FY2021-22 | 20.6% |
| Projected Ridership (Est. FY2022-23 as a percentage of FY18-19 actual) | 70% |
| Total Proposed FY2022-23 Operating Allocation | \$5.1 Million |
| Proportion of Operating Budget Funded with Allocations | 65% |
| Estimated Covid Relief Funding at the end of FY2022-23 | \$675,867 |

Budget and Operating Highlights

Union City Transit operates five (5) fixed route services seven (7) days a week, complementary ADA service with the same schedule, and Union City FLEA (Flexible, Local, Easy, Access) microtransit service. The services operate within the 18.4 square miles of Union City, and paratransit primarily serves the 8.4 square miles of developed land. Fixed route service is adjusted in coordination with the BART timetable. Union City Paratransit service also includes an expanded service area for ADA Paratransit riders to select portions of Fremont, Hayward, and Newark, group trips for organized senior and disabled groups, and one-time medical trips while awaiting certification. All services are contracted to MV Transportation, a third-party contractor.

Union City Transit relies primarily on TDA and STA funding as well as the Alameda County Transportation Commission voter-approved half-cent sales tax Measure BB for operations funding. Remaining federal COVID-19 relief funds are all being reserved to support increased costs of the new contract with MV Transportation following competitive procurement. Like all operators, Union City Transit suffered ridership loss during the pandemic and temporarily suspended or reduced service, but ridership is steadily increasing. A primary source of the increase in ridership in CY2022 can be attributed to the return of students to a daily in class schedule. Union City Transit does not expect ridership to recover to pre-pandemic levels in the next two to three years. Union City Transit's budget increase of 20% reflects an increase in paratransit service, labor costs, fuel, and inflation. The paratransit fleet is increasing to provide the same capacity without putting unrelated clients in the same vehicle in response to the COVID-19 pandemic and to incorporate other paratransit services.

In August 2022, Union City Transit was awarded a Section 5339(c) Low or No Emission discretionary grant to fund procurement of 14 battery electric buses, which are anticipated to begin delivery in the third calendar quarter of 2024.

In March 2023, Union City Transit will award a new operations and maintenance contract to MV Transportation that will expire on December 21, 20227 after all options have been exercised.

| | | |
|--------------|---------------|------------|
| 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 |
| | 03/22/23-C | 04/26/23-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).

On March 22, 2023, Attachment A was revised to allocate funds to Livermore Amador Valley Transit Authority (LAVTA), and Western Contra Costa Transit Authority (WestCAT).

On April 26, 2023, Attachment A was revised to allocate funds to Union City.

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, November 9, 2022, March, 8, 2023, and April 12, 2023.

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
12/21/22-C 03/22/23-C
04/26/23-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 |
|---|------------------------|----------------------|----------------|------------------|-------------------------|
| 5801 - PUC 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 - Alameda |
| CCCTA | Paratransit Operations | 1,332,243 | 13 | 07/27/22 | CCCTA |
| SamTrans | Paratransit Operations | 2,790,948 | 19 | 09/28/22 | San Mateo County |
| VTA | Paratransit Operations | 2,190,279 | 01 | 12/21/22 | Santa Clara County |
| | Subtotal | 18,303,131 | | | |
| 5802 - PUC 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 - Alameda D1 |
| AC Transit | Transit Operations | 18,280,448 | 06 | 06/22/22 | AC Transit - Alameda D2 |
| | | | | | AC Transit - Contra |
| AC Transit | Transit Operations | 10,774,214 | 07 | 06/22/22 | Costa D1 |
| LAVTA | Transit Operations | 10,610,799 | 08 | 06/22/22 | LAVTA |
| Sonoma County | | | | | |
| 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 |
| VTa | Transit Operations | 134,137,919 | 03 | 12/21/22 | Santa Clara County |
| LAVTA | Transit Operations | 59,469 | 37 | 03/22/23 | BART - Alameda |
| WestCAT | Transit Operations | 147,931 | 38 | 03/22/23 | BART - Contra Costa |
| Union City | Transit Operations | 3,789,969 | 39 | 04/26/23 | Union City |
| | | Subtotal | 570,216,295 | | |
| | | | | | |
| 5803 - PUC 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 | 4,161,671 | 27 | 11/16/22 | Vallejo/Benicia |
| Union City | Capital | 2,841,624 | 40 | 04/26/23 | Union City |
| | | Subtotal | 42,976,645 | | |
| | | | | | |
| 5807 - PUC 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 - PUC 99400D Planning and Administration - Operations | | | | | |
| NVTA | Planning & Administration | 3,362,200 | 12 | 06/22/22 | NVTA |
| | | Subtotal | 3,362,200 | | |
| | | | | | |
| | | Total | 639,917,389 | | |

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 12/21/22-C
10/26/22-C 03/22/23-C
11/16/22-C 04/26/23-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).

On March 22, 2023, Attachment A was revised to allocate funds to Central Contra Costa Transit Authority (CCCTA), Livermore Amador Valley Transit Authority (LAVTA), Eastern Contra Costa Transit Authority (ECCTA or Tri Delta Transit), and Western Contra Costa Transit Authority (WestCAT).

On April 12, 2023, Attachment A was revised to allocate funds to Bay Area Rapid Transit (BART) and 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, November 9, 2022, December 14, 2022, March 8, 2023, and April 12, 2023.

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 black ink, appearing to read 'AP', followed by a long horizontal line extending to the right.

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 12/21/22-C
03/22/23-C 04/26/23-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 |
|--|-----------------------------|----------------------|----------------|------------------|-----------------------|
| 5820 - CCR 6730A Operations - Population-based 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 |
| Solano TA | Planning & Administration | 2,139,859 | 24 | 12/21/22 | Solano County |
| | Subtotal | 19,553,341 | | | |
| 5820 - CCR 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 - CCR 6730A Operations - Population-based TAP | | | | | |
| BART | Clipper BayPass | 1,089,451 | 18 | 10/26/22 | TAP |
| | Subtotal | 1,089,451 | | | |

5820 - CCR 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 |
| VTA | Transit Operations | 38,446,007 | 04 | 12/21/22 | VTA |
| ECCTA | Transit Operations | 983,146 | 09 | 03/22/23 | BART |
| WestCAT | Transit Operations | 1,246,913 | 20 | 03/22/23 | BART |
| CCCTA | Transit Operations | 302,411 | 25 | 03/22/23 | BART |
| LAVTA | Transit Operations | 193,006 | 26 | 03/22/23 | BART |
| BART | Transit Operations | 16,195,637 | 27 | 04/26/23 | BART |

Subtotal 223,686,575

5821 - CCR 6730B Capital - Population-based TAP

| | | | | | |
|-----|---------------------------------|-----------|----|----------|-----|
| MTC | Clipper Paratransit Integration | 1,100,000 | 21 | 10/26/22 | TAP |
| MTC | Clipper Paratransit Integration | 900,000 | 21 | 03/22/23 | TAP |

Subtotal 2,000,000

5821 - CCR 6730B Capital - 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 - CCR 6731C Paratransit - Operations - Population-based County Block Grant

| | | | | | |
|--------------|-------------------------------|------------------|-----------|-----------------|--------------------|
| VTA | Paratransit Operations | 1,870,260 | 06 | 06/22/22 | Santa Clara County |
| SFMTA | Paratransit Operations | 1,659,985 | 28 | 04/26/23 | SFMTA |

Subtotal 3,530,245

Total 273,398,774

Date: June 22, 2022
Referred by: PAC

Attachment B
Resolution No. 4524
Page 1 of 2

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

FINDINGS

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

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

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

Notes:

The following requirements are suspended for FY 2022-23:

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0289 **Version:** 1 **Name:**

Type: Contract **Status:** Consent

File created: 1/26/2023 **In control:** Programming and Allocations Committee

On agenda: 4/12/2023 **Final action:**

Title: Concurrence Request for State Transportation Improvement Program (STIP) Amendment for Contra Costa County

Sponsors:

Indexes:

Code sections:

Attachments: [2e 23-0289 CCTA STIP Amendment Concurrence Request.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:

Concurrence Request for State Transportation Improvement Program (STIP) Amendment for Contra Costa County

Presenter:

Karl Anderson

Recommended Action:

Committee Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

April 12, 2023

Agenda Item 2e - 23-0289

Concurrence Request for State Transportation Improvement Program (STIP)

Amendment for Contra Costa County

Subject:

Concurrence with STIP Amendment Request to add the I-80/San Pablo Dam Interchange - Phase 2 project to the 2022 STIP.

Background:

The Contra Costa Transportation Authority (CCTA) requests MTC's concurrence for a STIP amendment to program \$3.8 million in future STIP shares to the engineering (\$0.9 million) and right-of-way (\$2.9 million) phases of the I-80/San Pablo Dam Interchange – Phase 2 project (I-80/SPDR Ph. 2 project) in the 2022 STIP for Fiscal Year (FY) 2023-24. MTC adopted the 2022 Regional Transportation Improvement Program (RTIP) program of projects on December 15, 2021, which forms part of the STIP.

MTC previously programmed \$9.2 million in STIP funds to the right-of-way phase for the I-80/SPDR Ph. 2 project in the 2020 STIP. At the time, CCTA identified a future need for the project; however, attempts to secure the remaining funding were unsuccessful, and the project could not proceed. MTC reprogrammed the funding to the Bollinger Canyon Rd - Iron Horse Trail Pedestrian and Bicycle Overcrossing project on January 26, 2021. Since then, CCTA has been working with the California Department of Transportation (Caltrans) and other stakeholders to secure funding and advance the I-80/SPDR Ph. 2 project.

In November 2022, Caltrans applied for \$19.7 million for FY 2023-24 Trade Corridor Enhancement Program (TCEP) funding as part of the latest Senate Bill 1 (SB 1) competitive grant programs cycle. In the application, CCTA committed to providing \$3.8 million in STIP funding as a match for the request. The CTC will publish SB 1 staff funding recommendations by June 8, 2023. Should the I-80/SPDR Ph. 2 project application be unsuccessful, MTC staff will request that the CTC not consider the programming amendment for the I-80/SPDR Ph. 2 project.

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

The current and proposed 2022 STIP programming is shown below.

Existing Programming:

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

Proposed Programming:

| <u>PPNO</u> | <u>Sponsor</u> | <u>Phase</u> | <u>Amount</u> | <u>FY</u> | <u>Title</u> |
|-------------|----------------|--------------|---------------|-----------|-------------------------------|
| 0242K | CCTA | PS&E | \$900,000 | 23/24 | I-80/San Pablo Dam I/C – Ph.2 |
| 0242K | CCTA | ROW | \$2,900,000 | 23/24 | I-80/San Pablo Dam I/C – Ph.2 |

The CTC is scheduled to notice the proposed STIP amendment at its May meeting and is expected to act on the amendment at the June 28-29, 2023 meeting.

Issues:

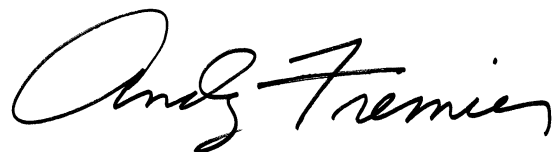
None.

Recommendations:

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

Attachments:

- Attachment A: CCTA STIP Amendment Request Letter



Andrew Fremier



CONTRA COSTA
**transportation
authority**

COMMISSIONERS

March 8, 2023

Federal Glover,
Chair

Newell Arnerich,
Vice Chair

Ken Carlson

Paul Fadelli

Loella Haskew

David Hudson

Chris Kelley

Aaron Meadows

Sue Noack

Renata Sos

Lamar Thorpe

Andrew Fremier
Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105

Attention: Karl Anderson

Subject: Request for State Transportation Improvement Program (STIP) Amendment
I-80 San Pablo Dam Road – Phase 2

Dear Mr. Fremier:

The Contra Costa Transportation Authority (CCTA) is requesting a STIP amendment to program \$3.8 million for I-80 San Pablo Dam Road – Phase 2.

As the implementing agency for the project, CCTA has been working with the California Department of Transportation (Caltrans) and other stakeholders to secure SB 1 – Trade Corridor Enhancement Program (TCEP) funds to advance Phase 2. In November 2022, Caltrans submitted the project seeking \$19.7 million in TCEP funds. CCTA committed to provide matching funds in the amount of \$3.8 million from its STIP share for the design (\$0.9 million) and right-of-way phases (\$2.9 million). The funds are requested to be programmed in Fiscal Year 2023-24 to match the programming year for the TCEP funds.

Thank you for processing the requested STIP amendment. Please do not hesitate to contact Hisham Noeimi at (925) 256-4731 or via email at hnoeimi@ccta.net if you have any questions.

Sincerely,

Timothy Haile
Executive Director

2999 Oak Road
Suite 100
Walnut Creek
CA 94597
PHONE:
925.256.4700
FAX: 925.256.4701
www.ccta.net

Enclosures: Project Programming Request



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0290 **Version:** 1 **Name:**
Type: Contract **Status:** Consent
File created: 1/26/2023 **In control:** Programming and Allocations Committee
On agenda: 4/12/2023 **Final action:**
Title: STIP Amendment Request for Sonoma County. Concurrence with STIP Amendment Request to reprogram \$3.4 million from Santa Rosa US Highway 101 Bicycle and Pedestrian Overcrossing to the Hearn Interchange project in Sonoma County.

Sponsors:

Indexes:

Code sections:

Attachments: [2f 23-0290 Sonoma County STIP Amendment Request.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:

STIP Amendment Request for Sonoma County. Concurrence with STIP Amendment Request to reprogram \$3.4 million from Santa Rosa US Highway 101 Bicycle and Pedestrian Overcrossing to the Hearn Interchange project in Sonoma County.

Presenter:

Karl Anderson

Recommended Action:

Committee Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

April 12, 2023

Agenda Item 2f - 23-0290

Concurrence Request for State Transportation Improvement Program (STIP)

Amendment for Sonoma County

Subject:

Concurrence with STIP Amendment Request for the Santa Rosa US Highway 101 Bicycle and Pedestrian Overcrossing and the US 101 Hearn Avenue Regional Multimodal Interchange projects in Sonoma County.

Background:

The Sonoma County Transportation Authority (SCTA) requests MTC's concurrence for a STIP amendment for two Sonoma projects: the Santa Rosa US Highway 101 Bicycle and Pedestrian Overcrossing project and the US 101 Hearn Avenue Regional Multimodal Interchange project. MTC's 2022 Regional Transportation Improvement Program (RTIP), approved in December 2021, programmed \$3.4 million for the construction phase of the Santa Rosa US Highway 101 Bicycle and Pedestrian Overcrossing project in FY 2023-24. The California Transportation Commission (CTC) approved this project in the 2022 STIP at its March 2022 meeting.

SCTA, the City of Santa Rosa, and Caltrans have expedited the delivery of the US 101 Hearn Avenue Regional Multimodal Interchange project. The project will be ready for construction ahead of the Santa Rosa US Highway 101 Bicycle and Pedestrian Overcrossing project and the STIP funding will complete the funding plan and allow the project to move forward. Therefore, to keep the project on schedule and to utilize available state funding, SCTA requests that MTC concur with reprogramming \$3.4 million in STIP funds to the US 101 Hearn Avenue Regional Multimodal Interchange project for construction in FY 2023-24. The US 101 Hearn Avenue Regional Multimodal Interchange project will replace a substandard two-lane overcrossing with a new overcrossing. The new overcrossing will include two lanes in each direction and new sidewalks and bike lanes over US 101, closing a gap between the east and west sides of the interchange for pedestrians and bicyclists.

The Santa Rosa US Highway 101 Bicycle and Pedestrian Overcrossing remains scheduled to allocate Active Transportation Program (ATP) funding for the construction phase in Fiscal Year

2023-24. SCTA staff are working with City of Santa Rosa staff to substitute local funds for the \$3.4 million in reprogrammed STIP funds.

Since this action proposes to amend the STIP to reprogram funds, Committee action is required to concur with the proposed amendment consistent with the 2022 RTIP Policies and Procedures (MTC Resolution No. 4488).

The current and proposed 2022 STIP programming is shown below.

Existing Programming:

| <u>PPNO</u> | <u>Sponsor</u> | <u>Phase</u> | <u>Amount</u> | <u>FY</u> | <u>Title</u> |
|-------------|----------------|--------------|---------------|-----------|---|
| 2354 | Santa Rosa | CON | \$3,400,000 | 23/24 | Santa Rosa US Highway 101 Bicycle and Pedestrian Overcrossing |

Proposed Programming:

| <u>PPNO</u> | <u>Sponsor</u> | <u>Phase</u> | <u>Amount</u> | <u>FY</u> | <u>Title</u> |
|-------------|-----------------|---------------|--------------------|--------------|---|
| 2354 | Santa Rosa | CON | \$0 | 23/24 | Santa Rosa US Highway 101 Bicycle and Pedestrian Overcrossing |
| <i>New</i> | <i>Caltrans</i> | <i>CON</i> | <i>\$2,365,000</i> | <i>23/24</i> | <i>US 101 Hearn Avenue Regional Multimodal Interchange</i> |
| <i>New</i> | <i>Caltrans</i> | <i>CON-CE</i> | <i>\$1,035,000</i> | <i>23/24</i> | <i>US 101 Hearn Avenue Regional Multimodal Interchange</i> |

The CTC is scheduled to notice the proposed STIP amendment at its May meeting and is expected to act on the amendment at the June 28-29, 2023 meeting.

Issues:

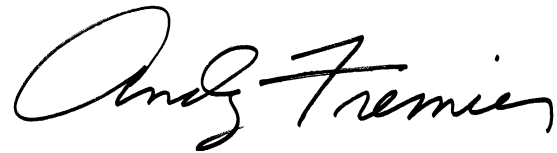
None.

Recommendations:

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

Attachments:

- Attachment A: SCTA STIP Amendment Request Letter

A handwritten signature in black ink, reading "Andrew B. Fremier". The signature is written in a cursive, flowing style with a large initial "A".

Andrew B. Fremier



Sonoma County Transportation Authority
Regional Climate Protection Authority

March 3, 2023

Andrew Fremier
Executive Director
375 Beale Street, Suite 800
San Francisco, CA 95105

Attn: Karl Anderson

Re: 2022 State Transportation Improvement Program Amendment Request for the US 101 Hearn Avenue Regional Multimodal Interchange Project

Dear Andy:

On behalf of the Sonoma County Transportation Authority (SCTA) I am writing to request that the Metropolitan Transportation Commission (MTC) submit a request to the California Transportation Commission (CTC) to amend the 2022 State Transportation Improvement Program (STIP) to delete the Santa Rosa US Highway 101 Bicycle and Pedestrian Overcrossing project and substitute the US 101 Hearn Avenue Regional Multimodal Interchange Project. The Santa Rosa US Highway 101 Bicycle and Pedestrian Overcrossing project is currently programmed with \$3.4 million of STIP funds in Fiscal Year 2023/24. SCTA in partnership with the City of Santa Rosa are proposing to shift those funds to the US 101 Hearn Avenue Regional Multimodal Interchange Project.

The US 101 Hearn Avenue Regional Multimodal Interchange Project is a collaborative partnership between SCTA, the City of Santa, and Caltrans. This project will leverage over \$31 million in other state and local funds, including \$17.2 million from SCTA's Measure M regional transportation sales tax and \$5 million of SCTA's Senate Bill 1 Local Partnership Formulaic Program shares. The proposed project will bring significant benefits for the Northern California Megaregion by implementing the following improvements:

- Demolishing and reconstructing the existing substandard two-lane Hearn Avenue overcrossing to correct existing substandard vertical clearance to meet the minimum Caltrans requirement of 16 feet 6 inches over US 101 and with two lanes in each direction.
- Implementing crashworthy bridge railings that meet current requirements.
- Constructing a 6-foot-wide sidewalk and Class II bike lane on the north side and an 8.5-foot-wide two-way Class IV separated bikeway and a 6-foot wide sidewalk on the south side of Hearn Avenue between Corby Avenue and Santa Rosa Avenue, closing the gap between the east and west side of the interchange for pedestrians and bicyclists
- Widening the southbound off-ramp with turning lanes at its intersection with Corby Avenue.
- Constructing turning lanes at intersections.

- Implementing pedestrian curb ramps and crosswalks that meet the requirements of the Americans with Disabilities Act (ADA).
- Incorporating protected intersection facilities for bike crossings and detection to reduce potential conflicts between bikes and vehicles

SCTA is closely collaborating with Caltrans and the City of Santa Rosa to achieve the Ready to List (RTL) milestone for the US 101 Hearn Avenue Regional Multimodal Interchange Project by April 3, 2023 and are targeting allocation of the proposed STIP and LPP funding for the construction phase at the June 2023 CTC meeting subsequent to the approval of the STIP amendment. The Santa Rosa US Highway 101 Bicycle and Pedestrian Overcrossing is currently still on schedule to allocate the Active Transportation Program (ATP) funding for the construction phase in Fiscal Year 2023/24, and SCTA staff are working with City of Santa Rosa staff to substitute local funds for the \$3.4 million in deleted STIP funds and are pursuing other funding opportunities to secure funds for any additional costs of the project as required by the project's approved ATP Baseline Agreement.

Improved mobility for all modes is an essential component of the future of our transportation network, and this critical investment at Hearn Avenue will benefit communities throughout Sonoma County, including two Historically Disadvantaged Communities and three regionally-designed Equity Priority Communities within the project area. These communities often view US 101 as a physical barrier that separates them from opportunities and resources within their communities. The proposed project will enhance connections for residents and visitors traveling within Sonoma County and connecting to the rest of the Bay Area and to the North Coast.

Should you have any questions concerning this STIP Amendment request, please feel free to contact David Ripperda at (707) 565-2180 or david.ripperda@scta.ca.gov. Thank you for your consideration and we look forward to working with you on this critical project.

Sincerely,



Suzanne Smith
Executive Director, SCTA/RCPA

cc: Karl Anderson, MTC
David Ripperda, SCTA

Enclosures: US 101 Hearn Avenue Interchange ePPR
Santa Rosa US Highway 101 Bicycle and Pedestrian Overcrossing ePPR

| | | | | | |
|--|--------|------------|--------------|--|---------------------|
| Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | | | | Date | 03/02/2023 14:43:49 |
| Programs <input checked="" type="checkbox"/> LPP-C <input checked="" type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other | | | | | |
| District | EA | Project ID | PPNO | Nominating Agency | |
| 04 | 4A1301 | 0400001106 | | Sonoma County Transportation Authority | |
| County | Route | PM Back | PM Ahead | Co-Nominating Agency | |
| Sonoma County | 101 | 18.500 | 18.500 | | |
| | | | | MPO | Element |
| | | | | MTC | Capital Outlay |
| Project Manager/Contact | | | Phone | Email Address | |
| Lawrence Loi | | | 510-908-2590 | lawrence.loi@dot.ca.gov | |

Project Title

US 101 Hearn Avenue Regional Multimodal Interchange

Location (Project Limits), Description (Scope of Work)

The project is in the City of Santa Rosa, at the US 101/Hearn Avenue interchange/overcrossing. The project runs along Hearn Avenue from Corby Avenue to Santa Rosa Avenue and includes the southbound US 101 off-ramp at its intersection with Corby Avenue. The project will demolish and reconstruct/replace the US 101/Hearn Avenue overcrossing to increase vertical clearance over US 101 and provide two vehicle lanes in each direction, a median, sidewalks, and Class II and Class IV bikeways that will extend to Corby Avenue and Santa Rosa Avenue. The project will also widen the southbound US 101 off-ramp with turning lanes at its intersection with Corby Avenue, add lanes at the intersections of Hearn Avenue/Corby Avenue and Hearn Avenue/Santa Rosa Avenue, and add ADA elements and protected intersection facilities for bike crossings and detection to reduce potential conflicts between bikes and vehicles.

| Component | Implementing Agency |
|--------------|---------------------|
| PA&ED | City of Santa Rosa |
| PS&E | City of Santa Rosa |
| Right of Way | Caltrans District 4 |
| Construction | Caltrans District 4 |

Legislative Districts

| | | | | | |
|-----------|----|---------|---|----------------|---|
| Assembly: | 12 | Senate: | 2 | Congressional: | 4 |
|-----------|----|---------|---|----------------|---|

| Project Milestone | Existing | Proposed |
|---|------------------------------|------------|
| Project Study Report Approved | 01/30/2013 | |
| Begin Environmental (PA&ED) Phase | | 08/11/2014 |
| Circulate Draft Environmental Document | Document Type (ND/MND)/FONSI | 07/21/2016 |
| Draft Project Report | | 07/21/2016 |
| End Environmental Phase (PA&ED Milestone) | | 12/16/2016 |
| Begin Design (PS&E) Phase | | 06/27/2017 |
| End Design Phase (Ready to List for Advertisement Milestone) | | 04/03/2023 |
| Begin Right of Way Phase | | 06/27/2017 |
| End Right of Way Phase (Right of Way Certification Milestone) | | 04/03/2023 |
| Begin Construction Phase (Contract Award Milestone) | | 10/15/2023 |
| End Construction Phase (Construction Contract Acceptance Milestone) | | 12/31/2025 |
| Begin Closeout Phase | | 01/01/2026 |
| End Closeout Phase (Closeout Report) | | 12/31/2026 |

Date 03/02/2023 14:43:49

Purpose and Need

Purpose:

The purpose of the project is to: improve local traffic circulation and regional traffic operations; improve multimodal access, connectivity, and operations; and improve overall safety of the facility.

Need:

Hearn Avenue is constrained to one lane in each direction over the existing OC, leading to vehicle backups at the approaches to the OC. The on- and off-ramp connections to Route 101 are offset from Hearn Avenue. The southbound ramps connect to Corby Avenue about 300 feet south of Hearn Avenue. The northbound ramps connect to Yolanda Avenue about 500 feet south of Hearn Avenue. Both the southbound and northbound freeway ramp connections are a configuration often referred to as “hook ramps” because of their compact design. These ramps have limited capacity for vehicle queuing because of their short lengths, especially for the Route 101 southbound off-ramp due to its close proximity of Corby Avenue. As a result, during peak periods, the high volume of vehicles using the single lane southbound Route 101 off-ramp results in a circuitous queue that can extend from the Hearn Avenue / Corby Road intersection onto the southbound off-ramp, and into the southbound Route 101 auxiliary lane. This extended queue can interfere not only with access from the freeway to Corby and Hearn Avenues, but also can contribute to congestion and the flow of freeway traffic in the southbound lanes of Route 101.

The Hearn Avenue Interchange is an important connector that links the east and west sides of southern Santa Rosa and provides access to and from Route 101 to the shopping corridor on Santa Rosa Avenue, which includes retailers such as Costco, Best Buy, Trader Joe’s, and REI. It also provides access to car dealerships, food, gas, and lodging adjacent to Route 101. The Hearn Avenue Interchange area also serves to connect local residents with public transportation. Hearn Avenue is served by the My Santa Rosa CityBus bus routes 12 and 19. Santa Rosa Avenue is served by the My Santa Rosa CityBus bus routes 5, 18 and 19, the Sonoma County Transit bus routes 44 and 48, and the Golden Gate Transit bus routes 72 and 74, which connect southern Santa Rosa to Rohnert Park, Petaluma, and San Francisco. Within the City of Santa Rosa, Route 101 serves as a barrier to bicycle and pedestrian access between each side of the freeway. Currently there are no bike lanes or continuous sidewalk access along Hearn Avenue between Corby Avenue and Santa Rosa Avenue. The proposed project improvements provide improved multimodal access, connectivity, and operations through the interchange area. Mode types include vehicles, pedestrians, bicyclists and transit.

The existing Hearn Avenue OC has two approximately 13 foot wide traffic lanes and provides for pedestrian passage along a 5 foot wide sidewalk on the south side of the bridge only, with no sidewalks on either side of Hearn Avenue between the OC and Santa Rosa Avenue. Bicyclists must share the existing traffic lanes when crossing over the bridge. The existing Hearn Avenue OC has nonstandard vertical clearance of approximately 15.2 feet over the Route 101 freeway. It is proposed that the existing OC be replaced with a multi-lane facility with standard vertical clearance with bicycle and pedestrian facilities between Corby Avenue and Santa Rosa Avenue. Pedestrian and bicycle facilities will include 6 foot wide sidewalks on both sides of the new OC, a westbound 6' Class II Bike Lane, and on the southbound side of the OC a two-way Class IV Separated Bikeway. Pedestrian curb ramps will be upgraded/added with mid-walk pedestrian refuge areas provided for some long crosswalk locations. The southbound off-ramp will be widened at the approach to the intersection with Corby Avenue to provide additional vehicle storage within the ramp and reduce queues that can back up into the auxiliary lane on southbound Route 101.

| | | | | |
|------------------|---|-----------------|--------------------------|---|
| NHS Improvements | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO | Roadway Class 2 | Reversible Lane Analysis | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO |
|------------------|---|-----------------|--------------------------|---|

| | | | |
|---|---|---------------------------------|---|
| Inc. Sustainable Communities Strategy Goals | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO | Reduce Greenhouse Gas Emissions | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO |
|---|---|---------------------------------|---|

| Project Outputs | | | |
|-------------------------|---------------------------|-------|-------|
| Category | Outputs | Unit | Total |
| Operational Improvement | Interchange modifications | EA | 1 |
| Operational Improvement | Turn pockets constructed | EA | 1 |
| ADA Improvements | Modify crosswalk | LF | 533 |
| Active Transportation | Sidewalk miles | Miles | 0.4 |
| Active Transportation | Bicycle lane-miles | Miles | 0.6 |

Additional Information

| Performance Indicators and Measures | | | | | | |
|---|------------------------|---|------------------|-----------|-----------------|----------|
| Measure | Required For | Indicator/Measure | Unit | Build | Future No Build | Change |
| Congestion Reduction | LPPF, LPPC, SCCP | Change in Daily Vehicle Miles Travelled | Miles | 696,328 | 698,288 | -1,960 |
| | | | VMT per Capita | 0 | 0 | 0 |
| | LPPF, LPPC, SCCP | Person Hours of Travel Time Saved (Only 'Change' required) | Person Hours | 5,285,846 | 5,538,982 | -253,136 |
| | | | Hours per Capita | 0 | 0 | 0 |
| System Reliability (Freight) | LPPF, LPPC, SCCP | Peak Period Travel Time Reliability Index (Only 'No Build' Required) | Index | 0 | 0 | 0 |
| | LPPF, LPPC, SCCP | Level of Transit Delay (if required) | % "On-time" | 0 | 0 | 0 |
| Air Quality & GHG (only 'Change' required) | LPPF, LPPC, SCCP, TCEP | Particulate Matter | PM 2.5 Tons | 0.26 | 0 | 0.26 |
| | | | PM 10 Tons | 0.25 | 0 | 0.25 |
| | LPPF, LPPC, SCCP, TCEP | Carbon Dioxide (CO2) | Tons | 10,299 | 0 | 10,299 |
| | LPPF, LPPC, SCCP, TCEP | Volatile Organic Compounds (VOC) | Tons | 18.8 | 0 | 18.8 |
| | LPPF, LPPC, SCCP, TCEP | Sulphur Dioxides (SOx) | Tons | 0.09 | 0 | 0.09 |
| | LPPF, LPPC, SCCP, TCEP | Carbon Monoxide (CO) | Tons | 284.5 | 0 | 284.5 |
| | LPPF, LPPC, SCCP, TCEP | Nitrogen Oxides (NOx) | Tons | 33.6 | 0 | 33.6 |
| Safety | LPPF, LPPC, SCCP, TCEP | Number of Fatalities | Number | 0 | 0.06 | -0.06 |
| | LPPF, LPPC, SCCP, TCEP | Fatalities per 100 Million VMT | Number | 0.003 | 0.003 | 0 |
| | LPPF, LPPC, SCCP, TCEP | Number of Serious Injuries | Number | 0 | 15.08 | -15.08 |
| | LPPF, LPPC, SCCP, TCEP | Number of Serious Injuries per 100 Million VMT | Number | 0.24 | 1.12 | -0.88 |
| Economic Development | LPPF, LPPC, SCCP, TCEP | Jobs Created (Only 'Build' Required) | Number | 474 | 0 | 474 |
| Cost Effectiveness (only 'Change' required) | LPPF, LPPC, SCCP, TCEP | Cost Benefit Ratio | Ratio | 2.62 | 0 | 2.62 |
| Vehicle Volume | LPPF, LPPC, SCCP | Existing Average Annual Vehicle Volume on Project Segment | Number | 31,336 | 21,904 | 9,432 |
| | LPPF, LPPC, SCCP | Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project | Number | 35,931 | 19,750 | 16,181 |

| District | County | Route | EA | Project ID | PPNO |
|---|---------------|-------|--------|------------|------|
| 04 | Sonoma County | 101 | 4A1301 | 0400001106 | |
| Project Title | | | | | |
| US 101 Hearn Avenue Regional Multimodal Interchange | | | | | |

| Existing Total Project Cost (\$1,000s) | | | | | | | | | Implementing Agency |
|--|-------|-------|-------|--------|--------|-------|--------|--------|---------------------|
| Component | Prior | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26+ | Total | |
| E&P (PA&ED) | | | | | | | | | City of Santa Rosa |
| PS&E | | | | | | | | | City of Santa Rosa |
| R/W SUP (CT) | | | | | | | | | City of Santa Rosa |
| CON SUP (CT) | | | | | | | | | Caltrans District 4 |
| R/W | | | | | | | | | Caltrans District 4 |
| CON | | | | | | | | | Caltrans District 4 |
| TOTAL | | | | | | | | | |
| Proposed Total Project Cost (\$1,000s) | | | | | | | | | Notes |
| E&P (PA&ED) | 1,800 | | | | | | | 1,800 | |
| PS&E | 3,939 | | | | | | | 3,939 | |
| R/W SUP (CT) | 580 | | | | | | | 580 | |
| CON SUP (CT) | | | | | 4,300 | | | 4,300 | |
| R/W | 720 | | | | | | | 720 | |
| CON | | | | 24,636 | 7,700 | | | 32,336 | |
| TOTAL | 7,039 | | | 24,636 | 12,000 | | | 43,675 | |

| Fund #1: | Local Funds - City Funds (Committed) | | | | | | | | Program Code |
|-----------------------------|--------------------------------------|-------|-------|-------|-------|-------|--------|-------|--------------------|
| Existing Funding (\$1,000s) | | | | | | | | | |
| Component | Prior | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26+ | Total | Funding Agency |
| E&P (PA&ED) | | | | | | | | | City of Santa Rosa |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |
| Proposed Funding (\$1,000s) | | | | | | | | | Notes |
| E&P (PA&ED) | 1,150 | | | | | | | 1,150 | |
| PS&E | 1,339 | | | | | | | 1,339 | |
| R/W SUP (CT) | 580 | | | | | | | 580 | |
| CON SUP (CT) | | | | | | | | | |
| R/W | 220 | | | | | | | 220 | |
| CON | | | | 6,186 | | | | 6,186 | |
| TOTAL | 3,289 | | | 6,186 | | | | 9,475 | |

| | | | | | | | | | |
|-----------------------------|---|-------|-------|--------|-------|-------|--------|--------|------------------------------------|
| Fund #2: | Local Funds - SON Co Sales Tax (Committed) | | | | | | | | Program Code |
| Existing Funding (\$1,000s) | | | | | | | | | |
| Component | Prior | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26+ | Total | Funding Agency |
| E&P (PA&ED) | | | | | | | | | Sonoma County Transportation Auth |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |
| Proposed Funding (\$1,000s) | | | | | | | | | Notes |
| E&P (PA&ED) | 650 | | | | | | | 650 | |
| PS&E | 2,600 | | | | | | | 2,600 | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | 500 | | | | | | | 500 | |
| CON | | | | 13,450 | | | | 13,450 | |
| TOTAL | 3,750 | | | 13,450 | | | | 17,200 | |
| Fund #3: | RIP - STIP Advance Construction (Committed) | | | | | | | | Program Code |
| Existing Funding (\$1,000s) | | | | | | | | | |
| Component | Prior | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26+ | Total | Funding Agency |
| E&P (PA&ED) | | | | | | | | | Metropolitan Transportation Commis |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |
| Proposed Funding (\$1,000s) | | | | | | | | | Notes |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | 2,365 | | | 2,365 | |
| R/W | | | | | | | | | |
| CON | | | | | 1,035 | | | 1,035 | |
| TOTAL | | | | | 3,400 | | | 3,400 | |

| | | | | | | | | | |
|-----------------------------|---|-------|-------|-------|-------|-------|--------|-------|-------------------------------------|
| Fund #4: | State SB1 LPP - Local Partnership Program - Formula distribution (Committed) | | | | | | | | Program Code |
| Existing Funding (\$1,000s) | | | | | | | | | |
| Component | Prior | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26+ | Total | Funding Agency |
| E&P (PA&ED) | | | | | | | | | Sonoma County Transportation Auth |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |
| Proposed Funding (\$1,000s) | | | | | | | | | Notes |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | 5,000 | | | | 5,000 | |
| TOTAL | | | | 5,000 | | | | 5,000 | |
| Fund #5: | State SB1 LPP - Local Partnership Program - Competitive program (Uncommitted) | | | | | | | | Program Code |
| Existing Funding (\$1,000s) | | | | | | | | | |
| Component | Prior | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26+ | Total | Funding Agency |
| E&P (PA&ED) | | | | | | | | | California Transportation Commissio |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |
| Proposed Funding (\$1,000s) | | | | | | | | | Notes |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | 1,935 | | | 1,935 | |
| R/W | | | | | | | | | |
| CON | | | | | 6,665 | | | 6,665 | |
| TOTAL | | | | | 8,600 | | | 8,600 | |

Amendment (Existing Project) ☐ YES ☒ NO

Date03/03/2023 10:02:20

Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☒ Other

| | | | | | |
|-------------------------|-------|------------|--------------|--|----------------|
| District | EA | Project ID | PPNO | Nominating Agency | |
| 04 | 2G340 | 0413000213 | 2354 | Sonoma County Transportation Authority | |
| County | Route | PM Back | PM Ahead | Co-Nominating Agency | |
| Sonoma County | 101 | 21.500 | 21.500 | | |
| | | | | MPO | Element |
| | | | | MTC | Capital Outlay |
| Project Manager/Contact | | | Phone | Email Address | |
| Rob Sprinkle | | | 707-543-3817 | rsprinkle@srcity.org | |

Project Title

Santa Rosa US Highway 101 Bicycle and Pedestrian Overcrossing

Location (Project Limits), Description (Scope of Work)

In the City of Santa Rosa, Sonoma County, over US 101, north of College Avenue near Santa Rosa College, Santa Rosa High School and Coddington Mall.

Construct a Class I ADA accessible and mode-separated bicycle and pedestrian overcrossing over US Highway 101, including new crosswalk, curb ramps and pedestrian lighting and ADA compliant ramps and touchdown landings on Elliott Avenue and Edwards Avenue.

| Component | Implementing Agency |
|--------------|---------------------|
| PA&ED | City of Santa Rosa |
| PS&E | City of Santa Rosa |
| Right of Way | City of Santa Rosa |
| Construction | City of Santa Rosa |

Legislative Districts

Assembly:2Senate:2Congressional:2,4

| Project Milestone | Existing | Proposed |
|---|---------------------------|------------|
| Project Study Report Approved | 09/14/2020 | |
| Begin Environmental (PA&ED) Phase | | 01/02/2018 |
| Circulate Draft Environmental Document | Document Type (ND/MND)/CE | 06/22/2020 |
| Draft Project Report | | 06/19/2020 |
| End Environmental Phase (PA&ED Milestone) | | 02/08/2021 |
| Begin Design (PS&E) Phase | | 05/03/2021 |
| End Design Phase (Ready to List for Advertisement Milestone) | | 08/28/2023 |
| Begin Right of Way Phase | | 03/03/2022 |
| End Right of Way Phase (Right of Way Certification Milestone) | | 09/21/2023 |
| Begin Construction Phase (Contract Award Milestone) | | 03/28/2024 |
| End Construction Phase (Construction Contract Acceptance Milestone) | | 03/26/2026 |
| Begin Closeout Phase | | 03/27/2026 |
| End Closeout Phase (Closeout Report) | | 12/31/2026 |

Date 03/03/2023 10:02:20

Purpose and Need

Purpose: Provide a safe alternative for bicyclists and pedestrians crossing US 101 in the vicinity of schools and transit and provide a continuous and ADA-compliant pedestrian and bicycle path to improve east-west connectivity across US 101 in the northern half of the City.

The "pedestrian/bicycle facilities miles constructed" for the overcrossing's mode-separated Class I pathway includes a dedicated 5-foot wide walking lane and 8-foot wide two-way cycle track

Need: Lack of bicycle and pedestrian connectivity in the northern half of the City of Santa Rosa between the residential and commercial areas west of U.S. 101 and the academic, residential, commercial and recreational areas east of US 101. US 101 creates a barrier between the existing and proposed bikeways on both sides of the freeway. Steele Lane and College Avenue are approximately one mile apart and provide the only crossings of US 101 for approximately two miles. This distance exceeds the comfortable range for pedestrians and many cyclists.

| | | | | | |
|---|---|---------------------------------|---|--------------------------|---|
| NHS Improvements | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO | Roadway Class | NA | Reversible Lane Analysis | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO |
| Inc. Sustainable Communities Strategy Goals | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO | Reduce Greenhouse Gas Emissions | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO | | |

Project Outputs

| Category | Outputs | Unit | Total |
|-----------------------|---|-------|-------|
| Active Transportation | Pedestrian/Bicycle facilities miles constructed | Miles | 0.2 |

Date 03/03/2023 10:02:20

Additional Information

See Baseline Agreement for Active Transportation Program Benefits Form.

| Performance Indicators and Measures | | | | | | |
|--|------------------------|--|----------------|-------|-----------------|--------|
| Measure | Required For | Indicator/Measure | Unit | Build | Future No Build | Change |
| Congestion Reduction | LPPF, LPPC, SCCP | Change in Daily Vehicle Miles Travelled | Miles | 0.2 | 0 | 0.2 |
| | | | VMT per Capita | 1 | 1 | 0 |
| | Optional | Percent Change in Non-Single Occupancy Vehicle Travel | % | 1 | 0 | 1 |
| Air Quality & GHG (only 'Change' required) | LPPF, LPPC, SCCP, TCEP | Carbon Dioxide (CO2) | Tons | 1 | 0 | 1 |
| Safety | Optional | Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries | Number | 0 | 2 | -2 |
| Accessibility | Optional | Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop | % | 100 | 0 | 100 |

| District | County | Route | EA | Project ID | PPNO |
|---|---------------|-------|-------|------------|------|
| 04 | Sonoma County | 101 | 2G340 | 0413000213 | 2354 |
| Project Title | | | | | |
| Santa Rosa US Highway 101 Bicycle and Pedestrian Overcrossing | | | | | |

| Existing Total Project Cost (\$1,000s) | | | | | | | | | Implementing Agency |
|--|-------|-------|-------|-------|--------|-------|--------|--------|---------------------|
| Component | Prior | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26+ | Total | |
| E&P (PA&ED) | | | | | | | | | City of Santa Rosa |
| PS&E | | | | | | | | | City of Santa Rosa |
| R/W SUP (CT) | | | | | | | | | City of Santa Rosa |
| CON SUP (CT) | | | | | | | | | City of Santa Rosa |
| R/W | | | | | | | | | City of Santa Rosa |
| CON | | | | | | | | | City of Santa Rosa |
| TOTAL | | | | | | | | | |
| Proposed Total Project Cost (\$1,000s) | | | | | | | | | Notes |
| E&P (PA&ED) | 1,300 | | | | | | | 1,300 | |
| PS&E | | 1,782 | | | | | | 1,782 | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | 2,350 | | | | 2,350 | |
| CON | | | | | 22,250 | | | 22,250 | |
| TOTAL | 1,300 | 1,782 | | 2,350 | 22,250 | | | 27,682 | |

| Fund #1: | Local Funds - TDA Article #3 (Committed) | | | | | | | | Program Code |
|-----------------------------|--|-------|-------|-------|-------|-------|--------|-------|------------------------------------|
| Existing Funding (\$1,000s) | | | | | | | | | |
| Component | Prior | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26+ | Total | Funding Agency |
| E&P (PA&ED) | | | | | | | | | Metropolitan Transportation Commis |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |
| Proposed Funding (\$1,000s) | | | | | | | | | Notes |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | 600 | | | 600 | |
| TOTAL | | | | | 600 | | | 600 | |

| | | | | | | | | | |
|-----------------------------|---|-------|-------|-------|--------|-------|--------|--------|--------------------------------------|
| Fund #2: | Other State - Road Maintenance and Rehabilitation Account (Committed) | | | | | | | | Program Code |
| Existing Funding (\$1,000s) | | | | | | | | | |
| Component | Prior | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26+ | Total | Funding Agency |
| E&P (PA&ED) | | | | | | | | | California Transportation Commission |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |
| Proposed Funding (\$1,000s) | | | | | | | | | Notes |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | 5,100 | | | 5,100 | |
| TOTAL | | | | | 5,100 | | | 5,100 | |
| Fund #3: | Other Fed - Active Transportation Program (ATP) (Committed) | | | | | | | | Program Code |
| Existing Funding (\$1,000s) | | | | | | | | | |
| Component | Prior | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26+ | Total | Funding Agency |
| E&P (PA&ED) | | | | | | | | | California Transportation Commission |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |
| Proposed Funding (\$1,000s) | | | | | | | | | Notes |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | 12,000 | | | 12,000 | |
| TOTAL | | | | | 12,000 | | | 12,000 | |

| | | | | | | | | | |
|-----------------------------|--------------------------------------|-------|-------|-------|-------|-------|--------|-------|-------------------------------------|
| Fund #4: | RSTP - STP Local (Committed) | | | | | | | | Program Code |
| Existing Funding (\$1,000s) | | | | | | | | | |
| Component | Prior | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26+ | Total | Funding Agency |
| E&P (PA&ED) | | | | | | | | | Metropolitan Transportation Commiss |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |
| Proposed Funding (\$1,000s) | | | | | | | | | Notes |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | 1,782 | | | | | | 1,782 | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | 1,782 | | | | | | 1,782 | |
| Fund #5: | Local Funds - City Funds (Committed) | | | | | | | | Program Code |
| Existing Funding (\$1,000s) | | | | | | | | | |
| Component | Prior | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26+ | Total | Funding Agency |
| E&P (PA&ED) | | | | | | | | | City of Santa Rosa |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |
| Proposed Funding (\$1,000s) | | | | | | | | | Notes |
| E&P (PA&ED) | 1,300 | | | | | | | 1,300 | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | 2,350 | | | | 2,350 | |
| CON | | | | | 4,550 | | | 4,550 | |
| TOTAL | 1,300 | | | 2,350 | 4,550 | | | 8,200 | |



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

| | | | | | |
|-----------------------|--|----------------------|---|---------------------------------------|--|
| File #: | 23-0453 | Version: | 1 | Name: | |
| Type: | Resolution | Status: | | Consent | |
| File created: | 3/1/2023 | In control: | | Programming and Allocations Committee | |
| On agenda: | 4/12/2023 | Final action: | | | |
| Title: | MTC Resolution Nos. 4202, Revised and 4505, Revised. Various revisions to the One Bay Area Grant programs (OBAG 2 and 3), including reprogramming \$3.65 million in OBAG 2 Regional funds within the Connected Bay Area Program and revisions to clarify OBAG 3 County & Local Program programming requirements. | | | | |
| Sponsors: | | | | | |
| Indexes: | | | | | |
| Code sections: | | | | | |
| Attachments: | 2g_23-0453_MTC_Resolutions_4202_4505_OBAG_2_and_3_Revisions.pdf | | | | |

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:

MTC Resolution Nos. 4202, Revised and 4505, Revised. Various revisions to the One Bay Area Grant programs (OBAG 2 and 3), including reprogramming \$3.65 million in OBAG 2 Regional funds within the Connected Bay Area Program and revisions to clarify OBAG 3 County & Local Program programming requirements.

Presenter:

Thomas Arndt

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

April 12, 2023

Agenda Item 2g - 23-0453

MTC Resolution Nos. 4202, Revised and 4505, Revised

Subject:

Various revisions to the One Bay Area Grant programs (OBAG 2 and 3), including reprogramming \$3.65 million in OBAG 2 Regional funds within the Connected Bay Area Program and revisions to clarify OBAG 3 County & Local Program programming requirements.

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 various revisions to the OBAG 2 Regional Program and OBAG 3 County & Local Program as described below.

OBAG 2 Regional Program

Staff recommend the following revisions to projects within MTC and Caltrans' joint Connected Bay Area program, which reflect the agencies' latest partnership arrangement and delivery plan for the Bay Area Regional Communications Infrastructure Strategic Investment Plan. The scope of this effort has been expanded to encompass communication enhancements along various regional freeway corridors and arterial streets, in addition to the I-880 corridor.

- Deprogram \$1.15 million from MTC's TMC Asset Upgrade and Replacement project, as scope elements under this project are included under MTC and Caltrans' separate Regional Communication Infrastructure Upgrade projects;
- Deprogram \$2.5 million from MTC and Caltrans' I-880 Communication Upgrade and Infrastructure Gap Closures project, to be redirected to MTC and Caltrans' separate Regional Communication Infrastructure Upgrade projects;
- Redirect the \$3.15 million deprogrammed above to Caltrans' Regional Communications Infrastructure Upgrade project (\$2.5 million) and MTC's Regional Communications Infrastructure Upgrade project (\$1.15 million).

In addition, staff recommend programming \$239,000 in unprogrammed balances within the Mobility Hubs Pilot Program to Burlingame's Caltrain Station – Burlingame Square Transit Hub project to cover cost increases associated with additional environmental and historical site requirements.

Finally, staff recommend revising the name of Marin County's Wilson Hill Road Rehabilitation project within the Priority Conservation Area (PCA) Grant program to reflect the revised scope requested by the County (replacing Hicks Valley Road with Wilson Hill Road.)

OBAG 3 County & Local Program

Current County & Local program policy requires local agencies to comply with all applicable program requirements prior to MTC programming their projects into the Transportation Improvement Program (TIP). Staff recommend revising this policy to enable MTC to program all projects within the County & Local Program into the TIP this spring, in advance of a June 30, 2023 statewide programming deadline. County & Local Program project sponsors will still be required to comply with all applicable program requirements and deadlines for their projects to remain programmed in the TIP. A few key requirements affected by this revised programming process are summarized below and detailed in the program resolution:

- Housing-related requirements: city and county project sponsors are required to have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for the 2023-31 Regional Housing Need Allocation (RHNA cycle 6) by December 31, 2023. As of writing, only eight of the 109 Bay Area jurisdictions have received HCD approval of their cycle 6 housing elements. Staff expect most, if not all, County & Local project sponsors will come into compliance this spring and summer. In addition, governing boards of city and county project sponsors must adopt a resolution self-certifying compliance with state housing laws related to surplus lands, accessory dwelling units, and density bonuses. After December 31, 2023, MTC will deprogram County & Local Program funds awarded to jurisdictions that have not adopted a state housing law self-certification resolution and/or do not yet have a certified housing element.
- Safety plan completion: city and county project sponsors are required to complete a Local Roadway Safety Plan (LRSP) or equivalent safety plan, as defined by the California Highway Safety Improvement Program (HSIP) guidelines, by December 31, 2023. All OBAG 3 recipients have completed an LRSP or equivalent or have an LRSP plan underway at the city or countywide level. After December 31, 2023, MTC will deprogram County & Local Program funds awarded to jurisdictions that have not yet completed a LRSP or equivalent road safety plan.
- Local streets and roads survey participation: cities and counties are required to fully participate in biennial statewide local streets and roads (LSR) needs assessment surveys. The next survey is anticipated to open for responses in Spring 2024. MTC will deprogram County & Local Program funds awarded to jurisdictions that do not fully

participate in the next statewide LSR needs assessment survey, anticipated in Spring 2024.

In addition, staff recommend minor changes to clarify that the compliance checklists are not incorporated into the resolution appendices. Local compliance checklist templates were provided to OBAG 3 County & Local Program sponsors during the call for projects process, and are available on the OBAG 3 webpage: <https://mtc.ca.gov/obag3>.

Issues:

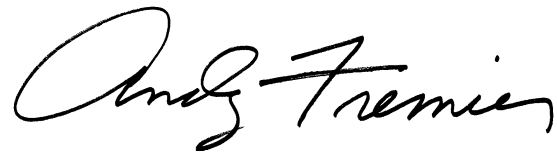
None.

Recommendations:

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

Attachments:

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



Andrew B. Fremier

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

ABSTRACT

Resolution No. 4202, Revised

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

The resolution includes the following attachments:

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

Page 2

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

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

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

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

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

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

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

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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.

On March 22, 2023, Attachment B-1 was revised to program \$15,283,000 in unprogrammed balances to various projects within the Transit Performance Initiatives (TPI) Program;

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deprogram \$340,760 for San Francisco Municipal Transportation Agency's Temporary Transbay Terminal within the Mobility Hubs Pilot Program; revise MTC's I-880 Integrated Corridor Management (ICM) Central project to include San Leandro as a co-sponsor; and revise the project names of Marin County's Priority Conservation Area (PCA) Grant Program projects to Hicks Valley Road Rehabilitation.

On April 26, 2023, Attachment B-1 was revised to change the project names of Marin County's Priority Conservation Area (PCA) Grant Program projects to Wilson Hill Road Rehabilitation, program \$239,000 in unprogrammed balances within the Mobility Hubs Pilot Program to Burlingame's Caltrain Station – Burlingame Square Transit Hub project, and revise projects within the Connected Bay Area program, including deprogramming \$1,150,000 from MTC's TMC Asset Upgrade and Replacement project, deprogramming \$2,500,000 from MTC and Caltrans' I-880 Communication Upgrade and Infrastructure Gap Closures project, programming \$2,500,000 to Caltrans' Regional Communications Infrastructure Upgrade project, and programming \$1,150,000 to MTC's Regional Communications Infrastructure Upgrade 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, 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, November 9, 2022, March 8, 2023, and April 12, 2023.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4202

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

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

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
April 2023

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C
07/26/17-C 09/27/17-C 10/25/17-C 12/20/17-C 01/24/18-C 02/28/18-C 03/28/18-C
04/25/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C 12/19/18-C
02/27/19-C 03/27/19-C 06/26/19-C 09/25/19-C 10/23/19-C 11/20/19-C 02/26/20-C
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09/28/22-C 10/26/22-C 03/22/23-C 04/26/23-C

OBAG 2 Regional Programs Project List

| PROJECT CATEGORY AND TITLE | SPONSOR | Total STP/CMAQ | Other |
|---|--------------|----------------------|----------------------|
| OBAG 2 REGIONAL PROGRAMS | | \$652,511,187 | \$131,433,260 |
| 1. REGIONAL PLANNING ACTIVITIES | | | |
| Regional Planning | MTC | \$9,555,000 | |
| 1. REGIONAL PLANNING ACTIVITIES | | \$9,555,000 | |
| 2. PAVEMENT MANAGEMENT PROGRAM | | | |
| Pavement Management Program | MTC | \$1,500,000 | |
| Pavement Technical Advisory Program (PTAP) | MTC | \$7,500,000 | |
| Statewide Local Streets and Roads (LSR) Needs Assessment | MTC/Caltrans | \$250,000 | |
| 2. PAVEMENT MANAGEMENT PROGRAM | | \$9,250,000 | |
| 3. PDA PLANNING & IMPLEMENTATION | | | |
| PDA Planning and Implementation | | | |
| PDA Implementation | MTC | \$2,000,000 | |
| PDA Supportive Studies | MTC | \$587,000 | |
| PDA Planning | | | |
| Berkeley: San Pablo Avenue PDA Plan | MTC | \$750,000 | |
| Oakland: MacArthur Transit Village PDA; North Oakland/Golden Gate PDA Plan | MTC | \$800,000 | |
| Oakland: Eastmont Town Center/International Blvd; Fruitvale & Dimond; MacArthur Blvd Co | MTC | \$800,000 | |
| Union City: Decoto Industrial Parkway Study Area Specific Plan 2.0 | MTC | \$800,000 | |
| El Cerrito: San Pablo Avenue Specific Plan and EIR Update/Amendments | MTC | \$308,000 | |
| Moraga: Moraga Center Specific Plan Implementation Project | MTC | \$140,000 | |
| Richmond: Hilltop PDA Plan | MTC | \$750,000 | |
| San Pablo: Rumrill Blvd PDA Plan | MTC | \$250,000 | |
| Marin County: Urbanized Corridor/Marin City PDA Plan | MTC | \$300,000 | |
| San Rafael: Downtown Precise Plan | MTC | \$500,000 | |
| San Francisco: HUB Area EIR | MTC | \$500,000 | |
| San Francisco: Transit Corridors Study | MTC | \$500,000 | |
| Burlingame: Broadway Planning Area PDA Plan | MTC | \$400,000 | |
| South San Francisco: Downtown Station Area PDA Plan | MTC | \$500,000 | |
| Milpitas: Midtown PDA Plan | MTC | \$500,000 | |
| Palo Alto: University Ave/Downtown PDA Plan | MTC | \$800,000 | |
| San Jose/VTA: Diridon Integrated Station Area Concept Plan | MTC | \$800,000 | |
| San Jose: SW Expressway/Race Street Light Rail Urban Village Plans | MTC | \$500,000 | |
| Santa Clara: Downtown PDA Plan | MTC | \$400,000 | |
| Vacaville: Downtown Specific Plan | MTC | \$350,000 | |
| Santa Rosa: Downtown Station Area Specific Plan Update/Amendment | MTC | \$800,000 | |
| Unprogrammed balance | | \$400,000 | |
| Staffing Assistance | | | |
| Emeryville: Mitigate Regulation-Induced Displacement, Streamlined Asset Mngmt | MTC | \$180,000 | |
| Fremont: SB743 Implementation | MTC | \$150,000 | |
| Hayward: SB743 Implementation | MTC | \$150,000 | |
| Oakland: ADU Initiative | MTC | \$200,000 | |
| Oakland: Innovative Construction Initiative | MTC | \$200,000 | |
| Concord: VMT-based Transportation Impact Standards | MTC | \$150,000 | |
| Concord: Galindo Street Corridor Plan | MTC | \$200,000 | |
| Lafayette: Updated Parking Ordinance and Strategies | MTC | \$150,000 | |
| San Jose: PDA/Citywide Design Guidelines | MTC | \$200,000 | |
| Windsor: Parking Management and Pricing | MTC | \$35,000 | |
| Technical Assistance | | | |
| Marin/Sonoma VMT Implementation Group | MTC | \$170,000 | |
| Napa/Solano VMT Implementation Group | MTC | \$170,000 | |
| Various Jurisdictions: VMT Implementation Group | MTC | \$140,000 | |
| Emeryville: Developing the Highest and Best Use of the Public Curb | MTC | \$65,000 | |
| Hayward: Micro Mobility/Safety Program | MTC | \$75,000 | |
| Oakland: General Plan Framework - PDA Community Engagement Program | MTC | \$65,000 | |
| San Leandro: BayFair TOD Infrastructure Design/Finance | MTC | \$150,000 | |
| San Francisco: Mission-San Jose PDA Housing Feasibility Analysis | MTC | \$65,000 | |
| San Francisco: PDA Density Bonus Program | MTC | \$65,000 | |
| Belmont: Transportation Demand Management Program | MTC | \$65,000 | |
| San Mateo: TDM Ordinance | MTC | \$150,000 | |
| Santa Rosa/Sonoma County: Renewal Enterprise District | MTC | \$150,000 | |

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
April 2023

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C
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OBAG 2 Regional Programs Project List

| PROJECT CATEGORY AND TITLE | SPONSOR | Total STP/CMAQ | Other |
|---|-------------------|----------------------|----------------------|
| OBAG 2 REGIONAL PROGRAMS | | \$652,511,187 | \$131,433,260 |
| San Jose: Urban Villages District Parking & Rezoning | MTC | \$120,000 | |
| BART AB2923 Implementation | BART | \$1,000,000 | |
| Community-Based Transportation Plan (CBTP) Updates | MTC | | |
| ACTC: CMA Planning (for Community-Based Transportation Plans) | MTC | \$300,000 | |
| CCTA: Community-Based Transportation Plans | MTC | \$215,000 | |
| TAM: Community-Based Transportation Plans | MTC | \$75,000 | |
| NVTA: Community-Based Transportation Plans | MTC | \$75,000 | |
| SFCTA: Community-Based Transportation Plans | MTC | \$175,000 | |
| C/CAG: Community-Based Transportation Plans | MTC | \$120,000 | |
| VTA: Community-Based Transportation Plans | MTC | \$300,000 | |
| STA: Community-Based Transportation Plans | MTC | \$95,000 | |
| SCTA: Community-Based Transportation Plans | MTC | \$110,000 | |
| CBTP Program Evaluation | MTC | \$35,000 | |
| 3. PDA PLANNING & IMPLEMENTATION | | \$20,000,000 | |
| 4. CLIMATE INITIATIVES | | | |
| Climate Initiatives | | | |
| Spare the Air & EV Program Outreach (for Electric Vehicle Programs) | BAAQMD | \$10,000,000 | |
| Parking Management Program | MTC | \$9,012,406 | |
| Mobility Hubs Pilot Program | | | |
| Mobility Hubs Technical Assistance | MTC | \$150,000 | |
| BART: MacArthur BART Station | BART | \$539,084 | |
| San Ramon: Bishop Ranch Business Park | San Ramon | \$387,600 | |
| Burlingame: Caltrain Station - Burlingame Square Transit Hub (Revised) | Burlingame | \$739,000 | |
| Millbrae: BART and Caltrain Station - Millbrae Transit Center | Millbrae | \$345,150 | |
| Mountain View: Caltrain Station - Mountain View Transit Center | Mountain View | \$200,000 | |
| Vallejo: Vallejo Ferry Terminal | Vallejo | \$200,000 | |
| Mobility Hubs Unprogrammed Balance (Revised) | TBD | \$101,760 | |
| Targeted Transportation Alternatives | MTC | \$325,000 | |
| Spare the Air Youth Program - 2 | MTC | \$1,417,000 | |
| 4. CLIMATE INITIATIVES | | \$23,417,000 | |
| 5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT | | | |
| Active Operational Management | | | |
| AOM Implementation | MTC | \$23,737,000 | |
| Bay Area 511 Traveler Information | | | |
| 511 Next Gen | MTC | \$26,148,000 | |
| 511 Implementation | MTC | \$7,450,000 | |
| Rideshare | | | |
| Rideshare Implementation | MTC | \$720,000 | |
| Carpool Program | MTC | \$7,280,000 | |
| Vanpool Program | MTC | \$2,000,000 | |
| Commuter Benefits Implementation | MTC | \$674,000 | |
| Commuter Benefits Program | MTC | \$1,111,000 | |
| Napa Valley Transportation Demand Strategies (Fund Exchange) | MTC/NVTA | | \$1,100,000 |
| Bay Bridge Forward 2018 | | | |
| Transbay Higher Capacity Bus Fleet/Increased Service Frequencies | AC Transit | \$1,200,000 | |
| Pilot Transbay Express Bus Routes | AC Transit | \$800,000 | |
| Eastbay Commuter Parking | MTC | \$2,500,000 | |
| Transbay Higher Capacity Bus Fleet/Increased Service Frequencies | WestCat | \$2,000,000 | |
| Bay Bridge Forward 2020 | | | |
| Preliminary Engineering | MTC | \$12,000,000 | |
| Dumbarton Forward | | | |
| SR 84 (US 101 to I-880) Dumbarton Forward | MTC | \$4,375,000 | |
| Richmond-San Rafael Bridge Forward | | | |
| Richmond-San Rafael Bridge Bikeway Access (Fund Exchange) | Richmond | | \$500,000 |
| Richmond-San Rafael Bridge Forward (Fund Exchange) | MTC | | \$1,160,000 |
| Freeway Performance Program | | | |
| FPP: I-880 (I-80 to I-280) | MTC | \$3,000,000 | |
| FPP: I-880 Optimized Corridor Operations | MTC | \$2,240,000 | |
| FPP: I-580 WB HOV Lane Extension (SR 24 to I-80/SFOBB approach) PL & ENV Only | MTC | \$625,000 | |

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
April 2023

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C
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OBAG 2 Regional Programs Project List

| PROJECT CATEGORY AND TITLE | SPONSOR | Total STP/CMAQ | Other |
|--|---------------------|----------------------|----------------------|
| OBAG 2 REGIONAL PROGRAMS | | \$652,511,187 | \$131,433,260 |
| FPP: I-80 (Carquinez Bridge to Fremont St., SF) PL only | MTC | \$3,000,000 | |
| FPP: CC I-680 NB HOV/Express Lanes (Ala Co. to Sol Co.) | MTC | \$10,000,000 | |
| FPP: I-80 Central Ave Interchange Improvements | Richmond | \$2,000,000 | |
| FPP: SR 37 (US 101 to I-80) PL only | MTC | \$1,000,000 | |
| FPP: Napa Valley Forward Traffic Calming & Multimodal Imps. | MTC | \$1,000,000 | |
| FPP: US 101 (SR 85 to San Francisco Co. Line) | MTC | \$3,000,000 | |
| FPP: SCTA US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 | SCTA | \$1,000,000 | |
| Program for Arterial System Synchronization (PASS) | MTC | \$5,000,000 | |
| Innovative Deployments for Enhanced Arterials (IDEA) | | | |
| IDEA Technical Assistance | MTC | \$1,532,000 | |
| IDEA Category 1 | | | |
| AC Transit: Dumbarton Express Route (SR84) | MTC | \$2,300,000 | |
| Alameda: Webster & Posey Tubes (SR 260), Park St | MTC | \$276,000 | |
| Hayward: Various Locations | MTC | \$302,000 | |
| Oakland: Bancroft Ave | MTC | \$310,000 | |
| Pleasanton: Various Locations | MTC | \$290,000 | |
| Union City: Union City Blvd & Decoto Rd | MTC | \$710,000 | |
| San Ramon: Bollinger Canyon Rd & Crow Canyon Rd | MTC | \$563,000 | |
| San Rafael: Downtown San Rafael | MTC | \$830,000 | |
| South San Francisco: Various Locations | MTC | \$532,000 | |
| San Jose: Citywide | MTC | \$1,400,000 | |
| IDEA Category 2 | | | |
| LAVTA/Dublin: Citywide | MTC | \$385,000 | |
| Emeryville: Powell, Shellmound, Christie & 40th St | MTC | \$785,000 | |
| Concord: Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange) | MTC | | \$589,000 |
| MTC Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange) | MTC | | \$30,000 |
| Walnut Creek: Various locations (Fund Exchange) | MTC | | \$621,000 |
| Los Gatos: Los Gatos Blvd | MTC | \$700,000 | |
| VTAs: Veterans Admin. Palo Alto Medical Center | VTA | \$845,000 | |
| Connected Vehicles/Automated Vehicles (CAV) | MTC | \$178,000 | |
| VTA: Palo Alto Advanced Transit Passenger Management | MTC | \$826,000 | |
| SFCTA/TIMMA: Treasure Island Automated Shuttle Pilot | MTC | \$828,000 | |
| Technical Advisory Services | MTC | \$268,000 | |
| Project Evaluations | MTC | \$400,000 | |
| Shared Use Mobility | MTC | \$2,500,000 | |
| Connected Bay Area | | | |
| TMS Implementation | MTC | \$2,910,000 | |
| TMC Asset Upgrade and Replacement (Removed) | MTC | \$1,150,000 | |
| I-880 Communication Upgrade and Infrastructure Gap Closures (Revised) | MTC/Caltrans | \$9,440,000 | |
| Regional Communications Infrastructure Upgrade - MTC (Revised) | MTC | \$4,150,000 | |
| Regional Communications Infrastructure Upgrade - Caltrans (Added) | Caltrans | \$2,500,000 | |
| Incident Management | | | |
| Incident Management Implementation | MTC | \$4,160,000 | |
| I-880 ICM Northern | MTC | \$6,200,000 | |
| I-880 ICM Central | MTC/San Leandro | \$2,640,000 | |
| 5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT | | \$172,620,000 | \$4,000,000 |
| 6. TRANSIT PRIORITIES | | | |
| BART Car Replacement/Expansion | BART | \$99,800,000 | |
| GGB Suicide Deterrent (for BART Car Replacement/Expansion) | GGBH&TD | \$9,760,668 | \$30,239,332 |
| Clipper | MTC | \$34,200,000 | |
| Transit Performance Initiative | | | |
| Foothill Corridor Planning Study | AC Transit | \$1,500,000 | |
| MacDonald Avenue Transit Signal Priority - Phase 1 | AC Transit | \$2,237,000 | |
| Transit Corridors Study | CCCTA | \$400,000 | |
| Marin County Hwy 101 Part-Time Transit Lane | MCTD/TAM | \$1,107,000 | |
| Napa Valley Transit Safety and Efficiency Improvements | NVTA | \$1,060,000 | |
| 29 Sunset Improvements - Phase 2 | SFMTA | \$2,959,000 | |
| Muni Forward Five-Minute Network Corridor Planning Program | SFMTA | \$3,038,000 | |
| Third Street Dynamic Traffic Signal Optimization | SFMTA | \$2,000,000 | |
| El Camino Real Mid-County Transit and Multimodal Corridor Plan | SMCTA | \$407,000 | |

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OBAG 2 Regional Programs Project List

| PROJECT CATEGORY AND TITLE | SPONSOR | Total STP/CMAQ | Other |
|--|-------------------------------------|----------------------|----------------------|
| OBAG 2 REGIONAL PROGRAMS | | \$652,511,187 | \$131,433,260 |
| Monterey Road Transit Lane | VTA | \$575,000 | |
| 6. TRANSIT PRIORITIES | | \$159,043,668 | \$30,239,332 |
| 7. PRIORITY CONSERVATION AREA (PCA) | | | |
| <i>Regional Peninsula, Southern and Eastern Counties PCA Grant Program</i> | | | |
| Bay Area GreenPrint: PCA Functionality Imps | MTC/GreenInfo Network | | \$30,000 |
| PCA Grant Implementation | MTC/Coastal Conservar | \$525,000 | \$500,000 |
| Alameda County: Niles Canyon Trail, Phase 1 | Alameda County | | \$321,000 |
| Livermore: Arroyo Road Trail | Livermore | | \$400,000 |
| WOEIP/Urban Biofilter: Adapt Oakland Urban Greening in West Oakland | WOEIP/Urban Biofilter | | \$300,000 |
| EBRPD: Bay Trail at Point Molate (RSR Bridge to Point Molate Beach Park) | EBRPD | | \$1,000,000 |
| JMLT: Pacheco Marsh/Lower Walnut Creek Restoration and Public Access | John Muir Land Trust | | \$950,000 |
| SFCTA: Yerba Buena Island Multi-Use Pathway (PE/ENV) | SFCTA | \$1,000,000 | |
| San Francisco: McLaren Park and Neighborhood Connections Plan | SF Recreation and Parks | | \$194,000 |
| San Francisco/Coastal Conservancy: Twin Peaks Trail Improvement | SF Rec and Park/Conservancy | | \$74,000 |
| GGNPC/NPS: Rancho Corral de Tierra Unit Management Plan Engagement | National Parks Service | | \$200,000 |
| SMCHD: Pillar Point Public Access Improvements | San Mateo Co. Harbor District | | \$298,000 |
| Menlo Park: Bedwell Bayfront Park Entrance Improvements | Menlo Park | | \$520,000 |
| San Mateo Co.: Colma Creek Adaptation Study (Colma Creek Connector) | San Mateo Co. | | \$110,000 |
| San Mateo Co.: San Bruno Mtn. Habitat Conservation Plan Grazing Pilot | San Mateo Co. | | \$137,900 |
| South San Francisco: Sign Hill Conservation and Trail Master Plan | South San Francisco | | \$135,100 |
| Point Blue: Pajaro River Watershed: Habitat Restoration and Climate Resilient Imps. | Point Blue Conservation Science | | \$379,000 |
| SCVOSA: Coyote Ridge Open Space Preserve Public Access, Phase 1 | Point Blue Conservation Science | | \$400,000 |
| SCVOSA: Tilton Ranch Acquisition | Santa Clara Valley Open Space Auth. | | \$1,000,000 |
| VTA: SR17 Bicycle/Ped Trail & Wildlife Overcrossing (Fund Exchange) | VTA | \$251,000 | |
| <i>North Bay PCA Grant Program</i> | | | |
| Marin Co: Hicks Valley Rd. Wilson Hill Road Rehab. (for Corte Madera: Paradise Dr MUP) (Revised) | Marin County | \$312,000 | |
| Marin Co: Hicks Valley Rd. Wilson Hill Road Rehab (Revised) | Marin County | \$869,000 | |
| Novato: Nave Dr/Bell Marin Keys Rehabilitation (for Hill Recreation Area Imps.) | Novato | \$104,000 | |
| Novato: Vineyard Rd Improvements (for Hill Recreation Area Imps.) | Novato | \$265,000 | |
| National Parks Service: Fort Baker's Vista Point Trail | NPS | \$500,000 | |
| NVTA: Vine Trail - St. Helena to Calistoga | NVTA | \$711,000 | |
| Napa: Vine Trail - Soscol Ave Corridor | Napa | \$650,000 | |
| Napa County: Silverado Trail Rehabilitation - Phase L | Napa County | \$689,000 | |
| Solano County: Suisun Valley Farm-to-Market - Phase 3 Bike Imps | Solano County | \$2,050,000 | |
| Sonoma County: Crocker Bridge Bike/Pedestrian Bridge | Sonoma County | \$1,280,000 | |
| Sonoma County: Joe Rodota Trail Bridge Replacement | Sonoma County | \$770,000 | |
| 7. PRIORITY CONSERVATION AREA (PCA) | | \$9,976,000 | \$6,949,000 |
| 8. BAY AREA HOUSING INITIATIVES | | | |
| Bay Area Preservation Pilot (BAPP) | MTC | | \$10,000,000 |
| Housing Incentive Pool | TBD | \$25,000,000 | |
| <i>Sub-HIP Pilot Program</i> | | | |
| Fairfield: Pavement Preservation/Rehabilitation (for One Lake Apts. Linear Park Trail) | Fairfield | \$2,100,000 | |
| Vacaville: Pavement Preservation/Rehabilitation (for Allison PDA Affordable Housing) | Vacaville | \$1,900,000 | |
| Marin County: Marin City Pedestrian Crossing Imps. | Marin County | \$300,000 | |
| NVTA: Imola Park and Ride | NVTA | \$300,000 | |
| Santa Rosa: Downtown Multi-modal and Fiber Improvements | Santa Rosa | \$400,000 | |
| 8. BAY AREA HOUSING INITIATIVES | | \$30,000,000 | \$10,000,000 |
| 9. SAFE & SEAMLESS MOBILITY QUICK-STRIKE | | | |
| <i>County & Local</i> | | | |
| <i>Alameda</i> | | | |
| CTA planning & programming (for Youth and Adult Bicycle Promotion & Education) | ACTC | \$160,000 | |
| Alameda County Safe Routes to Schools | ACTC | \$1,500,000 | |
| CTA planning & programming | ACTC | \$354,000 | |
| AC Transit Tempo Quick Build Transit Lane Delineation | AC Transit | \$300,000 | |
| AC Transit Quick Builds Transit Lanes | AC Transit | \$954,000 | |
| Anita Avenue Safe and Accessible Route to School and Transit | Alameda County | \$2,000,000 | |
| BART Fare Collection Equipment (for Oakland East Bay Greenway Segment II) | BART/Oakland | | \$1,000,000 |
| Fremont Boulevard/Walnut Avenue Protected Intersection | Fremont | \$1,271,000 | |

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
April 2023

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C
07/26/17-C 09/27/17-C 10/25/17-C 12/20/17-C 01/24/18-C 02/28/18-C 03/28/18-C
04/25/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C 12/19/18-C
02/27/19-C 03/27/19-C 06/26/19-C 09/25/19-C 10/23/19-C 11/20/19-C 02/26/20-C
05/27/20-C 07/22/20-C 11/20/20-C 01/27/21-C 02/24/21-C 04/28/21-C 05/26/21-C
06/23/21-C 07/28/21-C 09/22/21-C 01/26/22-C 03/23/22-C 04/27/22-C 06/22/22-C
09/28/22-C 10/26/22-C 03/22/23-C 04/26/23-C

OBAG 2 Regional Programs Project List

| PROJECT CATEGORY AND TITLE | SPONSOR | Total STP/CMAQ | Other |
|--|---------------------|----------------------|----------------------|
| OBAG 2 REGIONAL PROGRAMS | | \$652,511,187 | \$131,433,260 |
| Fremont Boulevard/Grimmer Boulevard Protected Intersection | Fremont | \$1,415,000 | |
| LAVTA Passenger Facilities Enhancements | LAVTA | | \$2,000,000 |
| Oakland 14th Street Complete Streets | Oakland | | \$1,000,000 |
| Contra Costa | | | |
| CTA planning & programming | CCTA | \$242,000 | |
| BART Fare Collection Equipment (for Lafayette Town Center Pathway and BART Bike Station P | BART / Lafayette | | \$1,825,000 |
| BART Fare Collection Equipment (for Bicycle, Pedestrian, and ADA Imps. at Pittsburg/Bay Point BART | BART | | \$1,510,000 |
| East Downtown Concord PDA Access & Safe Routes to Transit | Concord | \$2,164,000 | |
| Richmond 13th Street Complete Streets | Richmond | | \$2,821,000 |
| Marin | | | |
| CTA planning & programming | TAM | \$141,000 | |
| Marin County Bus Stop Improvements | Marin Transit | \$1,200,000 | |
| SMART Pathway - San Rafael McInnis Pkwy to Smith Ranch Road | SMART | \$1,858,000 | |
| Napa | | | |
| CTA planning & programming | NVTA | \$162,000 | |
| Napa Valley Safe Routes to School | NVTA | \$100,000 | |
| Napa Valley Forward: SR 29/Rutherford & Oakville Roundabouts | MTC | \$1,000,000 | |
| San Francisco | | | |
| CTA planning & programming | SFCTA | \$180,000 | |
| Downtown San Francisco Congestion Pricing Study | SFCTA | \$200,000 | |
| Embarcadero Station Platform Elevator Capacity & Redundancy | BART | \$3,144,302 | |
| San Francisco Folsom Streetscape | SFMTA | | \$5,000,000 |
| Safe Routes to School Non-Infrastructure Program | SFMTA | \$2,100,000 | |
| San Mateo | | | |
| CTA planning & programming | C/CAG | \$183,000 | |
| Planning and Programming of safe and seamless mobility | C/CAG | \$200,000 | |
| Burlingame City-Wide Pedestrian Safe Routes and Mobility Imps | Burlingame | \$200,000 | |
| San Bruno Transit Corridor Pedestrian Connection Phase 4 | San Bruno | \$385,000 | |
| Broadmoor SRTS Pedestrian Safety & Mobility Imps | San Mateo County | \$1,419,000 | |
| El Camino Real Grand Boulevard Initiative Phase III | South San Francisco | \$2,120,000 | |
| East of 101 Transit Expansion Project | South San Francisco | \$49,924 | \$430,076 |
| Santa Clara | | | |
| CTA planning & programming | VTA | \$419,000 | |
| Evaluating on-demand shuttle strategies for improved transit access | VTA | \$200,000 | |
| VTA Electronic Locker Upgrade and Replacement | VTA | \$1,987,000 | |
| Mountain View Stierlin Road Bicycle and Pedestrian Improvements | Mountain View | \$2,521,000 | \$1,486,000 |
| San Jose Julian Street & McKee Road Vision Zero Complete Streets | San Jose | | \$705,000 |
| San Jose Bascom Avenue Protected Bike Lanes & Complete Street | San Jose | | \$690,000 |
| En Movimiento Quick Build Network for East San Jose | San Jose | | \$1,325,000 |
| San Jose - Downtown Bikeways | San Jose | | \$4,025,000 |
| Saratoga Blue Hills Elementary Pedestrian Crossing at UPRR | Saratoga | \$1,800,000 | |
| Sunnyvale Bicycle, Pedestrian and SRTS Safety Improvements | Sunnyvale | | \$1,900,000 |
| Solano | | | |
| CTA planning & programming | STA | \$110,000 | |
| STA Mobility Planning | STA | \$200,000 | |
| Solano Safe Routes to School Non-Infrastructure Program | STA | \$600,000 | |
| Fairfield/Vacaville Hannigan Station Capacity Improvements | Fairfield | \$1,900,000 | |
| Vallejo Springs Rd Pavement Preservation | Vallejo | \$1,800,000 | |
| Sonoma | | | |
| CTA planning & programming | SCTA | \$135,000 | |
| Countywide Active Transportation Plan | SCTA | \$200,000 | |
| Cotati Downtown- Civic Center Connectivity and Safety Improvements | Cotati | \$242,000 | \$1,008,000 |
| Healdsburg Bike Share | Healdsburg | \$250,000 | |
| Rohnert Park Pedestrian and Bicycle Safety Improvements | Rohnert Park | \$522,000 | |
| Santa Rosa Transit Mall Roadbed Rehabilitation | Santa Rosa | | \$868,000 |
| Sebastopol SR 116 and Bodega Ave Pedestrian Access and Mobility Enhancements | Sebastopol | \$476,000 | |
| SMART Pathway - Petaluma Payran to Lakeville | SMART | \$806,000 | |
| Regional & Corridor | | | |
| Regional Planning | | | |

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
April 2023

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C
07/26/17-C 09/27/17-C 10/25/17-C 12/20/17-C 01/24/18-C 02/28/18-C 03/28/18-C
04/25/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C 12/19/18-C
02/27/19-C 03/27/19-C 06/26/19-C 09/25/19-C 10/23/19-C 11/20/19-C 02/26/20-C
05/27/20-C 07/22/20-C 11/20/20-C 01/27/21-C 02/24/21-C 04/28/21-C 05/26/21-C
06/23/21-C 07/28/21-C 09/22/21-C 01/26/22-C 03/23/22-C 04/27/22-C 06/22/22-C
09/28/22-C 10/26/22-C 03/22/23-C 04/26/23-C

OBAG 2 Regional Programs Project List

| PROJECT CATEGORY AND TITLE | SPONSOR | Total STP/CMAQ | Other |
|---|------------------|----------------------|----------------------|
| OBAG 2 REGIONAL PROGRAMS | | \$652,511,187 | \$131,433,260 |
| FasTrak START Pilot Evaluation Study | MTC | \$900,000 | |
| Diridon Station Planning & Studies | MTC | \$1,000,000 | |
| Regional and Corridor | | | |
| Bay Bridge Forward: I-580 WB HOV Lane Extension | MTC/ACTC | | \$7,000,000 |
| San Pablo Giant Road Cycletrack Quick-Build | San Pablo | \$700,000 | |
| Napa Valley Forward: SR 29/Rutherford & Oakville Roundabouts | MTC | \$6,000,000 | |
| Redwood City Roosevelt Avenue Quick-Build | Redwood City | \$755,000 | |
| Transit Recovery Blue Ribbon Task Force | | | |
| East Bay Integration and Coordination Implementation Planning | CCTA | \$500,000 | |
| Solano Integration and Coordination Implementation Planning | STA | \$500,000 | |
| Accessibility: Clipper for Centralized Program Eligibility Verification | MTC | \$900,000 | |
| Bay Bridge Forward: Preliminary Engineering | MTC | \$1,250,000 | |
| Customer Information: Mapping & Wayfinding | MTC | \$2,791,538 | |
| 9. SAFE & SEAMLESS MOBILITY QUICK-STRIKE | | \$54,466,764 | \$34,593,076 |
| 10. REGIONAL STRATEGIC INVESTMENTS (RSI) | | | |
| AC Transit Bus Purchase (for Solano I-80 Express Lanes) | AC Transit | \$4,667,000 | |
| SR 84 Ardenwood Intermodal Bus Facility PA&ED (Fund Exchange) | CCJPA | \$100,000 | |
| CC I-680 NB HOV/Express Lanes Ala Co to Sol Co (Fund Exchange) | CCTA/MTC | \$4,000,000 | |
| GGB Suicide Deterrent System | GGBHTD | \$7,910,000 | |
| Pavement Rehab (for Downtown Novato SMART Station) | Novato | \$617,000 | |
| Old Redwood Highway Multi-Use Pathway | Larkspur | \$1,120,000 | |
| Grand Ave Bridge | San Rafael | \$763,000 | |
| Grand Ave Bike/Ped Imps (for SMART 2nd to Andersen Pathway) | San Rafael | \$1,000,000 | |
| US 101 Marin-Sonoma Narrows | TAM | \$2,000,000 | |
| US 101 Marin-Sonoma Narrows (MSN) B7 (Loan for RM3) | TAM | \$61,708,245 | \$13,942,852 |
| Diridon Station Planning & Studies | MTC | \$1,000,000 | |
| VTA: Highway 17 Bicycle/Pedestrian Trail and Wildlife Overcrossing (Fund Exch.) | VTA | \$249,000 | |
| Broadmoor SRTS Pedestrian Safety & Mobility Imps | San Mateo County | \$184,000 | |
| I-80 Express Lanes in Solano County (Loan for RM3) | STA | \$63,464,510 | \$3,255,000 |
| I-80 Express Lanes in Solano County (Toll System) | BAIFA | | \$28,454,000 |
| US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (Fund Exchange) | SCTA | \$15,400,000 | |
| 10. REGIONAL STRATEGIC INVESTMENTS (RSI) | | \$164,182,755 | \$45,651,852 |
| OBAG 2 REGIONAL PROGRAMS | TOTAL: | \$652,511,187 | \$131,433,260 |

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-4202_ongoing_OBAG2[tmp-4202_Attachment-B-1_April.xlsx]Apr 2023

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
01/25/23-C 02/22/23-C 03/22/23-C
04/26/23-C

ABSTRACT

Resolution No. 4505, Revised

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

The resolution includes the following attachments:

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

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

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

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

On June 22, 2022, Attachments A, B-1, B-2, and Appendix A-1 were revised to further define program categories and program \$80,800,000 million to various projects within the Regional

ABSTRACT

MTC Resolution No. 4505, Revised

Page 2

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 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.

On January 11, 2023, Attachments B-1 and B-2 and Appendix A were revised to program \$301,682,000 in County & Local Program funds to various projects throughout the region, and \$300,000 to MTC's Active Transportation Technical Assistance Program within the Regional Complete Streets and Community Choice Program; and to clarify programming policy requirements for OBAG 3 projects involved in local fund exchanges.

ABSTRACT

MTC Resolution No. 4505, Revised

Page 3

On February 22, 2023, Attachment B-1 was revised to direct \$20,000,000 within the Climate Initiatives program to MTC for Bay Wheels Bikeshare E-Bike Expansion; and revise the name of MTC's Regional Carpool Program to Regional Carpool/Vanpool Program to reflect the full scope of the program.

On March 22, 2023, Attachments A, B-1, and B-2 were revised to change the fund source of \$15,940,000 programmed to MTC's Bay Wheels Bikeshare E-Bike Expansion from STP/CMAQ to non-federal funds in the MTC exchange program; reprogram \$1,600,000 in Regional Commuter Benefits Program funds from MTC to the Bay Area Air Quality Management District; program \$1,000,000 to Napa Valley Transportation Authority's State Route 29 American Canyon Operational and Multimodal Improvements project; program \$1.2 million within the Regional Forward Programs to MTC's Bay Bridge Forward I-80/Powel Interchange Transit Access project; revise County & Local Program awards for Alameda County's Mission Boulevard Phase III Corridor Improvements and Lafayette's School Street Class I Multiuse Facility from \$9,657,000 to \$4,950,000 and \$3,435,000 to \$750,000, respectively; add \$8,000,000 in additional anticipated revenues to the County & Local Program and \$1 million to the Regional Program; and program \$15,392,000 in available capacity to various projects on the County & Local Program contingency list.

On April 26, 2023, Attachment A was revised to clarify the County & Local Program programming requirements.

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, November 9, 2022, January 11, 2023, February 8, 2023, March 8, 2023, and April 12, 2023.

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

RE: One Bay Area Grant Program (OBAG 3) Project Selection and Programming Policies

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4505

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

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

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

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

WHEREAS, the California Department of Transportation (Caltrans) Obligation Authority (OA) Management Policy allows RTPAs and MPOs to exchange regional Surface Transportation Block Grant Program (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and other federal funds assigned to the RTPA or MPO with Caltrans and other regions, when a region or Caltrans-managed local program has excess or insufficient apportionment available to deliver its annual federal program; and

WHEREAS, Title 23 CFR § 630, Subpart G, allows the advancement of federal-aid projects and expenditure of eligible costs prior to the obligation of funds (referred to as “Advance Construction” or “AC”) with reimbursement of eligible expenditures permitted following conversion of the AC to a regular obligation; and

WHEREAS, MTC, in cooperation with transit operators, Caltrans, the Bay Area Air Quality Management District (BAAQMD), Bay Area County Transportation Agencies (CTAs), counties, cities, and interested stakeholders, has developed policies and procedures to be used in

the selection of projects to be funded with various funding including regional federal funds as set forth in Attachments A and B of this Resolution, incorporated herein as though set forth at length; and

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

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

RESOLVED that MTC approves the “Project Selection and Programming Policies” for projects to be funded in the OBAG 3 program as set forth in Attachments A and B of this Resolution; and be it further

RESOLVED that the funds assigned to MTC as the RTPA/MPO for programming and project selection shall be pooled and distributed on a regional basis for implementation of project selection criteria, policies, procedures, and programming, consistent with implementation of the Regional Transportation Plan (RTP); and be it further

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

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

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

RESOLVED that the Executive Director or designee is authorized to execute Advance Construction (AC) Authorizations with Caltrans and/or the Federal Highway Administration (FHWA) for federal projects sponsored or implemented by the Metropolitan Transportation Commission; and be it further

RESOLVED that the Executive Director or designee is authorized to execute agreements and Letters/Memorandums of Understanding with Caltrans and other MPOs and RTPAs for the exchange of regional Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) and other federal funds assigned to MTC for programming discretion, consistent with Caltrans' Obligation Authority (OA) Management Policy; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

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

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in San Francisco, California and at other remote locations on January 26, 2022.

Date: January 26, 2022
W.E.: 1512
Referred by: PAC
Revised: 06/22/22-C 01/25/23-C 03/22/23-C
04/26/23

Attachment A
Resolution No. 4505

One Bay Area Grant (OBAG 3) Program

Project Selection and Programming Policies

One Bay Area Grant (OBAG 3) Program
Project Selection and Programming Policies

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| | |
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Appendices

Appendix A-1 County & Local Program Call for Projects Guidelines

~~Appendix A-2 CTA and Local Jurisdiction Compliance Checklist (pending)~~

The One Bay Area Grant Program (OBAG 3) establishes the policy framework and commitments for investing federal Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for a four-year period covering federal fiscal year (FY) 2022-23 through FY 2025-26. Attachment A outlines the OBAG 3 program principles and objectives, revenue estimates, program architecture, and programming policies. Attachment B details the projects, funding amounts, and project sponsors, as they are approved by the Commission.

Background

The Commission adopted the inaugural One Bay Area Grant Program (OBAG 1) in May 2012 (MTC Resolution 4035) to better integrate the region's federal transportation program with its Sustainable Communities Strategy (SCS). Pursuant to SB 375 (Steinberg 2008), the SCS aligns regional transportation planning with land use and housing in order to meet state greenhouse gas reduction targets. Since 2013, MTC and ABAG have jointly adopted a SCS along with MTC's long-range Regional Transportation Plan (RTP) every four years, with the documents collectively known as *Plan Bay Area*.

The OBAG 1 program established a framework for leveraging discretionary federal highway funding to support the implementation of *Plan Bay Area* by focusing transportation investments in Priority Development Areas (PDAs) and in jurisdictions producing and planning for new housing under the Regional Housing Needs Allocation (RHNA) process, among other strategies. The framework also consolidated funding sources and increased local agency flexibility to advance priority projects. OBAG 1 programming covered the five-year period from FY 2012-13 through FY 2016-17. Following the initial success of OBAG 1, the Commission adopted OBAG 2 in November 2015 (MTC Resolution 4202) with a similar framework and supporting policies. OBAG 2 programming covered the five-year period from FY 2017-18 through FY 2021-22.

In keeping with prior cycles, the proposed OBAG 3 framework is designed to advance the implementation of the region's latest RTP and SCS, *Plan Bay Area 2050*, adopted in October 2021.

Program Principles

The following principles, established through Commission direction and stakeholder input, guided the development of the OBAG 3 program and policies:

- **Preserve effective program features from prior OBAG cycles to support regional objectives.** Key aspects of the prior cycles are preserved under the proposed OBAG 3 County & Local Program, including concentrating transportation investments within PDAs, incorporating housing factors into the project prioritization process, and local jurisdiction policy requirements. Partnership with County Transportation Agencies (CTAs) to identify local community-based projects for funding that are consistent with regional goals is also continued.
- **Strategically advance *Plan Bay Area 2050* implementation through OBAG investments and policies.** As with OBAG 1 and 2, the primary objective of the OBAG 3 program, both the in the Regional and County & Local components, is to support the interconnected strategies of the

RTP and SCS. With the adoption of *Plan Bay Area 2050*, OBAG 3 reflects new and updated implementation strategies as well as new Growth Geographies.

- **Incorporate recent MTC policy initiatives and adapt to the current mobility landscape.** In the years following the adoption of OBAG 2, MTC has undertaken several major policy initiatives which were taken into consideration in the development of OBAG 3. These policy actions include adoption of the MTC Equity Platform, Regional Safety/Vision Zero Policy, and Express Lanes Strategic Plan, and completion of the Transit Transformation Action Plan. In addition, the OBAG 3 program takes into account sustainable staffing levels necessary to implement continued and new initiatives.
- **Advance equity and safety through policies and investments.** Building off the principles of the MTC Equity Platform, the OBAG 3 framework integrates cross-cutting equity considerations into each of its proposed program areas. In addition, while the program requirements stop short of mandating local Vision Zero policies, jurisdictions will be required to adopt Local Road Safety Plans (or equivalent safety plans), and priority will be given to funding projects that align with and support these plans. OBAG 3 also significantly increases funding levels for Healthy, Safe, and Sustainable Streets projects and implementation of projects in Equity Priority Communities that have been prioritized through Community-Based Transportation Plans or Participatory Budgeting processes.
- **Address federal planning and programming requirements.** As the federally-designated Metropolitan Planning Organization (MPO) for the Bay Area, MTC is responsible for regional transportation planning and programming efforts, including performance-based requirements. OBAG 3 documents and clarifies MTC's roles and responsibilities for programming STP and CMAQ funding, including the areas of project selection and funding distribution processes, and the prioritization process for CMAQ funds.
- **Coordinate with complementary fund sources to develop a comprehensive regional investment strategy.** Recognizing that STP and CMAQ funds constitute a relatively limited proportion of the total transportation funding available to the region, the OBAG 3 program is designed in coordination with other complementary existing and anticipated fund sources to implement the ambitious strategies laid out in *Plan Bay Area 2050*.
- **Emphasize a shared, partnership approach to program implementation.** OBAG 3 preserves and continues to build upon the robust partnerships with CTAs, transit agencies, Caltrans, and local jurisdictions established through prior programming cycles. The program architecture and policies recognize and uphold local expertise in project development and prioritization, while providing a framework for all stakeholders to work together to advance shared regional priorities.

Revenue Estimates

OBAG 3 programming capacity is based on anticipated federal transportation program apportionments from the regional Surface Transportation Block Grant (STP) and Congestion

Mitigation and Air Quality Improvement (CMAQ) programs for a four-year period covering FY 2022-23 through FY 2025-26.

Over the four year OBAG 3 period, \$766 million in STP/CMAQ programming capacity is estimated, including additional STP/CMAQ apportionments from the recently enacted Infrastructure Investment and Jobs Act (IIJA). If additional federal programs are authorized or appropriated during the OBAG 3 period, the Commission may adjust the programming capacity accordingly. Such adjustments include increasing or decreasing funding amounts to one or more programs, postponement of projects, expansion of existing programs, development of new programs, or adjustments to subsequent program cycles.

As federal programs are subject to change with each federal surface transportation authorization, any reference to specific fund sources in the OBAG 3 programming resolution (i.e. STP/CMAQ) serve as a proxy for replacement or new federal fund sources for which MTC project selection and programming authority. However, MTC may elect to program replacement or new federal fund sources outside of the OBAG 3 program resolution.

OBAG 3 programming capacity is based upon apportionment rather than obligation authority. As the amount of obligation authority available to the region is less than the region's annual apportionments, there is typically a carryover balance of apportionment each year. MTC's successful project delivery in recent years has allowed the region to capture additional, unused obligation authority from other states, enabling the region to advance the delivery of additional projects each year. MTC staff will continue to monitor apportionment and obligation authority balances throughout the OBAG 3 period to support the accelerated delivery of programmed projects.

Program Categories

The OBAG 3 program categories carry forward elements from previous OBAG cycles, reorganized for clarity and refined to more closely align with *Plan Bay Area 2050* strategies, advance regional goals for equity and safety, and address federal performance-based programming requirements. These revised categories further integrate the Regional Programs and County & Local Programs by providing a common framework for project types and focus areas. The five OBAG 3 program areas and corresponding objectives are as follows:

- **Planning & Program Implementation:** Carry out coordinated regional and countywide planning and programming activities within MTC's performance-based planning and programming processes, consistent with federal requirements and regional policies. Additionally, commit staffing resources necessary to deliver OBAG 3 projects and programs.
- **Growth Framework Implementation:** Support and assist with local efforts to create a range of housing options in PDAs, select Transit-Rich Areas (TRAs), and select High-Resource Areas (HRAs), and carry out other regional studies, programs, and pilots to advance the *Plan Bay Area 2050* growth framework.
- **Climate, Conservation, and Resilience:** Reduce emissions and solo vehicle trips through accelerated electrification and clean vehicle programs and expanded transportation

demand management programs. Additionally, protect high-priority natural and agricultural lands; modernize and expand access to parks, trails, and recreation facilities; and increase transportation system resiliency to the impacts of climate change.

- **Complete Streets and Community Choice:** Improve and maintain local streets and roads to meet the needs of all users while improving safety, promoting walking, biking and other micro-mobility, and sustainable infrastructure. In addition, support community-led planning efforts and assist with the development and advancement of community-led transportation enhancements in Equity Priority Communities (EPCs).
- **Multimodal Systems Operations and Performance:** Support and coordinate efforts to achieve an integrated, efficient, reliable, and easy to navigate public transit network to increase ridership and improve mobility options consistent with the Transit Transformative Action Plan recommendations. Additionally, continue to optimize existing freeways, highways, key arterials, and communications infrastructure to maximize person throughput and multimodal system performance.

Similar to previous OBAG cycles, the OBAG 3 program structure is divided into Regional and County & Local components, with the latter programs comprising of projects selected by MTC and nominated by CTAs through a unified call for projects process. Both the Regional and County & Local programs are organized around the five categories listed above.

REGIONAL PROGRAMS

OBAG 3 directs 50% of available program funds towards regional investments that are targeted to address critical climate and focused growth goals of *Plan Bay Area 2050*, and coordinate and deploy strategies that are best suited for regional implementation. As specific regional projects and programs are approved by the Commission for funding, they will be added to Attachment B-1.

Planning & Program Implementation

The Planning & Program Implementation program supports a variety of regional planning, programming, and outreach activities to implement *Plan Bay Area 2050* and comply with performance-based planning and programming requirements. This program category also includes dedicated resources and staffing support to deliver OBAG 3 projects and programs.

Growth Framework Implementation

The purpose of this program is to support and assist local efforts to create a range of housing options that align with *Plan Bay Area 2050* growth geographies, with a focus on completing approved plans for all existing PDAs by 2025. Funding from this program will provide capacity-enhancing support for local jurisdictions through the PDA Planning and Technical Assistance Grant program and the Regional Housing Technical Assistance program. These funds will also support implementation of MTC's Transit Oriented Development (TOD) Policy, or its successor, to ensure land use supports future transit investments. In addition, this program may fund regional land-use studies, programs, and pilot projects identified in *Plan Bay Area 2050 Implementation Plan*. Such studies could include redevelopment of malls and office parks, reuse of public and community-owned land, or a Priority Production Area (PPA) pilot program.

Climate, Conservation, and Resilience

Funding from this program supports a suite of interconnected objectives, including reduced vehicle emissions through accelerated electrification and transportation demand management, protection of high-priority natural and agricultural lands, expanded access to parks and open space, and increased resiliency of the transportation system to the impacts of climate change. These goals align with regional transportation and environmental strategies outlined in *Plan Bay Area 2050*.

Within the Regional Program, this category includes expanded investments to accelerate electrification, as well as a variety of emission reduction strategies and transportation demand management programs. Programs may include Mobility Hubs, Targeted Transportation Alternatives, car sharing, bikeshare and e-bike incentives; carpool programs; Commuter Benefits Program and targeted commuter programs; and assistance for the development of local demand management policies and programs.

The regional Priority Conservation Area (PCA) program provides grant funding for critical conservation and open space projects. Grants will be available to support the implementation of the updated PCA framework (currently underway).

This program category also includes a new regional resilience and sea level rise pilot to support the protection of vulnerable transportation assets from sea level rise and other climate impacts.

Complete Streets and Community Choice

This program is intended to improve and maintain local streets and roads to meet the needs of all users while increasing safety, with an emphasis on supporting the development and advancement of community-led transportation enhancements in EPCs.

Regional Program funding in this program category will implement recommendations of the Regional Active Transportation Plan, or its successor, including compliance with the Regional Complete Streets Policy and the implementation of the Regional Active Transportation Network. The program also continues technical assistance programs, and supports completion of key Bay Trail gaps. The program will also advance the Regional Safety/Vision Zero Policy, including support for the Regional Integrated Safety Data System and other regional safety initiatives, coordination efforts, and technical assistance. Ongoing regional programs that support local streets and roads asset management, including StreetSaver, StreetSaver Plus, and the Pavement Technical Assistance Program, are broadened to include upgrades to local roadway asset inventories to support complete streets and safety strategies, as well as encouraging green infrastructure, where possible.

Funding in this program category will also support increased regional investment in Community-Based Transportation Plans (CBTPs) and Participatory Budgeting (PB) processes, and provide a dedicated source of funding for the acceleration and delivery of projects identified through community plans and participatory budgeting efforts.

Multimodal Systems Operations and Performance

The purpose of this program is to improve mobility options across the Bay Area's multimodal transportation system and emphasizes achieving an integrated, efficient, reliable, and easy to navigate public transit network to increase ridership and improve mobility options.

Regional Program funding in this program category supports implementation of near-term priorities identified through the Blue Ribbon Transit Transformation Action Plan, as well as planning, design, and implementation of near-term operational improvements, incident management, and deployment of regional fiber communications infrastructure on the region's existing freeways and highways. Regional projects and programs to be funded include Bay Area Forwards, transit priority improvements, and additional freeway and arterial operational improvements.

COUNTY & LOCAL PROGRAMS

OBAG 3 directs the remaining 50% of available funding for local and county projects prioritized through a call for projects process selected by MTC. Local jurisdictions, transit agencies, and CTAs may apply for these funds for a variety of project types and program categories described below. As specific projects and programs are approved by the Commission for funding within the County & Local Program, they will be added to Attachment B-2.

Planning & Program Implementation

Similar to prior cycles, OBAG 3 provides dedicated funding within the County & Local Program to support planning and programming activities throughout the nine Bay Area counties. Administered by MTC through funding agreements with each CTA, these funds are used to cooperatively implement *Plan Bay Area 2050* and associated regional policies, development of countywide transportation plans, outreach activities, and the advancement of additional plans and projects as determined by MTC. CTAs may request additional funding to augment these base funding levels for countywide planning and programming through the call for projects process.

Growth Framework Implementation

The OBAG 3 County & Local Program continues to focus investments in PDAs through investment thresholds.

- **PDA Minimum Investments:** In the Bay Area's most populous counties (Alameda, Contra Costa, San Mateo, San Francisco, and Santa Clara), a minimum of 70% of County & Local Program investments must be directed to PDAs. In the remaining counties (Marin, Napa, Solano, and Sonoma), a minimum of 50% in County & Local Program investments must be directed to PDAs. Funds programmed for CTA planning and programming activities are given partial credit towards each county's minimum investment threshold calculations (70% or 50%, in line with each county's minimum threshold).
- **Uniform Definition for PDA Supportive Projects:** To be credited towards each county's PDA minimum investment threshold, a project must be located within or connected to a PDA, or be within one mile of a PDA boundary. Projects that are not physically located

within one mile of a PDA but have a clear and direct connection to PDA implementation, such as transit maintenance facility improvements, may also be credited towards the PDA minimum investment thresholds. Determinations for such projects will be provided by MTC staff on a case by case basis.

- **Housing Element:** Cities and counties must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for the 2023-2031 Regional Housing Needs Allocation (RHNA), and maintain certification throughout the OBAG 3 program period to remain eligible for County & Local Program funding. ~~Projects that are awarded funding to a jurisdiction through the call for projects process will not be programmed into the TIP until the jurisdiction's housing element has been certified.~~ After December 31, 2023, MTC will deprogram County & Local Program funds awarded to jurisdictions that do not yet have a certified housing element or have not maintained certification. After this date, MTC, in coordination with CTAs, will reprogram these funds to projects located in compliant jurisdictions.

Additionally, jurisdictions must submit Housing Element Annual Reports to HCD by April 1 every year throughout the OBAG 3 program period to maintain funding eligibility.

- **State Housing Laws:** To maintain funding eligibility, all cities and counties must demonstrate compliance with state housing laws related to surplus lands, accessory dwelling units, density bonuses, and the Housing Accountability Act. Jurisdictions are required to self-certify compliance with the first three elements (state housing laws related to surplus lands, accessory dwelling units, and density bonuses) through a local resolution. ~~Projects that are awarded funding to a jurisdiction through the call for projects process will not be programmed into the TIP until such a resolution is adopted.~~ After December 31, 2023, MTC will deprogram County & Local Program funds awarded to jurisdictions that have not yet adopted a resolution affirming compliance. After this date, MTC, in coordination with CTAs, will reprogram these funds to projects located in compliant jurisdictions. Self-certification resolutions must be adopted by local jurisdictions and submitted to MTC by December 31, 2023 to maintain eligibility for County & Local Program funding.

Compliance with the Housing Accountability Act is an ongoing program requirement, which may be monitored by MTC staff as appropriate. MTC may deprogram County & Local Program funds awarded to a jurisdiction that it determines to be out of compliance with the Housing Accountability Act.

In addition to focusing investments in PDAs, the County & Local Program supports mobility and access projects that serve additional *Plan Bay Area 2050* growth geographies, such as select TRAs and HRAs. Eligible projects in these growth areas will also be given consideration through the call for projects process.

Eligible project types for the County & Local Program that directly support the Growth Framework Implementation program category include:

- Local PDA Planning grants (in addition to those funded through the Regional Program)
- Local planning grants for other new *PBA 2050* Growth Geographies

Climate, Conservation, and Resilience

The County & Local Program supports regional coordination in the Climate, Conservation, and Resilience program category by identifying and funding additional local projects to achieve the interconnected goals to reduce emissions, protect and improve access to priority open spaces, and increase transportation system resiliency through the call for projects process.

Eligible project types for the County & Local Program that fall within the Climate, Conservation, and Resilience program category include:

- Transportation demand management programs
- Mobility Hub planning and implementation
- Parking reduction and curb management programs
- Car share and bike share capital projects
- Plans and projects to assist in the preservation and enhancement of open space, natural resource and agricultural lands, and critical habitats (may require non-federal funds)
- Bicycle and pedestrian access to open space and parklands
- Regional Advance Mitigation Planning (RAMP) planning activities and implementation (may require non-federal funds)
- Transportation system resilience or sea level rise plans and projects

Complete Streets and Community Choice

The County & Local Program plays a critical role in meeting the objectives of Complete Streets and Community Choice by funding local improvements to local streets and roads to improve safety and meet the mobility needs of all users, as well as advancing transportation enhancements that have been vetted and prioritized by residents of Equity Priority Communities.

- **Active Transportation Investment Target:** OBAG 3 establishes a regionwide target of \$200 million for active transportation projects, including bicycle, pedestrian, and Safe Routes to School (SRTS) programs and projects. Bicycle and pedestrian elements included on projects that are not solely focused on active transportation (such as sidewalk or bike lane improvements included in a local road preservation project) also contribute to this regionwide investment target.

- **SRTS Investment Target:** OBAG 3 carries forward ongoing commitments to SRTS programming, by establishing a \$25 million regionwide target for SRTS programs and projects.
- **Complete Streets Policy:** Jurisdictions must comply with MTC's Complete Streets Policy, and its successor, including the requirement to complete a Complete Streets Checklist for each project applying for OBAG 3 funding. As part of the County & Local Program call for projects, CTAs are required to make completed project checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to the CTA's nomination of prioritized projects to MTC.
- **Regional Safety/Vision Zero Policy:** Starting with California Highway Safety Improvement Program (HSIP) Cycle 11, jurisdictions are required to have a Local Roadway Safety Plan (LRSP) or equivalent safety plan in order to be eligible for HSIP funding. Consistent with this state requirement, local jurisdictions must have a LRSP or equivalent safety plan completed in order to maintain eligibility for County & Local Program funding. ~~Projects that are awarded funding to a jurisdiction through the call for projects process will not be programmed into the TIP until the jurisdiction has a LRSP or equivalent safety plan completed.~~ After December 31, 2023, MTC will deprogram County & Local Program funds awarded to jurisdictions that do not yet have a completed LRSP or equivalent safety plan. After this date, MTC, in coordination with CTAs, will reprogram these funds to projects located in compliant jurisdictions. Jurisdictions' OBAG 3 funds may be used to complete an LRSP or equivalent safety plan.
- **Pavement Management Program:** To maintain County & Local Program funding, jurisdictions with local public streets and roads, must:
 - Maintain a certified Pavement Management Program (StreetSaver® or equivalent) updated as prescribed by MTC staff
 - Fully participate in statewide local streets and road needs assessment surveys (including any assigned funding contribution)

- Provide traffic count data to MTC to support FHWA's Highway Performance

(Continued)

Eligible project types for the County & Local Program that align with the Complete Streets and Community Choice program category include:

- Bicycle and pedestrian improvements and programs
- SRTS projects and programs
- Safety projects, local road safety plans (LRSP), and Vision Zero planning activities
- Complete streets and sustainable streets improvements
- Streetscape projects to encourage biking, walking, and transit use
- Example project elements include bulb outs, sidewalk widening, crosswalk enhancements, audible signal modification, mid-block crossing and signals, new striping for bicycle lanes and road diets, pedestrian street lighting, medians, pedestrian refuges, wayfinding signage, tree grates, bollards, permanent bicycle racks, signal modification for bicycle detection, street trees, raised planters, planters, costs associated with on-site storm water management, permeable paving, and pedestrian-scaled street furniture including bus shelters, benches, magazine racks, and garbage and recycling bins.
- Local streets and roads preservation projects on the federal-aid system. Projects should be based on a needs analysis from the jurisdiction's Pavement Management Program:
 - Pavement rehabilitation projects must be consistent with segments recommended for treatment within the programming cycle by the jurisdiction's PMP. Preventive maintenance projects with a PCI rating of 70 or above are eligible only if the jurisdiction's PMP demonstrates that the preventive maintenance strategy is a cost-effective method of extending the service life of the pavement.
 - Eligible non-pavement activities include rehabilitation or replacement of existing features on the roadway facility, such as bridge structures, storm drains, National Pollutant Discharge Elimination System (NPDES), curbs, gutters, culverts, medians,

Monitoring System (HPMS) on an annual basis, or as directed by MTC staff

Multimodal Systems Operations and Performance

The County & Local Program can support regional coordination and implementation the Multimodal Systems Operations and Performance program category by funding additional local projects to improve mobility options and performance of the Bay Area's existing multimodal transportation system, particularly on arterials and along fixed-route transit; or by nominating County & Local Program funds to match or augment Regional Program funds for these types of projects.

Eligible project types for the County & Local Program within the Multimodal Systems Operations and Performance program category include:

- Transit capital improvements, including vehicles for new or expanded service
- Transit station improvements such as plazas, station access improvements, bicycle parking, and replacement parking or parking management for Transit Oriented Development (TOD)
- Local actions to advance implementation of the Transit Transformation Action Plan
- Cost-effective, technology-driven active operational management strategies for local arterials and highways (for highways, when used to augment state or federal funds and developed/implemented in coordination with MTC)
- Mobility management and coordination projects that meet the specific needs of seniors and individuals with disabilities and enhance transportation access for populations beyond those served by one agency or organization within a community. Examples include the integration and coordination of services for individuals with disabilities, seniors, and low-income individuals; individualized travel training and trip planning activities; development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and the operation of transportation brokerages to coordinate providers, funding agencies, and passengers.

Activities *not eligible* for funding include: air quality non-exempt projects, new roadways, roadway extensions, right of way acquisition for future expansion, operations, and routine maintenance.

Project Lists

Attachment B of Resolution 4505 contains the list of projects to be programmed under the OBAG 3 program. Attachments B-1 and B-2 list the projects receiving OBAG 3 funding through the Regional Programs and County & Local Programs, respectively. The project lists are subject to MTC project selection actions. MTC will update Attachments B-1 and B-2 as projects are selected or revised by the Commission.

Programming Policies

GENERAL POLICIES

The following programming policies apply to all projects funded in OBAG 3:

- 1. RTP Consistency:** Projects funded through OBAG 3 must be consistent with the adopted Regional Transportation Plan (RTP), currently *Plan Bay Area 2050*. As part of the project selection and TIP programming processes, project sponsors must identify each project's relationship with meeting the goals and objectives of the RTP, including the specific RTP ID number or reference. RTP consistency will be verified by MTC staff for all OBAG 3 projects as part of the project selection and TIP programming processes.
- 2. Federal Fund Eligibility:** Projects must be eligible for STP or CMAQ funds in order to be selected for OBAG 3 programming of those fund sources. However, eligibility for STP or CMAQ alone does not guarantee eligibility for funding through the OBAG 3 program. Projects must meet all program requirements and project selection criteria to be eligible for OBAG 3 funds.
 - STP is a flexible source of federal funding, with a wide range of projects that may be considered eligible. Eligible projects include roadway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration), public transit capital improvements, pedestrian and bicycle facilities and programs, highway and transit safety projects, transportation demand management, and transportation planning activities. More detailed eligibility requirements can be found in 23 U.S.C. § 133 and at: <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm>.
 - CMAQ is a more targeted federal funding source for transportation projects that generate emissions reductions that benefit a nonattainment or maintenance for ozone, carbon monoxide, or particulate matter. Eligible project categories that meet this basic criteria include: Transportation Control Measures (TCMS) in an approved State Implementation Plan (SIP), transit expansion projects, transit vehicles and equipment, bicycle and pedestrian facilities and programs, travel demand management, public education and outreach activities, congestion reduction and traffic flow improvements, carpool, vanpool, and carshare programs, travel demand management, outreach and rideshare activities, telecommuting programs, and intermodal freight projects. For more detailed eligibility information, refer to 23 U.S.C. § 149 and at: http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/.
- 3. Air Quality Conformity:** In the Bay Area, it is the responsibility of MTC to make a regional air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations. MTC evaluates the impact of the TIP on regional air quality during the update of the TIP. Non-exempt projects that are not incorporated in the current finding for the TIP will not be considered for funding in the OBAG 3 program until the development of a subsequent air quality finding for the TIP. Additionally, the EPA has designated the Bay Area as a non-attainment area for fine particulate matter (PM_{2.5}). Therefore, based on consultation with the MTC Air Quality Conformity Task Force, projects deemed Projects of Air Quality Concern (POAQC) for PM_{2.5} must complete hot-spot analyses as required by the Transportation Conformity Rule. Generally, POAQC are those projects that result in significant increases in, or concentrations of, emissions from diesel vehicles.

- 4. Public Involvement.** MTC is committed to a public involvement process that is proactive and provides opportunities for continuing involvement, comprehensive information, timely public notice, and public access to key decisions. MTC provides many methods to fulfill this commitment, as outlined in the *MTC Public Participation Plan*. The Commission's adoption of the OBAG 3 project selection and programming policy meets the provisions of the *MTC Public Participation Plan*. MTC's Policy Advisory Committee and the Bay Area Partnership working groups are consulted in the development of funding commitments and policies for OBAG 3. Additional opportunities for public and stakeholder involvement will be provided throughout the OBAG 3 program period as specific programs are developed.

OBAG 3 investments must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions.

Additional details on the public involvement requirements for the County & Local Program, including Title VI considerations, are provided in Appendix A-1. The current *MTC Public Participation Plan* is available online at: <https://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>.

- 5. Project Selection Processes:** The OBAG 3 program categories are designed to reflect the investment priorities established in *Plan Bay Area 2050*. Within these program categories, MTC selects projects for STP and CMAQ funding that are consistent with *Plan Bay Area 2050*, and with consideration of their achievement toward regional targets of federal performance goals, and project delivery.
- 6. CMAQ Project Selection:** Additional project selection processes guide MTC's programming of CMAQ funds. MTC referred to FHWA's CMAQ Cost Effectiveness Tables (2020), emissions reductions benefits of OBAG 2 CMAQ projects, regional strategies in the Bay Area Air Quality Management District's (BAAQMD's) *Clean Air Plan*, and *Plan Bay Area 2050* air quality improvement strategies to develop CMAQ programmatic priorities for the OBAG 3 program. The CMAQ programmatic priorities to reduce emissions through vehicle miles traveled reduction include: bicycle and pedestrian facilities and programs, transit capital improvements, carpool, vanpool, rideshare, and travel demand management. CMAQ programmatic priorities to otherwise reduce transportation emissions reductions include: alternative fuel infrastructure and programs, traffic flow improvements, and incident management. Programmatic priorities are intended to guide initial program development, and do not preclude other project types from being selected for CMAQ funds.
- **Regional Programs.** CMAQ programmatic priorities are used to develop a proposed focus for CMAQ funds within various components of the Regional Programs. All regional projects that are eligible for CMAQ funding will be assessed for emissions reductions benefits and cost effectiveness prior to CMAQ project selection.

- **County & Local Program.** As part of the call for projects process, project sponsors will provide project data necessary to assess the emissions benefits and cost effectiveness for projects eligible for CMAQ funding. These assessments will be incorporated into the prioritization and CMAQ project selection as described in Appendix A-1.

- 7. TIP Programming:** Projects approved as part of the OBAG 3 program must be amended into the federal Transportation Improvement Program (TIP). The federally-required TIP is a comprehensive listing of transportation projects that receive federal funds, are subject to a federally required action, or are regionally significant for air quality conformity or modeling purposes. OBAG 3 project funding must first be approved by the Commission through revision to the Attachment B before it can be amended into the TIP.

Once a project has been selected for funding and is programmed in Attachment B, project sponsors must submit the project information into MTC's Fund Management System (FMS) in order for the project to be amended into the TIP. Proper submittal of project information into FMS is required for inclusion into the TIP in a timely manner. Additional information on FMS is available here: <https://mtc.ca.gov/funding/fund-management-system-fms>.

- 8. Resolution of Local Support:** a Resolution of Local Support approved by the project sponsor's governing board or council and submitted in FMS. A template for the Resolution of Local Support can be downloaded from the MTC website using the following link:

<https://mtc.ca.gov/funding/federal-funding/federal-highway-administration-grants/one-bay-area-grant-obag-3>.

- 9. Local Match:** Although local match requirements are subject to change, the current local match requirement for STP and CMAQ funded projects in California is 11.47% of the total project cost, with FHWA providing up to 88.53% of the total project cost through reimbursements. For capital projects, sponsors that fully fund the project development or Preliminary Engineering (PE) phase with non-federal funds may use toll credits in lieu of a match for the construction phase. For these projects, sponsors must still meet all federal requirements for the PE phase.

Per the Regional Toll Credit Policy (MTC Resolution No. 4008), MTC may use toll credits to waive the local match requirements for programs and projects of regional significance, such as ongoing regional programs and planning efforts.

- 10. Environmental Clearance:** Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code § 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section § 15000 et seq.), and the National Environmental Policy Act (42 U.S.C. § 4321 et seq.) standards and procedures for all projects with federal funds.

- 11. Fund Exchanges:** Federal STP and CMAQ funding may be exchanged with non-federal funds for projects that are consistent with the OBAG 3 programming policy but are ineligible or poorly suited to federal funding. Development and implementation of a funding exchange is the responsibility of the project sponsors and CTAs. Exchanges must be consistent with MTC's fund exchange policy for regional discretionary funds (MTC Resolution No. 3331), which also requires the locally-funded project to be included in the TIP for tracking purposes. Projects

involved in a local fund exchange must comply with applicable federal, state, and regional project delivery requirements. Projects programmed with federal STP and/or CMAQ funds (Recipient Projects) must comply with applicable federal and state requirements and OBAG 3 General Programming Policies. Projects that receive non-federal funds as part of a fund exchange (Target Projects) must adhere to all other OBAG 3 program requirements, including local policy compliance.

12. Regional STP/CMAQ Exchanges: State and federal timely use funds provisions, such as Sections 182.6 and 182.7 of the State Streets and Highways Code, require federal apportionment to be obligated within three years of federal eligibility. If a region of the state is unable to fully obligate their lapsing STP or CMAQ balances in a given year, another region in the state can enter into temporary exchange agreements to obligate the older, unused STP or CMAQ balances in exchange for an equal amount of future year STP or CMAQ funds. Such exchanges benefit both regions by avoiding the loss of funds in one region, while another region can advance projects that may be stalled due to a lack of eligible funding.

To facilitate such exchanges, the MTC Executive Director or designee is authorized to sign letters of understanding with Caltrans and other regions for the exchange of STP or CMAQ funds with the following conditions and limitations:

- The exchange does not negatively impact the delivery of Bay Area STP/CMAQ projects.
- The exchange is a dollar for dollar exchange.
- The exchange is allowed under Caltrans' obligation authority management policy.
- Exchanges over \$2 million are reported to a standing Committee of the Commission for information.
- The Letter of Understanding can be executed in time for the MTC to secure the funds prior to any lapse or rescission.
- If any timely use of funds deadlines or Caltrans processes are not met in time and therefore result in the loss of apportionment balance, MTC's apportionment shall not be negatively affected and the Letter of Understanding is null and void.

Exchanges beyond these conditions and limitations may be approved by a standing Committee of the Commission.

13. Advanced Construction: When certain federal funds are not available for obligation due to an insufficient balance of apportionment or obligation authority project sponsors may request authorization from FHWA and Caltrans to proceed with the project under advance construction (AC) procedures. AC procedures allow FHWA to authorize work to begin on a project without obligating federal funds. Project sponsors given the federal authorization to proceed with a project under AC procedures use local funds to perform work eligible for future federal reimbursement. Once federal apportionment or obligation authority becomes available, the sponsor may then seek to covert the amount authorized through AC into a real obligation of federal funds.

AC procedures streamline the delivery of federal projects and programs by allowing projects to proceed when current year apportionments or obligation authority has run out, and enables the region and the state to better manage the use of obligation authority for large projects.

To facilitate AC procedures on regional projects, the MTC Executive Director or designee, in consultation with the Chief Financial Officer, is authorized to execute AC authorizations with Caltrans and/or FHWA for federal projects sponsored or implemented by MTC, with the following conditions and limitations:

- The agency must have sufficient local funds to pay for all project costs until the federal funds become available.
- The project must comply with all federal requirements including programming in the TIP.
- The federal authorization date establishes the start date for performance federally-reimbursable work.

14. Regional Fund Management: OBAG 3 funding is available in federal fiscal years (FY) 2022-23 through FY 2025-26. Funds may be programmed in any of these years, conditioned upon the availability of federal apportionment and obligation authority (OA), and subject to TIP financial constraint requirements. In addition, in order to provide uninterrupted funding to ongoing efforts and to provide more time to prepare for the effective delivery of capital projects, priority of funding for the first year of programming apportionment (FY 2022-23) will be provided to ongoing programs, such as regional and CTA planning activities, non-infrastructure projects and programs, and the preliminary engineering phase of capital projects.

Specific programming timelines will be determined through the development of the Annual Obligation Plan, which is developed by MTC staff in collaboration with the Bay Area Partnership technical working groups and project sponsors.

OBAG 3 projects are selected for funding based on program and fund source eligibility, project merit to achieve program objectives, and deliverability within established deadlines.

The OBAG 3 program funding is composed of approximately 60% STP and 40% CMAQ funding. MTC will select projects throughout the nine-county Bay Area based on the established project selection criteria and programming policies. STP and CMAQ funds will be assigned to specific projects as part of the project selection process. The amount of STP or CMAQ in any one program, or in the case of the County & Local Program in any one county, will be determined as part of the project selection process. Following the initial project selection and fund assignment process, MTC may re-assign fund sources to reflect available apportionment or obligation authority, or to otherwise effectively manage regional STP and CMAQ funds.

All OBAG 3 programming amounts must be rounded to the nearest thousand.

All project savings are returned to MTC for future programming, and are not retained by the project sponsor or county.

15. Project Delivery Policy: Once programmed in the TIP, the funds must be obligated by FHWA or transferred to the Federal Transit Administration (FTA) within the federal fiscal year the funds are programmed in the TIP. Additionally, all OBAG 3 funds must be obligated no later than January 31, 2027.

Project sponsors are responsible for securing necessary matching funds and for cost increases or additional funding needed to complete the project.

Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by the MTC Regional Project Funding Delivery Policy (MTC Resolution No. 3606 and any subsequent revisions). All funds are subject to obligation, award, invoicing, reimbursement and project close-out requirements. The failure to meet these deadlines may result in the de-programming and redirection of funds to other projects.

To further facilitate project delivery and ensure all federal funds in the region are meeting federal and state regulations and deadlines, every recipient of OBAG 3 funding is required to identify and maintain a staff position that serves as the single point of contact (SPOC) for the implementation of all FHWA-administered funds within that agency. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate issues and questions that may arise from project inception to project close-out. The agency is required to identify the contact information for this position at the time of programming of funds in the TIP, and to notify MTC immediately when the position contact has changed. This person will be expected to work closely with FHWA, Caltrans, MTC, and the respective CTA on all issues related to federal funding for all FHWA-funded projects implemented by the recipient.

Project sponsors that continue to miss delivery milestones and funding deadlines for any federal funds are required to prepare and update a delivery status report on all projects with FHWA-administered funds they manage, and participate, if requested, in a consultation meeting with the CTA, MTC, and Caltrans prior to MTC approving future programming or including any funding revisions for the agency in the TIP. The purpose of the status report and consultation is to ensure the local public agency has the resources and technical capacity to deliver FHWA federal-aid projects, is fully aware of the required delivery deadlines, and has developed a delivery timeline that takes into consideration the requirements and lead-time of the federal-aid process within available resources.

COUNTY & LOCAL PROGRAM POLICIES

In addition to the general programming policies, the following policies also apply to all projects selected for funding in the County & Local Program.

- 1. Minimum Grant Size:** Projects must be a minimum of \$500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and \$250,000 for counties with a population under one million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties). The purpose of grant minimum requirements is to maximize the efficient use of federal funds and minimize the number of federal-aid projects which place administrative burdens on project sponsors, CTAs, MTC, Caltrans, and Federal Highway Administration (FHWA) staff.

On a case by case basis, MTC may program a grant award that is below the county minimum, but no less than \$150,000. These exceptions are subject to MTC staff discretion, but may be limited to non-infrastructure projects, safety projects, or projects that are already federalized.

2. Project Selection Process: MTC selects project in the County & Local Program through a competitive call for projects process, administered by MTC in coordination with the CTAs. In early 2022, MTC will develop and approve the call for projects guidelines (Appendix A-1) prior to releasing a regionwide call for local and county project nominations. In coordination with MTC, CTAs will assist with local agency outreach, public engagement, and initial project screening and evaluation. Following this initial process, CTAs will submit a locally prioritized list of project nominations for MTC's regional evaluation and final project selection in early 2023.

3. County Nomination Targets: With the release of the regionwide call for projects, MTC will provide CTAs with their nomination targets for the OBAG 3 County & Local Program. Nomination targets are established to guide the maximum funding request from each county. Similar to prior cycles, these targets will be based on population, recent housing production and planned growth, and housing affordability. However, these investment targets do not commit or imply a guaranteed share of funding to any individual county or jurisdiction. Each county's nomination target will also be adjusted to ensure that it is greater than the amount of base planning funding for that county (affects Napa County).

In order to ensure a sufficient pool of projects for MTC's final project selection, the nomination targets will be 120% of the total amount available for the County & Local Program minus the amounts for CTA Base Planning. Nomination targets will be detailed in Appendix A-1.

4. Project Selection Criteria & Outreach: MTC will develop detailed project selection criteria and outreach requirements prior to the release of the call for projects, and provided in Appendix A-1. The project selection guidelines will include, but may not be limited to, the following criteria:

- Screening of all projects for consistency with *Plan Bay Area 2050*, federal fund eligibility, and OBAG 3 programming policy requirements.
- Alignment with *Plan Bay Area 2050* strategies and federal performance management targets.
- Consistency with adopted regional plans and policies, such as Regional Safety/Vision Zero policy, Equity Platform, Regional Active Transportation Plan (AT Plan), Complete Streets Policy (update pending), Transit Oriented Communities (TOC) Policy (update pending), and priority actions from the Blue Ribbon Transit Transformation Action Plan.
- Projects located within PDAs, or select new growth geographies, and EPCs
- Projects identified in completed CBTPs or PBs
- Project deliverability within program deadlines.
- Emissions reductions benefit and cost effectiveness calculation (for projects eligible for CMAQ).

In addition to these criteria, final project selection will also reflect the relative PDA investment targets per county and the regionwide investment target of \$200 million in active transportation (as described in Program Categories section, above). Consideration will

also be given to overall project mix, equity, geographic spread, and to available fund sources and amounts.

POLICY CONSISTENCY

OBAG 3 Program Categories are designed to support and advance regional and federal priorities, including *Plan Bay Area 2050* strategies and FHWA Federal Performance Goal Areas, as illustrated in the matrix below.

| OBAG 3 Program Category | PBA 2050 Strategies | Federal Performance Goal Areas |
|---|---|---|
| Planning & Program Implementation | H3, H4, H5, H6, H8 T1, T2, T3, T6, T7, T8, T9, T10, T11, T12 EC4, EC5, EC6 EN1, EN2, EN3, EN4, EN5, EN6, EN7, EN8, EN9 | Safety Infrastructure Condition System Reliability Freight Movement and Economic Vitality Congestion Reduction Environmental Sustainability |
| Growth Framework Implementation | H3, H4, H5, H6, H8 T1, T2, T3, T11 EC4, EC5, EC6 EN4 | Congestion Reduction Environmental Sustainability |
| Climate, Conservation and Resilience | T2, T7, T8 EN1, EN4, EN5, EN6, EN7, EN8, EN9 | System Reliability Congestion Reduction Environmental Sustainability |
| Complete Streets and Community Choice | T1, T2, T3, T6, T7, T10 | System Reliability Freight Movement and Economic Vitality Congestion Reduction Environmental Sustainability |
| Multimodal Systems Operations and Performance | T1, T2, T3, T8, T9, T10 | Safety Infrastructure Condition Congestion Reduction Environmental Sustainability |

For a complete list of Plan Bay Area 2050 strategies, see pages vii-x of the adopted plan, available at <https://www.planbayarea.org/>.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

| | | | | | |
|-----------------------|---|----------------------|---|---------------------------------------|--|
| File #: | 23-0467 | Version: | 1 | Name: | |
| Type: | Resolution | Status: | | Commission Approval | |
| File created: | 3/3/2023 | In control: | | Programming and Allocations Committee | |
| On agenda: | 4/12/2023 | Final action: | | | |
| Title: | MTC Resolution No. 4510, Revised. Transit Capital Priorities Policy and Program FYs 2021-22 - 2023-24 | | | | |
| | Update of Transit Capital Priorities (TCP) program; including updates to FYs 2021-22 through 2023-24 programming, and amending FY 2022-23 programming to include updated fixed guideway cap programming and the Zero-Emission Bus (ZEB) Infrastructure Set-Aside. | | | | |
| Sponsors: | | | | | |
| Indexes: | | | | | |
| Code sections: | | | | | |
| Attachments: | 3a 23-0467 MTC Resolution 4510 TCP Update Program Revisions.pdf | | | | |

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:

MTC Resolution No. 4510, Revised. Transit Capital Priorities Policy and Program FYs 2021-22 - 2023-24

Update of Transit Capital Priorities (TCP) program; including updates to FYs 2021-22 through 2023-24 programming, and amending FY 2022-23 programming to include updated fixed guideway cap programming and the Zero-Emission Bus (ZEB) Infrastructure Set-Aside.

Presenter:

Margaret Doyle

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

April 12, 2023

Agenda Item 3a - 23-0467

**MTC Resolution No. 4510, Revised.
Transit Capital Priorities Policy and Program FYs 2021-22 - 2023-24**

Subject:

Update of Transit Capital Priorities (TCP) program; including updates to FYs 2021-22 through 2023-24 programming, and amending FY 2022-23 programming to include updated fixed guideway cap programming and the Zero-Emission Bus (ZEB) Infrastructure Set-Aside.

Background:

This item proposes updates to the FYs 2021-22 through 2023-24 programming of Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula, 5337 State of Good Repair Funds, and 5339 Bus and Bus Facilities Funds to support transit capital replacement and rehabilitation projects and maintenance and operating costs. MTC is the designated recipient of these FTA formula funds for the large Urbanized Areas (UZAs) in the region and has been authorized by Caltrans to select projects and recommend funding allocations for the small UZAs.

Updates to FYs 2021-22 through 2023-24 Programming

Major programming updates are proposed in FYs 2022-23 and 2023-24. SFMTA and Caltrain have requested programming changes for railcar procurements that affect both the current program and anticipated future year programming. SFMTA requests that FY 2024-25 and 2025-26 FTA funds anticipated as part of the Core Capacity Challenge Grant Program be advanced to FY 2023-24 due to cashflow needs relative to FTA grant timing for the Light Rail Vehicle (LRV) Replacement Project. Caltrain requests new funding for Railcar Replacement. Accommodating these needs will require a reduction in pay-go for the BART Railcar Replacement program, and, accordingly, an increase in projected financing.

| | Current Program | | Future Anticipated Programming | | | |
|--|-----------------|-------|--------------------------------|-------|-------|-------|
| Current Project Programming (\$ millions) | FY 23 | FY 24 | FY 25 | FY 26 | FY 27 | Total |
| SFMTA LRV Replacement | 67.3 | 89.6 | 153.5 | 79.3 | - | 389.8 |
| BART Railcars Pay-Go | 175.5 | 24.3 | - | - | - | 199.7 |
| Caltrain Railcar Replacement | - | - | - | - | - | - |

| Proposed Project Programming (\$ millions) | Current Program | | Future Anticipated Programming | | | Total |
|---|-----------------|-------|--------------------------------|------------|------------|-------------|
| | FY 23 | FY 24 | FY 25 | FY 26 | FY 27 | |
| SFMTA LRV Replacement | 67.3 | 205.2 | 117.3 | - | - | 389.8 |
| BART Railcars Pay-Go | 128.9 | 10.2 | - | - | - | 139.1 |
| Caltrain Railcar Replacement | 12.8 | 17.6 | Up to 63.2 | Up to 61.6 | Up to 20.8 | Up to 176.0 |

SFMTA Light Rail Vehicles: While SFMTA’s LRV total project funding through FY 2025-26 remains unchanged, the proposed programming advances \$116 million to FY 2023-24, reducing anticipated programming for FY 2024-25 to \$117 million and zeroing out FY 2025-26. As shown in the table above, this reflects an acceleration of SFMTA’s planned programming – including from outside of the FY 2022 through 2024 programmed window – but is a net neutral total request. This request stems from SFMTA’s anticipated project cash flow needs relative to FTA grant timing, and requires a reduction to the BART pay-go funds for replacement railcars.

Caltrain Replacement Railcars: Caltrain requests \$30.4 million in FTA funds for FYs 2022-23 and 2023-24 (\$12.8 million and \$17.6 million, respectively) for the purchase of four electric multiple unit (EMU) trainsets to replace diesel trainsets. These EMUs are not part of the Caltrain Electrification project, but are required to meet service levels specified under Caltrain’s Full Funding Grant Agreement with FTA. The total project expense is estimated at \$220 million over FYs 2022-23 through 2026-27, with a federal commitment including TCP funding of up to 80%, or \$176 million. Caltrain has applied for FTA competitive grant funding for this project through the Rail Vehicle Replacement Program. If this grant is unsuccessful, in future years of the TCP program, MTC may consider pursuing a funding plan that includes additional non-TCP funds, similar to large vehicle procurements in the Core Capacity Challenge Grant Program. For this project’s initial amendment into the TIP, staff intends to program funding after FY 2023-24 as Regional Transportation Plan – Long Range Plan (RTP-LRP) funds while recognizing the funding will be converted to discretionary awards and TCP funds as appropriate.

BART Replacement Railcar Funding and Financing: While the influx of FTA formula funds from the BIL still provides an opportunity to meet MTC's commitments to the BART Railcar Replacement project through increased pay-go funding, the proposed programming changes do require a reduction to the pay-go funding set aside in September 2022, from \$175 million to \$129 million in FY 2022-23, and from \$24 million to \$10 million in FY 2023-24. This reduction in BART pay-go will require additional financing of approximately \$60 million, adding to the debt service that will be paid through the TCP in future years. MTC staff plan to bring a financing plan to the Bay Area Infrastructure Financing Authority (BAIFA) as soon as Summer 2023.

Other FYs 2021-22 and 2022-23 programming updates include:

- VTA – program \$16.1 million in Section 5307 funds and \$3.5 million in Section 5337 funds to electric vehicle charging facilities, equipment, and non-revenue vehicle replacements as requested by VTA out of available San Jose UZA balances.
- NVRTA – program \$1.6 million in available balances per year for FYs 2021-22 and 2022-23 to operating assistance, for \$3.2 million total.
- 5339 Small UZA apportionments – in March 2023, Caltrans released its calculations for FY 2022-23 5339 Bus and Bus Facilities apportionments to small UZAs. The actual apportionments are in line with projections; this item updates the FY 2022-23 program with the actual apportionments and performs minor rebalancing.

Programming Set-Asides

In September 2022, the Commission updated the TCP Process and Criteria (MTC Resolution No. 4444) to increase funding by 20% annually for fixed guideway state of good repair projects (the Fixed Guideway cap) and fund \$20 million annually for zero-emission bus (ZEB) infrastructure. Today, staff are proposing specific programming recommendations for FY 2022-23 for these two categories.

Fixed Guideway (FG) Cap Increase: Staff proposes \$21.1 million in programming based on increased Fixed Guideway Cap shares.

Each operator's programming details are described below:

- BART (\$10 million): adds \$2.5 million in programming to each of the following projects: Traction Power System Renovation; Rail, Way, and Structures Program; Train Control Renovation; and Fare Collection Equipment.
- Caltrain (\$2.6 million): programmed to Systemwide Track Rehabilitation.
- GGBHTD (\$1 million): programmed to funding Ferry Major Component Rehabilitation.
- SFMTA (\$6.3 million): programmed to the Wayside/Central Train Control & Trolley Signal Systems Rehabilitation project.
- WETA (\$1.2 million): programmed to the Vallejo Ferry Terminal Reconfiguration project.
- VTA's cap increase of \$1.5 million reduces the size of its fixed guideway waiver from \$17.2 million to \$15.7 million. VTA staff requested and was granted a waiver of the cap due to additional funds available in the San Jose UZA after meeting other VTA funding needs and in recognition of the Caltrain funding agreement.

Zero-Emission Bus (ZEB) Infrastructure Set-Aside Programming: Within the \$20 million annually available, the annual set-aside per UZA was calculated first, based on each UZA's proportional share of 5339 (Bus and Bus Facility) programming.

| UZA | FY 2021-22 | FY 2022-23 | FY 2023-24 | 3-Year Total |
|------|---------------|---------------|---------------|---------------|
| SF-O | \$ 16,979,947 | \$ 16,979,947 | \$ 16,979,947 | \$ 50,939,842 |
| CON | \$ 2,008,177 | \$ 2,008,177 | \$ 2,008,177 | \$ 6,024,531 |
| ANT* | | | \$ 3,035,628 | \$ 3,035,628 |
| | \$ 18,988,124 | \$ 18,988,124 | \$ 22,023,752 | \$ 60,000,000 |

**ECCTA (Tri-Delta) is the only bus operator in the ANT UZA and indicated that they would not need their share of the \$20 M until FY24; thus the three-year total is shown as a lump sum in that year.*

A call for projects was released to eligible operators in February 2023, informing operators of their share of the set-aside. The table below shows the \$16 million of programming to operators in FY 2021-22, as well as \$4 million in deferrals.

| Operator | UZA | Project | ZEB Set-Aside Amount |
|--|---------------------|---|----------------------|
| AC Transit | SF-O | Rehabilitate Maintenance Bays for ZEBs | \$5,557,743 |
| LAVTA | CON | LAVTA Bus Bay Rehabilitation | 530,159 |
| Marin | SF-O | ZEB Charging – Site Prep | 693,184 |
| SFMTA | SF-O | Facility Development – Battery Electric Buses | 6,312,271 |
| SamTrans | SF-O | South Base Near-Term Battery Electric Bus (BEB) Charging Infrastructure | 2,907,693 |
| Subtotal: FY 2021-22 ZEB Infrastructure Set-Aside Programming | | | \$16,001,050 |
| Deferrals | | | |
| CCCTA | CON | <i>Deferred to FY 2023-24</i> | \$1,478,018 |
| ECCTA | ANT | <i>Deferred to FY 2023-24</i> | 1,011,875 |
| GGBHTD | SF-O | <i>Deferred to FY 2024-25</i> | 1,012,172 |
| Union City | SF-O | <i>Deferred to FY 2024-25</i> | 141,091 |
| WestCAT | SF-O | <i>Deferred to FY 2023-24</i> | 355,794 |
| Subtotal: FY 2021-22 ZEB Infrastructure Set-Aside Deferrals | \$3,998,950 | | |
| TOTAL | \$20,000,000 | | |

CCCTA, ECCTA, GGBHTD, Union City, and WestCAT elected to defer to later years of the program. ECCTA, as the only bus operator in the Antioch UZA, had already indicated deferral until FY 2023-24. CCCTA and WestCAT opted to defer their programming to FY 2023-24, while GGBHTD and Union City deferred to FY 2024-25. The deferred FY 2022-23 funds have been directed to the BART Replacement Railcar project, in order to reduce financing costs. MTC staff is closely tracking these deferrals such that they will be fully restored when the operators request to program them.

Next Steps

Following continued discussion with transit operators through forums including the Transit Finance Working Group, other amendments to the FYs 2021-22 through 2023-24 program will be brought to the Commission for consideration as appropriate.

Following Commission approval of the TCP program, staff will include projects and funding in upcoming administrative modifications and amendments to the regional Transportation Improvement Program (TIP) as applicable.

Issues:

None.

Recommendation:

Staff recommends referral of MTC Resolution 4510, Revised, to the Commission for approval. Staff will return to this Committee in the coming months for any additional programming.

Attachments:

MTC Resolution No. 4510, Revised (TCP FTA Program FY22-FY24)



Andrew B. Fremier

Date: March 23, 2022
W.I.: 1512
Referred By: PAC
Revised: 05/25/22-C 09/28/22-C
03/22/23-C 04/26/23-C

ABSTRACT

Resolution No. 4510

This resolution approves the FY2021-22 through FY2023-24 Transit Capital Priorities preliminary program of projects for inclusion in the Transportation Improvement Program (TIP). The program includes projects funded with FTA Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities Formula Programs. In addition, One Bay Area Grant Cycle 2 (OBAG 2) Transit Priorities funds are programmed in MTC Resolution No. 4202, and AB 664 Bridge Toll revenues and BATA Project Savings are programmed in MTC Resolution No. 4513 and Resolution No. 4169, respectively, for FYs 2021-22 through 2023-24 Transit Capital Priorities projects. This resolution will be amended to add the remainder of the FY2021-22 through FY2023-24 Transit Capital Priorities program at a future date, and to adjust for actual FTA apportionments.

This Resolution includes the following attachments:

Attachment A – FY2021-22 Program of Projects

Attachment B – FY2022-23 Program of Projects

Attachment C – FY2023-24 Program of Projects

Attachment D – FY2021-22 through FY2023-24 Programming Notes

Attachments A through D of this resolution were revised on May 25, 2022 to make revisions to the Transit Capital Priorities Program of Projects for FYs 2021-22 through 2023-24 as requested by operators, to set aside funds for fixed guideway cap increases and zero emission bus infrastructure, and to reconcile the program to final FTA apportionments in FY 2021-22.

Attachments A through D of this resolution were revised on September 28, 2022 to make revisions to the Transit Capital Priorities Program of Projects for FYs 2021-22 through 2023-24 as requested by operators and to program fixed guideway cap increases and zero emission bus infrastructure set-asides.

ABSTRACT

MTC Resolution No. 4510

Page 2

Attachments A through D of this resolution were revised on March 22, 2023 to make revisions to the Transit Capital Priorities Program of Projects for FYs 2021-22 through 2023-24 as requested by operators and to reconcile the program to final FTA apportionments in FY 2022-23.

Attachments A through D of this resolution were revised on April 26, 2023 to make revisions to the Transit Capital Priorities Program of Projects for FYs 2021-22 through 2023-24 as requested by operators and to program fixed guideway cap increases and zero emission bus infrastructure set-asides.

Further discussion of the TCP program of projects is contained in the Programming and Allocations Committee summary sheets dated March 9, 2022, May 11, 2022, September 14, 2022, March 8, 2023, and April 12, 2023.

Date: March 23, 2022
W.I.: 1512
Referred By: PAC
Revised: 05/25/22-C 09/28/22-C
03/22/23-C 04/26-23-C

RE: San Francisco Bay Area Regional Transit Capital Priorities Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4510

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC is the designated recipient of the Federal Transit Administration (FTA) Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities funds for the large urbanized areas of San Francisco-Oakland, San Jose, Concord, Antioch, and Santa Rosa, and has been authorized by the California Department of Transportation (Caltrans) to select projects and recommend funding allocations subject to state approval for the FTA Section 5307 and Section 5339 funds for the small urbanized areas of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma in MTC's Federal Transportation Improvement Program; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators in the region and with Caltrans to establish priorities for the transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria used in the selection and ranking of such projects are set forth in MTC Resolution No. 4444; and

WHEREAS, the projects to be included in the TIP are set forth in the detailed project listings in Attachments A-C, which is incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY2021-22 through FY2023-24 Transit Capital Priorities program of projects to be included in the TIP as set forth in Attachments A-C; and, be it further

RESOLVED, that the Executive Director or designee is authorized to revise Attachments A-D as necessary to reflect the programming of projects as the projects are revised in the TIP; and be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

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

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on March 23, 2022.

Date: March 23, 2022
W.I.: 1512
Referred by: PAC
Revised: 05/25/22-C
09/28/22-C
03/22/23-C
04/26/23-C

Attachment A
Resolution No. 4510
Page 1 of 2

| FY 2021-22 Transit Capital Priorities / Transit Capital Rehabilitation Program | | | | | | |
|--|----------------|--|--------------------|--------------------|--------------------|-------------------|
| TIP ID | Operator | Project Description | Total FTA Program | FTA Section 5307 | FTA Section 5337 | FTA Section 5339 |
| | | Actual Apportionments | 652,980,135 | 309,591,917 | 329,005,589 | 14,382,629 |
| | | Previous Year Carryover | 3,059,533 | 2,449,917 | - | 609,616 |
| | | Funds Available for Programming | 656,039,668 | 312,041,834 | 329,005,589 | 14,992,245 |
| MTC Debt Service | | | | | | |
| REG170023 | MTC | Debt Service | - | - | - | - |
| Lifeline Set-Aside | | | | | | |
| TBD | TBD - Lifeline | TBD - Reserved for future programming | - | - | - | - |
| ADA Operating Set-Aside | | | | | | |
| VAR210003 | AC Transit | ADA Paratransit Assistance | 6,729,308 | 6,729,308 | - | - |
| VAR210003 | BART | ADA Paratransit Capital Accessibility Improvements | 3,381,044 | 3,381,044 | - | - |
| VAR210003 | CCCTA | ADA Paratransit Assistance | 1,823,750 | 1,823,750 | - | - |
| VAR210003 | ECCTA | ADA Operating Assistance | 852,076 | 852,076 | - | - |
| VAR210003 | LAVTA | ADA Paratransit Operating Subsidy | 546,984 | 546,984 | - | - |
| VAR210003 | MCTD | ADA Paratransit Assistance | 1,039,640 | 1,039,640 | - | - |
| VAR210003 | Napa Vine | ADA Operating Assistance | 442,601 | 442,601 | - | - |
| VAR210003 | Petaluma | ADA Set-Aside | 103,359 | 103,359 | - | - |
| VAR210003 | SamTrans | ADA Paratransit Operating Subsidy | 2,589,649 | 2,589,649 | - | - |
| VAR210003 | Santa Rosa | ADA Operating Assistance | 313,314 | 313,314 | - | - |
| VAR210003 | SFMTA | ADA Paratransit Operating Support | 5,330,519 | 5,330,519 | - | - |
| VAR210003 | SolTrans | ADA Paratransit Operating Subsidy | 475,285 | 475,285 | - | - |
| VAR210003 | Union City | ADA Set-Aside | 189,025 | 189,025 | - | - |
| VAR210003 | VTA | ADA Operating Set-Aside | 5,224,040 | 5,224,040 | - | - |
| VAR210003 | Westcat | ADA Paratransit Operating Subsidy | 359,148 | 359,148 | - | - |
| | | Total Program Set-asides and Commitments | 29,399,742 | 29,399,742 | - | - |
| | | Funds Available for Capital Programming | 626,639,925 | 282,642,092 | 329,005,589 | 14,992,245 |
| Capital Projects | | | | | | |
| ALA990052 | AC Transit | ADA Operating Depreciation Costs from 3 Vendors | 1,634,374 | 1,634,374 | - | - |
| NEW | AC Transit | Replace (23) 40ft Urban Buses - Diesel | 8,223,620 | 1,270,692 | - | 6,952,928 |
| NEW | AC Transit | Construction of Hydrogen Fueling Infrastructure | 5,557,743 | 5,557,743 | - | - |
| ALA170048 | ACE | ACE Fixed Guideway (Capitalized Maintenance) | 1,896,860 | - | 1,896,860 | - |
| NEW | ACE | ACE Railcar Replacement | 3,200,000 | - | 3,200,000 | - |
| ALA210008 | ACE | ACE Capital Access Fee | 1,426,707 | 1,426,707 | - | - |
| ALA090065 | BART | Fare Collection Equipment | 9,562,740 | - | 9,562,740 | - |
| ALA190014 | BART | Elevator Renovation Program | 7,000,000 | - | 7,000,000 | - |
| ALA190014 | BART | BART – Elevator Modernization (for Vanpool) | 3,021,540 | 3,021,540 | - | - |
| BRT030004 | BART | Train Control Renovation | 11,320,000 | - | 11,320,000 | - |
| BRT030005 | BART | Traction Power System Renovation | 14,160,000 | - | 14,160,000 | - |
| BRT97100B | BART | Rail,Way, and Structures Program | 19,206,000 | - | 19,206,000 | - |
| REG090037 | BART | Railcar Replacement Program | 126,236,167 | 89,369,064 | 36,867,103 | - |
| SM-03006B | Caltrain | Systemwide Track Rehabilitation | 11,636,470 | - | 11,636,470 | - |
| SM-050041 | Caltrain | Comm. System/Signal Rehab. | 2,554,400 | - | 2,554,400 | - |
| SM-170010 | Caltrain | TVM Project | 2,080,000 | - | 2,080,000 | - |
| NEW | CCCTA | Replace 40ft Diesel Buses - Diesel | 18,048,000 | 17,135,568 | - | 912,432 |
| NEW | CCCTA | Electric Bus Charging Infrastructure | 1,478,018 | 1,478,018 | - | - |
| VAR190006 | Fairfield | Operating Assistance | 3,550,376 | 3,550,376 | - | - |
| MRN150014 | GGBHTD | Ferry Major Component Rehabilitation | 359,148 | 359,148 | - | - |
| MRN990017 | GGBHTD | Ferry Dredging | 6,366,500 | - | 6,366,500 | - |
| NEW | GGBHTD | ZEB Infrastructure Design | 1,012,172 | 1,012,172 | - | - |
| NEW | MCTD | MCTD: Revenue Vehicle Rehabilitation | 484,000 | 484,000 | - | - |
| NEW | MCTD | MCTD: Vehicle Replacement - 5 Paratransit Vehicles | 412,000 | 412,000 | - | - |
| NEW | MCTD | ZEB Charging -- Site Prep | 693,184 | 693,184 | - | - |
| VAR190007 | MCTD | Preventive Maintenance | 40,400 | 40,400 | - | - |
| REG10003 | MTC | Bay Area Vanpool Program | - | - | - | - |
| NAP170003 | Napa Vine | NVTA- Vine Transit Bus Maintenance Facility | 225,046 | 36,437 | - | 188,609 |
| VAR190006 | Napa Vine | Napa Vine Operating Assistance | 3,416,847 | 3,416,847 | - | - |
| NEW | Petaluma | Purchase (2) Replacement Fixed Route Buses | 1,486,400 | 1,349,064 | - | 137,336 |
| NEW | SamTrans | Replace 40ft Diesel Buses - Battery | 26,616,000 | 25,771,207 | - | 844,793 |
| NEW | SamTrans | Replace Paratransit Vehicles | 3,845,520 | 3,845,520 | - | - |

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| FY 2021-22 Transit Capital Priorities / Transit Capital Rehabilitation Program | | | | | | |
|--|---------------|---|--------------------|--------------------|--------------------|-------------------|
| TIP ID | Operator | Project Description | Total FTA Program | FTA Section 5307 | FTA Section 5337 | FTA Section 5339 |
| NEW | SamTrans | South Base Near-Term Battery Electric Bus (BEB) Charging Infra | 2,907,693 | 2,907,693 | - | - |
| NEW | Santa Rosa | Replace (2) 40' Diesel Buses - Electric | 1,774,400 | 884,693 | - | 889,707 |
| VAR190006 | Santa Rosa | Operating Assistance | 1,601,036 | 1,601,036 | - | - |
| VAR190007 | Santa Rosa | Preventive Maintenance | 345,274 | 345,274 | - | - |
| NEW | SFMTA | Facility Development -- Battery Electric Buses | 6,312,271 | 6,312,271 | - | - |
| SF-050024 | SFMTA | Wayside/Central Train Control & Trolley Signal Systems Rehabilit | 24,272,000 | - | 24,272,000 | - |
| SF-090012 | SFMTA | Light Rail Vehicle Replacement Procurements | 108,635,101 | - | 108,635,101 | - |
| SF-090035 | SFMTA | Paratransit Fleet Replacement Procurements | 1,557,360 | 1,557,360 | - | - |
| SF-170018; S | SFMTA | Motor Coach & Trolley Coach Midlife Overhauls | 17,706,666 | 17,706,666 | - | - |
| SF-170021 | SFMTA | Historic Streetcar & Cable Car Restorations | 2,293,334 | - | 2,293,334 | - |
| SF-95037B | SFMTA | Muni Rail Replacement | 9,970,560 | - | 9,970,560 | - |
| SF-970170 | SFMTA | Overhead Line Rehabilitation | 2,930,000 | - | 2,930,000 | - |
| SF-99T002 | SFMTA | Cable Car Infrastructure | 2,483,000 | - | 2,483,000 | - |
| VAR190007 | SMART | Preventive Maintenance | 3,963,022 | 3,963,022 | - | - |
| SOL090034 | SolTrans | Bus Replacement Alternative Fuel | 2,661,600 | 2,242,269 | - | 419,331 |
| SOL090034 | SolTrans | SolanoExpress Bus Replacement | 308,398 | - | - | 308,398 |
| VAR190006 | SolTrans | Operating Assistance | 618,791 | 618,791 | - | - |
| VAR190007 | SolTrans | Preventive Maintenance | 1,000,000 | 1,000,000 | - | - |
| SON170006 | Sonoma County | SCT Replacement Bus Purchase | 889,458 | 686,285 | - | 203,173 |
| VAR190007 | Sonoma County | SCT Preventive Maintenance | 1,280,000 | 1,280,000 | - | - |
| NEW | Union City | Electric Vehicle Charging Infrastructure | 141,091 | 141,091 | - | - |
| ALA190029 | Union City | Bus Purchases | 953,600 | 953,600 | - | - |
| VAR190006 | Vacaville | Operating Assistance | 1,300,000 | 1,300,000 | - | - |
| SOL210004 | Vacaville | Electric Bus Fleet | 221,978 | 6,682 | - | 215,296 |
| NEW | VTA | Hybrid and Electric Bus Replacement 2022 | 45,598,000 | 42,337,143 | - | 3,260,857 |
| NEW | VTA | North 1st Street/Tasman Drive - EB Tack Switch Addition Proj. - T | 1,640,000 | - | 1,640,000 | - |
| NEW | VTA | Network Switch Replacement/Upgrade | 3,680,000 | - | 3,680,000 | - |
| NEW | VTA | Axle Press Replacement | 1,736,300 | - | 1,736,300 | - |
| SCL050002 | VTA | Rail Replacement and Rehabilitation | 6,876,000 | - | 6,876,000 | - |
| SCL090044 | VTA | OCS Rehab & Replacement Program | 13,120,000 | - | 13,120,000 | - |
| SCL150008 | VTA | Track Intrusion Abatement FY22/23 | 2,227,200 | - | 2,227,200 | - |
| NEW | Westcat | Revenue Vehicle Replacement | 1,678,400 | 1,678,400 | - | - |
| VAR190007 | Westcat | Preventive Maintenance | 193,600 | 193,600 | - | - |
| NEW | WETA | Ferry Vessel Replacement - MV Mare Island | 21,157,300 | 19,958,399 | 1,198,901 | - |
| REG090054 | WETA | Ferry Channel Dredging - Vallejo Ferry Terminal | 2,455,920 | - | 2,455,920 | - |
| REG090057 | WETA | Vessel Engine Overhaul - Pyxis Class Vessels | 1,810,560 | - | 1,810,560 | - |
| REG090057 | WETA | Waterjet Control System Upgrade - Pyxis Class Vessel | 600,000 | - | 600,000 | - |
| REG090057 | WETA | Ferry Mid-Life Refurbishment - MV Gemini | 3,590,000 | - | 3,590,000 | - |
| | | Total Capital Projects | 600,329,745 | 269,538,336 | 316,458,549 | 14,332,860 |
| | | Total Programmed | 629,729,487 | 298,938,078 | 316,458,549 | 14,332,860 |
| | | Fund Balance | 26,310,181 | 13,103,756 | 12,547,040 | 659,385 |

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| FY 2022-23 Transit Capital Priorities / Transit Capital Rehabilitation Program | | | | | | |
|--|------------|--|--------------------|--------------------|--------------------|-------------------|
| TIP ID | Operator | Project Description | Total FTA Program | FTA Section 5307 | FTA Section 5337 | FTA Section 5339 |
| | | Projected Apportionments | 666,330,759 | 317,144,789 | 334,210,853 | 14,975,117 |
| | | Previous Year Carryover | 27,956,599 | 14,750,174 | 12,547,040 | 659,385 |
| | | Funds Available for Programming | 694,287,358 | 331,894,963 | 346,757,893 | 15,634,502 |
| MTC Debt Service | | | | | | |
| REG170023 | MTC | Debt Service | - | - | - | - |
| ADA Operating Set-Aside | | | | | | |
| VAR210003 | AC Transit | ADA Paratransit Assistance | 6,872,342 | 6,872,342 | - | - |
| VAR210003 | BART | ADA Paratransit Capital Accessibility Improvements | 3,439,303 | 3,439,303 | - | - |
| VAR210003 | CCCTA | ADA Paratransit Assistance | 1,839,033 | 1,839,033 | - | - |
| VAR210003 | ECCTA | ADA Operating Assistance | 859,178 | 859,178 | - | - |
| VAR210003 | LAVTA | ADA Paratransit Operating Subsidy | 552,153 | 552,153 | - | - |
| VAR210003 | MCTD | ADA Paratransit Assistance | 1,061,738 | 1,061,738 | - | - |
| VAR210003 | Napa Vine | ADA Operating Assistance | 514,749 | 514,749 | - | - |
| VAR210003 | Petaluma | ADA Set-Aside | 104,136 | 104,136 | - | - |
| VAR210003 | SamTrans | ADA Paratransit Operating Subsidy | 2,644,693 | 2,644,693 | - | - |
| VAR210003 | Santa Rosa | ADA Operating Assistance | 319,581 | 319,581 | - | - |
| VAR210003 | SFMTA | ADA Paratransit Operating Support | 5,443,822 | 5,443,822 | - | - |
| VAR210003 | SolTrans | ADA Paratransit Operating Subsidy | 525,607 | 525,607 | - | - |
| VAR210003 | Union City | ADA Set-Aside | 193,043 | 193,043 | - | - |
| VAR210003 | VTa | ADA Operating Set-Aside | 5,269,739 | 5,269,739 | - | - |
| VAR210003 | Westcat | ADA Paratransit Operating Subsidy | 366,782 | 366,782 | - | - |
| | | Total Program Set-asides and Commitments | 29,639,117 | 30,005,899 | - | - |
| | | Funds Available for Capital Programming | 664,648,241 | 301,889,064 | 346,757,893 | 15,634,502 |
| Capital Projects | | | | | | |
| ALA990052 | AC Transit | ADA Operating Depreciation Costs from 3 Vendors | 1,907,830 | 1,907,830 | - | - |
| NEW | AC Transit | Replace (23) Articulated 60ft Buses - FCB | 27,634,500 | 19,442,829 | - | 8,191,671 |
| NEW | AC Transit | Rehabilitate Maintenance Bays for ZEBs | 5,557,743 | 5,557,743 | - | - |
| ALA170048 | ACE | ACE Fixed Guideway (Capitalized Maintenance) | 1,594,000 | - | 1,594,000 | - |
| ALA210008 | ACE | ACE Capital Access Fee | 1,426,707 | 1,426,707 | - | - |
| ALA090065 | BART | Fare Collection Equipment | 8,860,685 | - | 8,860,685 | - |
| ALA190014 | BART | Elevator Renovation Program | 6,200,000 | - | 6,200,000 | - |
| ALA190014 | BART | BART – Elevator Modernization (for Vanpool) | 2,000,000 | 2,000,000 | - | - |
| BRT030004 | BART | Train Control Renovation | 12,740,685 | - | 12,740,685 | - |
| BRT030005 | BART | Traction Power System Renovation | 12,740,685 | - | 12,740,685 | - |
| BRT97100B | BART | Rail,Way, and Structures Program | 20,706,685 | - | 20,706,685 | - |
| REG090037 | BART | Railcar Replacement Program | 128,941,273 | 49,791,482 | 79,149,791 | - |
| NEW | Caltrain | Caltrain Replacement Railcars | 12,800,000 | - | 12,800,000 | - |
| SM-03006B | Caltrain | Systemwide Track Rehabilitation | 10,729,630 | - | 10,729,630 | - |
| SM-050041 | Caltrain | Comm. System/Signal Rehab. | 4,468,240 | - | 4,468,240 | - |
| NEW | CCCTA | Replace 22' Vehicles | 1,440,000 | 1,440,000 | - | - |
| CC-070092 | ECCTA | ECCTA: Transit Bus Replacements | 1,499,232 | 566,671 | - | 932,561 |
| VAR190006 | Fairfield | Operating Assistance | 1,653,353 | 1,653,353 | - | - |
| MRN150014 | GGBHTD | Ferry Major Component Rehabilitation | 1,383,282 | 366,782 | 1,016,500 | - |
| MRN990017 | GGBHTD | Ferry Dredging | 5,350,000 | - | 5,350,000 | - |
| NEW | GGBHTD | Collision Avoidance System | 840,000 | 840,000 | - | - |
| NEW | GGBHTD | Replacement Ferry -- CARB Compliance | 4,000,000 | 4,000,000 | - | - |
| NEW | LAVTA | AVL | 332,429 | 332,429 | - | - |
| NEW | LAVTA | Fareboxes | 205,190 | 205,190 | - | - |
| NEW | LAVTA | Radios | 40,128 | 40,128 | - | - |
| NEW | LAVTA | Replace (4) 40'Buses - Fuel Cell | 4,044,800 | 2,724,834 | - | 1,319,966 |
| NEW | LAVTA | Replace (8) 40' Buses - Hybrid | 5,626,600 | 5,626,600 | - | - |
| NEW | LAVTA | LAVTA Bus Bay Rehabilitation | 530,159 | 530,159 | - | - |
| NEW | MCTD | MCTD: Replace 2 Rural Cutaway vehicles | 188,800 | 188,800 | - | - |
| NEW | MCTD | MCTD: Replace 3 Demand Response Cutaways with Vans | 252,000 | 252,000 | - | - |
| NEW | MCTD | MCTD: Replace 4 Demand Response Vans | 336,000 | 336,000 | - | - |
| NEW | MCTD | MCTD: Replace 7 local 35ft Hybrid Vehicles | 4,855,200 | 4,855,200 | - | - |
| NEW | MCTD | MCTD: Replace one(1) Shuttle Vehicle | 94,400 | 94,400 | - | - |
| NEW | MCTD | MCTD: ZEB Charging Site Preparation | 693,184 | 693,184 | - | - |

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| FY 2022-23 Transit Capital Priorities / Transit Capital Rehabilitation Program | | | | | | |
|--|---------------|---|--------------------|--------------------|--------------------|-------------------|
| TIP ID | Operator | Project Description | Total FTA Program | FTA Section 5307 | FTA Section 5337 | FTA Section 5339 |
| NEW | MTC | Blue Ribbon: Transit Transformation Plan | 1,375,860 | 1,375,860 | - | - |
| REG10003 | MTC | Bay Area Vanpool Program | 3,477,459 | 3,477,459 | - | - |
| NAP090005 | Napa Vine | NVTA ZEB Bus Procurement | 225,046 | 27,788 | - | 197,258 |
| VAR190006 | Napa Vine | Napa Vine Operating Assistance | 3,444,426 | 3,444,426 | - | - |
| NEW | Petaluma | Purchase (2) Replacement Paratransit Vans | 168,000 | 168,000 | - | - |
| SON170017 | Petaluma | Petaluma AVL Equipment | 740,000 | 740,000 | - | - |
| NEW | SamTrans | Replace 40ft Diesel Buses - Battery | 36,160,000 | 36,160,000 | - | - |
| SM-210201 | SamTrans | SamTrans South Base BEB Charging Infrastructure | 2,907,693 | 2,907,693 | - | - |
| SON090024 | Santa Rosa | Preventive Maintenance | 1,040,765 | 1,040,765 | - | - |
| VAR190006 | Santa Rosa | Operating Assistance | 1,633,056 | 1,633,056 | - | - |
| NEW | SFMTA | Facility Development -- Battery Electric Buses | 6,312,271 | 6,312,271 | - | - |
| SF-050024 | SFMTA | Wayside/Central Train Control & Trolley Signal Systems Rehabilitation | 30,071,560 | - | 30,071,560 | - |
| SF-090012 | SFMTA | Light Rail Vehicle Replacement Procurements | 67,336,982 | - | 67,336,982 | - |
| SF-090035 | SFMTA | Paratransit Fleet Replacement Procurements | 3,087,000 | 3,087,000 | - | - |
| SF-170018; S | SFMTA | Motor Coach & Trolley Coach Midlife Overhauls | 10,542,385 | 10,542,385 | - | - |
| SF-170021 | SFMTA | Historic Streetcar & Cable Car Restorations | 11,666,666 | - | 11,666,666 | - |
| SF-95037B | SFMTA | Muni Rail Replacement | 3,837,000 | - | 3,837,000 | - |
| SF-970170 | SFMTA | Overhead Line Rehabilitation | 2,500,000 | - | 2,500,000 | - |
| SF-99T002 | SFMTA | Cable Car Infrastructure | 3,247,000 | - | 3,247,000 | - |
| VAR190007 | SMART | Preventive Maintenance | 3,997,642 | 3,997,642 | - | - |
| SOL090034 | SolTrans | Bus Replacement Alternative Fuel | 1,808,000 | 1,369,352 | - | 438,648 |
| SOL090034 | SolTrans | SolanoExpress Replacement Buses | 2,287,576 | 1,965,021 | - | 322,555 |
| VAR190006 | SolTrans | Operating Assistance | 1,600,000 | 1,600,000 | - | - |
| VAR190007 | SolTrans | Preventive Maintenance | 1,001,167 | 1,001,167 | - | - |
| SON170006 | Sonoma County | SCT Replacement Bus Purchase | 932,847 | 724,067 | - | 208,780 |
| VAR190007 | Sonoma County | SCT Preventive Maintenance | 1,280,000 | 1,280,000 | - | - |
| VAR190006 | Vacaville | Operating Assistance | 1,400,000 | 1,400,000 | - | - |
| NEW | VTA | Signal Improvements Guadalupe | 12,607,300 | - | 12,607,300 | - |
| NEW | VTA | North Yard Tire Awning | 320,000 | - | 320,000 | - |
| NEW | VTA | Facilities Maint. Equipment Program | 1,742,100 | 1,742,100 | - | - |
| NEW | VTA | Cerone Operations Command and Control Center | 2,280,000 | - | 2,280,000 | - |
| NEW | VTA | Non-Revenue Vehicle Replacements | 1,601,009 | 1,601,009 | - | - |
| NEW | VTA | Transit Center Park and Ride and Bus Stop Rehabilitation | 1,600,000 | 1,600,000 | - | - |
| NEW | VTA | Farebox Upgrades & Equipment Purchase | 840,446 | 840,446 | - | - |
| NEW | VTA | Chaboya Bus Yard Expansion For EVs | 4,296,000 | 4,296,000 | - | - |
| NEW | VTA | Cerone Bus Yard Expansion for EVs | 5,112,500 | 5,112,500 | - | - |
| NEW | VTA | NEW Emergency Operations Center | 941,600 | 941,600 | - | - |
| NEW | VTA | Traction Power Substation Replacement 2023 | 3,480,000 | - | 3,480,000 | - |
| SCL050001 | VTA | Electric 40' Bus Replacement 2023 | 26,891,452 | 23,525,146 | - | 3,366,306 |
| SCL050002 | VTA | Rail Replacement and Rehabilitation | 12,133,000 | - | 12,133,000 | - |
| SCL110099 | VTA | Bridge and Structures Repairs FY22/23 | 192,000 | - | 192,000 | - |
| SCL150008 | VTA | Track Intrusion Abatement FY22/23 | 407,000 | - | 407,000 | - |
| SCL190026 | VTA | HVAC Replacement Project | 404,450 | - | 404,450 | - |
| REG090057 | WETA | Ferry Mid-Life Refurbishment - MV Pisces | 3,697,700 | - | 3,697,700 | - |
| REG090057 | WETA | Vessel Engine Injectors Replacement - MV Dorado | 117,100 | - | 117,100 | - |
| REG090057 | WETA | Ferry Major Component Rehabilitation - MV Hydrus and MV Cetus | 3,601,600 | - | 3,601,600 | - |
| REG090057 | WETA | Vessel Engine Overhaul - MV Carina and MV Peralta | 554,800 | - | 554,800 | - |
| REG090067 | WETA | Vallejo Ferry Terminal Reconfiguration | 1,198,900 | - | 1,198,900 | - |
| Total Capital Projects | | | 570,198,228 | 228,785,074 | 336,009,959 | 14,977,745 |
| Total Programmed | | | 599,837,345 | 258,790,973 | 336,009,959 | 14,977,745 |
| Fund Balance | | | 94,450,013 | 73,103,990 | 10,747,934 | 656,757 |

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| FY 2023-24 Transit Capital Priorities / Transit Capital Rehabilitation Program | | | | | | |
|--|----------------|--|--------------------|--------------------|--------------------|-------------------|
| TIP ID | Operator | Project Description | Total FTA Program | FTA Section 5307 | FTA Section 5337 | FTA Section 5339 |
| | | <i>Projected Apportionments</i> | 684,294,742 | 325,610,252 | 343,412,309 | 15,272,181 |
| | | <i>Previous Year Carryover</i> | 82,862,263 | 71,457,572 | 10,747,934 | 656,757 |
| | | <i>Funds Available for Programming</i> | 767,157,005 | 397,067,824 | 354,160,243 | 15,928,937 |
| MTC Debt Service | | | | | | |
| REG170023 | MTC | Debt Service | - | - | - | - |
| Lifeline Set-Aside | | | | | | |
| TBD | TBD - Lifeline | TBD - Reserved for future programming | - | - | - | - |
| ADA Operating Set-Aside | | | | | | |
| VAR210003 | AC Transit | ADA Paratransit Assistance | 7,050,765 | 7,050,765 | - | - |
| VAR210003 | BART | ADA Paratransit Capital Accessibility Improvements | 3,542,554 | 3,542,554 | - | - |
| VAR210003 | CCCTA | ADA Paratransit Assistance | 1,910,869 | 1,910,869 | - | - |
| VAR210003 | ECCTA | ADA Operating Assistance | 892,778 | 892,778 | - | - |
| VAR210003 | LAVTA | ADA Paratransit Operating Subsidy | 573,111 | 573,111 | - | - |
| VAR210003 | MCTD | ADA Paratransit Assistance | 1,089,304 | 1,089,304 | - | - |
| VAR210003 | Napa Vine | ADA Operating Assistance | 463,742 | 463,742 | - | - |
| VAR210003 | Petaluma | ADA Set-Aside | 108,296 | 108,296 | - | - |
| VAR210003 | SamTrans | ADA Paratransit Operating Subsidy | 2,713,356 | 2,713,356 | - | - |
| VAR210003 | Santa Rosa | ADA Operating Assistance | 325,972 | 325,972 | - | - |
| VAR210003 | SFMTA | ADA Paratransit Operating Support | 5,585,157 | 5,585,157 | - | - |
| VAR210003 | SolTrans | ADA Paratransit Operating Subsidy | 497,987 | 497,987 | - | - |
| VAR210003 | Union City | ADA Set-Aside | 198,055 | 198,055 | - | - |
| VAR210003 | VTa | ADA Operating Set-Aside | 5,473,567 | 5,473,567 | - | - |
| VAR210003 | Westcat | ADA Paratransit Operating Subsidy | 376,305 | 376,305 | - | - |
| | | Total Program Set-asides and Commitments | 30,801,818 | 30,801,818 | - | - |
| | | Funds Available for Capital Programming | 736,355,187 | 366,266,007 | 354,160,243 | 15,928,937 |
| Capital Projects | | | | | | |
| ALA990052 | AC Transit | ADA Operating Depreciation Costs from 3 Vendors | 1,945,987 | 1,945,987 | - | - |
| NEW | AC Transit | Replace (23) 40ft Urban Buses - Diesel | 141,371 | 141,371 | - | - |
| NEW | AC Transit | Replace (24) Urban Buses - Diesel | 10,548,000 | 2,302,200 | - | 8,245,800 |
| ALA170048 | ACE | ACE Fixed Guideway (Capitalized Maintenance) | 1,864,590 | - | 1,864,590 | - |
| ALA210008 | ACE | ACE Capital Access Fee | 1,426,707 | 1,426,707 | - | - |
| ALA090065 | BART | Fare Collection Equipment | 6,360,000 | - | 6,360,000 | - |
| ALA190014 | BART | Elevator Renovation Program | 7,000,000 | - | 7,000,000 | - |
| BRT030004 | BART | Train Control Renovation | 10,240,000 | - | 10,240,000 | - |
| BRT030005 | BART | Traction Power System Renovation | 10,240,000 | - | 10,240,000 | - |
| BRT97100B | BART | Rail,Way, and Structures Program | 17,406,000 | - | 17,406,000 | - |
| REG090037 | BART | Railcar Replacement Program | 10,230,107 | - | 10,230,107 | - |
| SM-03006B | Caltrain | Systemwide Track Rehabilitation | 11,500,000 | - | 11,500,000 | - |
| SM-050041 | Caltrain | Comm. System/Signal Rehab. | 1,100,000 | - | 1,100,000 | - |
| SM-170010 | Caltrain | TVM Project | 226,231 | - | 226,231 | - |
| NEW | Caltrain | Caltrain Railcar Replacement Program | 17,600,000 | - | 17,600,000 | - |
| NEW | CCCTA | Replace (10) 30ft Urban Buses | 7,616,000 | 6,640,790 | - | 975,210 |
| NEW | CCCTA | Replacement Vans | 177,600 | 177,600 | - | - |
| SOL110041 | Fairfield | Bus Replacement | 330,739 | - | - | 330,739 |
| VAR190006 | Fairfield | Operating Assistance | 3,747,245 | 3,747,245 | - | - |
| MRN150014 | GGBHTD | Ferry Major Component Rehabilitation | 5,726,305 | 376,305 | 5,350,000 | - |
| NEW | GGBHTD | Replace Conventional OTR Coaches | 10,544,000 | 10,544,000 | - | - |
| NEW | GGBHTD | Replace Conventional OTR Coaches with ZEBs | 2,748,000 | 2,748,000 | - | - |
| NEW | GGBHTD | Replacement Ferry -- CARB Compliance | 12,000,000 | 11,403,217 | 596,783 | - |
| NEW | MCTD | MCTD: Vehicle Replacement - 5 Paratransit Vehicles | 428,000 | 428,000 | - | - |
| NEW | MTC | Blue Ribbon: Transit Transformation Plan | 12,413,372 | 12,413,372 | - | - |
| REG10003 | MTC | Bay Area Vanpool Program | 6,586,592 | 6,586,592 | - | - |
| REG170022 | MTC | Clipper Next Gen Fare Collection System | 3,153,905 | 3,153,905 | - | - |
| NAP090005 | Napa Vine | NVTA ZEB Bus Procurement | 234,138 | 31,866 | - | 202,272 |
| VAR190006 | Napa Vine | Napa Vine Operating Assistance | 1,841,954 | 1,841,954 | - | - |
| SON170005 | Petaluma | Yard and Facility Improvements | 106,443 | 106,443 | - | - |
| NEW | SamTrans | Replace 40ft Diesel Buses - Battery | 55,248,000 | 55,248,000 | - | - |
| NEW | SamTrans | Replace Paratransit Vehicles | 2,420,471 | 2,420,471 | - | - |
| NEW | SamTrans | Replace 35ft Diesel Buses - Battery | 3,860,000 | 3,860,000 | - | - |
| VAR190006 | Santa Rosa | Operating Assistance | 1,665,717 | 1,665,717 | - | - |

Date: March 23, 2022
W.I.: 1512
Referred by: PAC
Revised: 05/25/22-C
09/28/22-C
03/22/23-C
04/26/23-C

Attachment C
Resolution No. 4510
Page 2 of 2

| FY 2023-24 Transit Capital Priorities / Transit Capital Rehabilitation Program | | | | | | |
|--|---------------|---|-------------------|------------------|------------------|------------------|
| TIP ID | Operator | Project Description | Total FTA Program | FTA Section 5307 | FTA Section 5337 | FTA Section 5339 |
| VAR190007 | Santa Rosa | Preventive Maintenance | 713,879 | 713,879 | - | - |
| SF-050024 | SFMTA | Wayside/Central Train Control & Trolley Signal Systems Rehabilita | 18,212,000 | - | 18,212,000 | - |
| SF-090012 | SFMTA | Light Rail Vehicle Replacement Procurements | 205,170,253 | 72,743,906 | 132,426,347 | - |
| SF-170018; S | SFMTA | Motor Coach & Trolley Coach Midlife Overhauls | 23,131,367 | 23,131,367 | - | - |
| SF-170021 | SFMTA | Historic Streetcar & Cable Car Restorations | 13,082,666 | - | 13,082,666 | - |
| SF-95037B | SFMTA | Muni Rail Replacement | 6,887,000 | - | 6,887,000 | - |
| SF-970170 | SFMTA | Overhead Line Rehabilitation | 2,225,000 | - | 2,225,000 | - |
| SF-99T002 | SFMTA | Cable Car Infrastructure | 6,000,000 | - | 6,000,000 | - |
| VAR190007 | SMART | Preventive Maintenance | 4,078,615 | 4,078,615 | - | - |
| SOL090034 | SolTrans | Bus Replacement Alternative Fuel | 3,683,200 | 3,233,492 | - | 449,708 |
| VAR190007 | SolTrans | Preventive Maintenance | 1,085,190 | 1,085,190 | - | - |
| SON170006 | Sonoma County | SCT Replacement Bus Purchase | 977,104 | 760,178 | - | 216,926 |
| VAR190007 | Sonoma County | SCT Preventive Maintenance | 1,280,000 | 1,280,000 | - | - |
| VAR190006 | Vacaville | Operating Assistance | 1,450,000 | 1,450,000 | - | - |
| NEW | VTA | Signal Improvements Guadalupe | 4,524,670 | - | 4,524,670 | - |
| SCL050001 | VTA | Electric 40' bus replacement 2024 | 18,768,000 | 15,285,583 | - | 3,482,417 |
| SCL050002 | VTA | Rail Replacement and Rehabilitation | 8,827,200 | - | 8,827,200 | - |
| SCL110099 | VTA | Bridge and Structures Repairs FY24 | 680,000 | - | 680,000 | - |
| SCL170005 | VTA | Paratransit Fleet Procurement | 1,445,547 | 1,445,547 | - | - |
| SCL090044 | VTA | OCS Rehab & Replacement Program | 11,400,000 | - | 11,400,000 | - |
| SCL150008 | VTA | Track Intrusion Abatement FY24 | 1,452,000 | - | 1,452,000 | - |
| SCL190026 | VTA | HVAC Replacement Project | 765,560 | - | 765,560 | - |
| NEW | Westcat | Revenue Vehicle Replacement | 1,115,200 | 1,115,200 | - | - |
| REG090054 | WETA | Ferry Channel Dredging - Vallejo Ferry Terminal | 2,605,500 | - | 2,605,500 | - |
| REG090057 | WETA | Ferry Major Component Rehabilitation | 8,062,400 | - | 8,062,400 | - |
| REG090057 | WETA | Ferry Mid-Life Refurbishment - MV Taurus | 3,929,200 | - | 3,929,200 | - |
| REG090057 | WETA | Vessel Engine Injectors Replacement | 222,600 | - | 222,600 | - |
| REG090067 | WETA | Passenger Float Rehabilitation - Oakland Ferry Terminal | 2,067,000 | - | 2,067,000 | - |
| Total Capital Projects | | | 592,518,625 | 255,532,699 | 323,082,854 | 13,903,071 |
| Programmatic Set-Asides | | | | | | |
| TBD | TBD | Fixed Guideway Cap Increase | 22,719,410 | - | 22,719,410 | - |
| TBD | TBD | Zero Emission Bus Facilities Program | 22,023,752 | 23,501,770 | - | - |
| Total Programmed | | | 669,541,622 | 309,836,287 | 345,802,264 | 13,903,071 |
| Fund Balance | | | 97,615,383 | 87,231,538 | 8,357,979 | 2,025,866 |

Date: March 23, 2022
W.I.: 1512
Referred by: PAC
Revised: 05/25/22-C
09/28/22-C
03/22/23-C
04/26/23-C

Attachment D
Resolution No. 4510
Page 1 of 1

Transit Capital Priorities / Transit Capital Rehabilitation Program Notes

| | |
|----|---|
| 1 | Program is based on actual apportionments for FY 2021-22 and FY 2022-23, and estimates for FY 2023-24. Program assumes availability of financing proceeds, subject to future Commission authorization. If financing is not secured, this program will be revised accordingly. |
| 2 | AC Transit: \$11,719,686 of AB 664 Bridge Toll funds and \$24,493,576 of BATA Project Savings, for a total of \$36,213,262, have been programmed to AC Transit as part of the Core Capacity Challenge Grant Program (CCCGP). These FY2021-22 funds will support AC Transit's purchase of 65 40ft urban buses. |
| 3 | BART: The program has assumed the need for financing proceeds of approximately \$840,000,000 will be needed for the BART Railcar Replacement Project, starting in FY2021-22, with programming largely limited to debt service. Due to the influx of FTA formula funds from the BIL, there is an opportunity to provide significant pay-go funds in FYs 2021-22, 2022-23, and 2023-24. \$323,931,484 in funds were programmed in May 2022 toward pay-go. This amount was reduced to \$266,207,546 in April 2023 to account for SFMTA LRV cashflow needs. |
| 4 | <p>VTA: VTA is programmed 5337 funds above its \$8,103,000 fixed guideway cap in each year of the program. The totals above the cap are \$19,440,200 in FY2021-22; \$17,236,000 in FY2022-23, and \$19,546,430 in FY2023-24, totaling \$56,222,630 over the three-year cap total of \$24,309,000 and for a total of \$80,531,630 in fixed guideway programming. VTA staff requested and was granted a waiver of the cap due to additional funds available in the San Jose UZA after meeting other VTA funding needs and in recognition of the Caltrain funding agreement.</p> <p>VTA is also provided a waiver to the \$20,000,000 cap on bus replacements, as funds are available to cover the entire request. The FY2021-22 bus procurement at \$40,359,250 is waived its \$20,359,250 over the cap. The FY2022-23 bus procurement at \$26,891,452 is waived its \$6,891,452 over the cap.</p> |
| 5 | Santa Rosa UZA: Santa Rosa CityBus, Sonoma County Transit and Sonoma-Marin Area Rail Transit District (SMART) apportion Santa Rosa urbanized area funding in accordance with an agreement first in effect for FY2020 funds. The portion of FTA 5307 funds within the Santa Rosa urbanized area to be divided by the City and the County is the prior year's subtotal apportioned to those two operators, modified by the same rate as the modification to the FTA 5307 funds nationwide (ex.a 2% increase). That modified amount is divided between the two operators per the agreement in effect starting with FY2014 (58% Santa Rosa City Bus and 42% Sonoma County). The portion of the appropriated funds not divided by Santa Rosa and Sonoma County is distributed to SMART. For FY2021-22, \$2,333,370 is available to Sonoma County Transit, \$3,222,272 to Santa Rosa CityBus, and \$4,148,529 to SMART for 5307. For FY2022-23, \$2,541,098 is available to Sonoma County Transit, \$3,509,136 to Santa Rosa CityBus, and \$3,997,642 to SMART for 5307. For FY2023-24, \$2,394,574 is available for Sonoma County Transit, \$3,306,792 for Santa Rosa CityBus, and \$4,257,328 for SMART for 5307. |
| 6 | SFMTA: SFMTA's FY2021-22 request for \$113,635,101 for light rail vehicle replacement procurement will be partially funded with \$5,000,000 in BATA Project Savings, as committed through MTC Res. 4123. The remaining funds are obligated in the 5337 program. |
| 7 | WETA: WETA has opted to reinstate deferred caps from prior years in the proposed program. WETA had previously deferred \$15,313,252 in FG cap funds that is programmed across the three years of the program toward their fixed guideway needs. In FY 2021-22, WETA deferred its \$1.9 M FG cap increase. In FY2023-24, WETA borrows \$160,728 against its FY2024-25 cap of \$6,310,000, which will be reflected in any additional FY 2023-24 programming. |
| 8 | SamTrans: SamTrans is provided a waiver to the \$20,000,000 cap on bus replacements, as funds are available to cover the entire request. The FY2021-22 bus procurement at \$26,616,000 is waived its \$6,616,000 over the cap. The FY2022-23 bus procurement at \$36,160,000 is waived its \$16,160,000 over the cap. Finally, the FY2023-24 bus procurement at \$59,108,000 is waived its \$39,108,000 over the cap. |
| 9 | Vacaville: Vacaville Transit is programmed \$221,978 in FY2021-22 funds (\$215,296 in 5339 and \$6,682 in 5307) toward their Electric Bus Fleet project, replacing lapsed FY2018-19 5339 funds that were programmed in the FY2020-21 TCP but did not get put into a grant in time. |
| 10 | GGBHTD: Golden Gate is programmed \$4,000,000 in FY 2022-23 and \$12,000,000 in FY 2023-24 for the design and construction of a replacement ferry vessel pending required compliance with CARB zero emission regulations. The funds are programmed but will not be entered in to the TIP until finalization of the CARB regulations and design and construction estimates. As of April 2023, GGBHTD has clarified its ferry vessel replacement plan and the funds will be programmed in to the TIP. |
| 11 | Petaluma: Petaluma's automatic vehicle location (AVL) equipment request was for \$680,000 in FY2021-22 and \$80,000 in FY2022-23. With only \$67,000 remaining after programming their other requests in FY2021-22, the total request of \$740,000 is programmed FY2022-23. |
| 12 | CCCTA (County Connection): CCCTA's FY2021-22 bus procurement request, at \$28,880,000 exceeds the Concord UZA's available funds in that fiscal year by \$1,235,962; thus, that amount is programmed to the bus procurement project in FY2022-23. This request is also granted a waiver of the \$20,000,000 bus replacement cap, waiving its \$8,880,000 over the cap. |
| 13 | Vanpool: MTC's vanpool program is funded using 5307 funds for the first time in FY2021-22. The program receives 100% of its expected need, estimated at \$400 per van per month, and going up to \$600 per van per month starting in July 2022. FTA policy guiding vanpool service allows vanpool passenger fares that exceed operating expenses to be re-invested in capital equipment and to be counted toward a recipient's local match requirement. These programming amounts assume the use of this provision. Staff will reevaluate annually. |



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0325 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 2/2/2023 **In control:** Programming and Allocations Committee
On agenda: 4/12/2023 **Final action:**
Title: Major Projects Advancement Policy (MAP) Update

Informational update on the continued development of the Major Project Advancement Policy (MAP). This update will include presentations from sponsors of named megaprojects seeking advancement in the federal Capital Investment Grants process including updates to cost and funding plans to be incorporated into the MAP.

Sponsors:

Indexes:

Code sections:

Attachments: [4a 23-0325 Major Projects Advancement Policy Update.pdf](#)
[4a 23-0325 Attachment TJPA Presentation.pdf](#)
[4a 23-0325 Attachment BART-SiliconValleyII Presentation.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:

Major Projects Advancement Policy (MAP) Update

Informational update on the continued development of the Major Project Advancement Policy (MAP). This update will include presentations from sponsors of named megaprojects seeking advancement in the federal Capital Investment Grants process including updates to cost and funding plans to be incorporated into the MAP.

Presenter:

Kenneth Folan

Recommended Action:

Information

Metropolitan Transportation Commission Programming and Allocations Committee

April 12, 2023

Agenda Item 4a - 23-0325

Major Project Advancement Policy Update

Subject:

Informational update on the continued development of the Major Project Advancement Policy (MAP). This update will include presentations from sponsors of named megaprojects seeking advancement in the federal Capital Investment Grants process including updates to cost and funding plans to be incorporated into the MAP.

Background:

In October 2022, the Commission adopted the first version of the MAP, a regional policy to support implementation of Plan Bay Area 2050 aimed at delivering the next round of major transportation projects and building off the Bay Area's previous Regional Transit Expansion Program, MTC Resolution No. 3434. This adoption included a list of projects in the MAP assigned to Levels 1, 2, and 3 based on readiness criteria. The adoption also included a funding endorsement matrix identifying full funding plans for Level 1 megaprojects and likely funding sources for smaller Level 1 projects and Level 2 projects.

This is an informational item to provide updates on megaprojects listed in the MAP and provide information on future revisions to the MAP.

Project Sponsor Presentations

Staff have invited the Transbay Joint Powers Authority (TJPA) and the Santa Clara Valley Transportation Authority (VTA) to present on updates to the Caltrain Downtown Rail Extension ("The Portal") and BART to Silicon Valley Extension Phase 2, respectively. Staff have invited BART and Valley Link to make similar presentations on their projects in May.

MAP Update Schedule

In October 2022 when the MAP was adopted, staff committed to bringing updates to the MAP to the Commission for review of incorporated changes to project costs, actual funding awards, and new funding sources available and to incorporate the policy reinforcement and risk management elements that have been a key part of the MAP framework since its inception. In February 2023,

staff presented proposed refinements to the MAP Stage Gate process and evaluation framework and revised the programmatic categories. The following is a proposed schedule for remaining informational updates and for bringing a formal MAP update to the Commission for approval.

| Action | Date |
|---|-------------|
| Informational update to PAC including requested presentations from BART and Valley Link | May 2023 |
| Informational updates on Stage Gate process and Programmatic Categories | Summer 2023 |
| Recommendation of revised MAP for Commission Adoption | Fall 2023 |

Updates to Funding Endorsement Table

Staff propose to update the funding endorsement table to incorporate cost increases to megaprojects, funding awards, tax expenditure plan approvals, or other new funding announced since October 2022. This will include awards from Cycle 6 of the Transit and Intercity Rail Capital Program (TIRCP), additional federal CIG commitments, and other major awards affecting projects in the MAP; cost increases as reported by project sponsors; and changes to funding plans based on MTC staff coordination with project sponsors.

Stage Gate Process

At the February 2023 PAC meeting, staff presented proposed refinements of the Stage Gate process for evaluating MAP projects and assigning MAP levels. Based on Commissioner feedback, staff is continuing to develop the Stage Gate process, including engaging a consultant to help develop the technical aspects of these evaluations. Staff plan to bring a refined Stage Gate definition and process to PAC as part of upcoming informational updates prior to recommending addition of the process to the MAP policy.

Programmatic Categories

At the February 2023 PAC meeting, staff presented proposed revisions to the Programmatic Categories. Staff is continuing to develop these categories to include category-specific evaluation frameworks and criteria for assigning MAP levels and endorsements. Staff plan to bring the

programmatic categories to PAC as part of upcoming informational updates prior to recommending revisions to the MAP policy.

Issues:

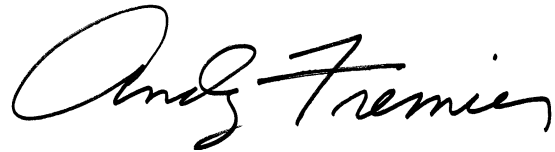
None identified.

Recommendations:

Information

Attachments:

- Attachment A: Project Sponsor Presentations

A handwritten signature in black ink, reading "Andrew B. Fremier". The signature is fluid and cursive, with the first name "Andrew" being more prominent and the last name "Fremier" following in a similar style.

Andrew B. Fremier

Downtown Rail Extension / The Portal

MTC Programming and Allocations Committee
April 12, 2023



Phase 1 - \$2.25B Transit Center Complete



Multimodal six story facility in downtown San Francisco with two-story train box completed predominantly with local/state funding plus \$350M in bridge tolls and \$400M in American Reinvestment & Recovery Act funding.

The Portal: Key Regional Rail Connection



- World-class multimodal transportation hub
- Closes the gap to downtown San Francisco, enabling the Salesforce Transit Center's full potential and connecting 4,000 new Transbay units @ 35% affordable
- Creates an essential mega-region link b/w several federal investments (train box, Caltrain electrification, HSR), and connects conventional-gauge through downtown for future Link21
- Improves sustainability and environmental quality
- A SAFETEA-LU Project of National and Regional Significance, long-standing regional New Starts priority, and regional priority since 1990

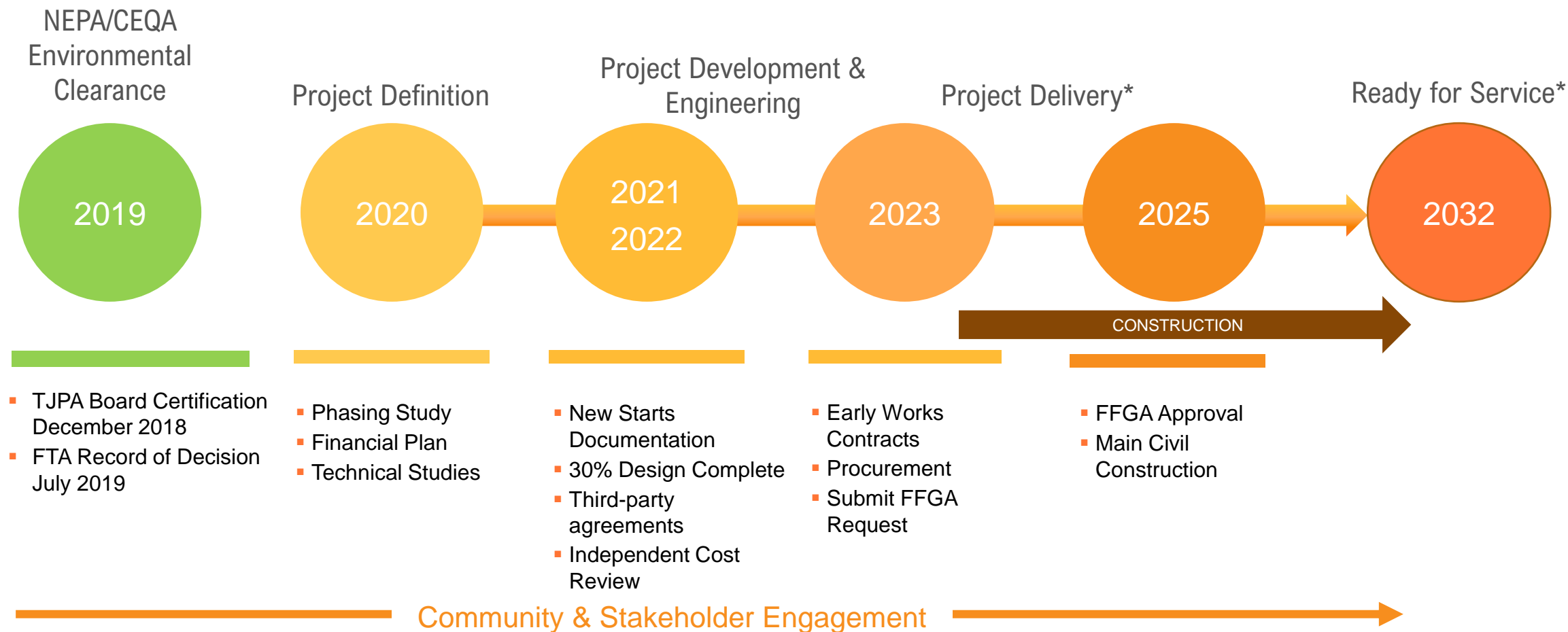
Benefits of The Portal

ENVIRONMENT ▪ ECONOMY ▪ EQUITY

- Enhanced access for 90,000 daily riders with one-seat ride between SF, San Jose, and LA
- Expands system when ridership forecast to grow above pre-pandemic levels
- Builds two new rail stations in area with highest expected population growth and within ½ mile of 10 Equity Priority Communities and/or Areas of Persistent Poverty
- Connects 11 transit providers – Caltrain, future High-Speed Rail, BART, Muni, and buses serving 8 Bay Area Counties – and promotes seamless transfers in the Transit Center
- Improves air quality and reduces 355M VMT/yr on US 101, one of the most congested corridors in the Bay Area
- Creates an estimated 21,000 jobs regionally, 41,000 nationwide



Project Schedule



Key Cost Estimate Assumptions

- Schedule – assumes executed FFGA and start of tunneling in 2025
- Escalation – 6% for 2023, 3.5% thereafter
- Risk – based on SF Peninsula Rail Program Integrated Program Management Team Quarterly Risk register scoring
- Design and Construction Contingency – budgeted contingency dollars to a P65 level of confidence for completing on budget, per FTA OP40
- Program Reserve – 8% of total program costs (excluding program reserve)
- Program-wide Costs – 22.5% of escalated measured construction, design and construction contingency total
- Estimated cost is exclusive of project financing, maintenance of way vehicles, level boarding vehicle retrofits, or additional rolling stock to increase peak hour capacity

DTX Cost Estimate


- All estimates presented in anticipated Year of Expenditure
- 34.7% overall project contingency included
- Subject to change after FTA review this summer
- Baseline budget to be adopted by TJPA Board in Fall 2023

| Category | Estimate (\$m) |
|------------------------------|----------------|
| Utility Relocation | \$34 |
| Demolition | \$8 |
| Civil / Tunnel | \$2,336 |
| Station Fit Out | \$698 |
| Systems & Trackwork | \$526 |
| Allowances | \$114 |
| Subtotal Construction | \$3,716 |
| ROW acquisition | \$340 |
| Program-wide | \$904 |
| Design Contingency | \$856 |
| Construction Contingency | \$370 |
| Program Reserve | \$494 |
| Subtotal | \$2,964 |
| TOTAL | \$6,680 |

Program Funding

| Funding Source | Status | Estimate (millions of YOE\$) |
|--|---------------------|---------------------------------|
| Federal | | |
| FTA Capital Investment Grant (~49.4%) | Planned | \$3,452 |
| Other Federal Programs | Planned | \$780 |
| State | | |
| Regional Transportation Improvement Program | Planned | \$18 |
| State Transit Intercity Rail Capital Program (TIRCP) | Planned | \$560 |
| CA High Speed Rail Authority for PD/Engineering | Planned | \$3 |
| CA High-Speed Rail (State Funds and/or CHSRA TBD) | Planned | \$550 |
| Local & Private Funds | | |
| MTC Regional Measure 3 – Bridge Tolls | Committed | \$325 |
| SFCTA Sales Tax (Propositions K and L) | Committed | \$319 |
| Caltrain Contribution for Engineering | Committed /Budgeted | \$3 |
| Transbay Redevelopment District – Property Tax Increment | Committed | \$218 |
| Transbay Redevelopment District – Private Contributions | Committed /Budgeted | \$68 |
| Transbay Transit Center District – CFD Special Tax & Impact fees | Committed /Budgeted | \$537 |
| Central SOMA District – CFD Special Tax & Impact fees | Planned | \$155 |
| Total Committed/Budgeted/Planned | | \$6,680+ |

FTA CIG Funding Milestone Sources

| Funding Milestone | Primary Sources | Secondary Sources |
|---|--|---|
|  <ul style="list-style-type: none"> Feb 2023 Milestone 1: \$1.1B or 30% of Non-CIG funding committed to submit Request to Enter Engineering | <ul style="list-style-type: none"> Transit Center District Sources (\$443M) Regional Measure 3 Bridge Tolls (\$325M) San Francisco Countywide Transportation Sales Tax (\$319M) | <ul style="list-style-type: none"> Impact Fees (\$34M) Partner Agency Contributions to Engineering Phase (\$6M) |
| <ul style="list-style-type: none"> Aug 2023 Milestone 2: Additional sources for \$1.7B or 50% of Non-CIG funding to request FFGA | <ul style="list-style-type: none"> Additional Planned Transit Center District Sources (\$620M) State TIRCP Funds (\$60M+) Remaining Land Sales (\$6M) | <ul style="list-style-type: none"> Other Federal (Non-CIG) |
| <ul style="list-style-type: none"> Spring 2025 Milestone 3: Sign FTA Agreement and demonstrate 100% of local matching funds | <ul style="list-style-type: none"> State TIRCP Funds (\$500M) State/High-Speed Rail Capital Contribution (\$550M) Regional Transportation Improvement Program (\$18) | <ul style="list-style-type: none"> Federal-State Partnership for Intercity Rail (\$400M) Central SoMa Impact Fees (\$50M) |

Preliminary DTX Incremental O&M Cost

- Incremental revenues forecasted to cover incremental operating costs upon project maturation

| Cost Element | Cost (2023\$s) M |
|--|------------------|
| Traincrews, Supervisors, Expenses, Operations and Dispatch Management, Administration, Safety, Finance, Timetables and Tickets, and Security | \$6.9 |
| Rolling Stock (Diesel and EMU) Maintenance, Fuel, Lubricants, and Utilities | \$5.5 |
| Stations, Track, OCS/TPS, Equipment Maintenance, and Spare Parts | \$23.4 |
| Insurance, Claims, Payments, and Reserves | \$1.2 |
| Wages and Benefits | \$2.3 |
| Professional Services | \$0.04 |
| Other Office Expenses and Services | \$0.3 |
| TOTAL | \$40.0 |

DTX Incremental O&M Funding Approach

- The 20-year financial plan includes known operating funding sources. The following potential funding sources will be evaluated to cover any forecasted shortfalls:

| Category | Sources |
|------------------------------|---|
| Known Sources | <ul style="list-style-type: none">■ Incremental Fare Revenue■ Incremental Facility Revenues, including Naming Rights |
| Potential Additional Sources | <p>Multiple potential sources, including:</p> <ul style="list-style-type: none">■ Transit Center fare surcharge■ Future local, sub-regional, or regional O&M funding measure(s)■ Additional commercial revenues■ Future joint development revenue■ Developer contributions / Transportation Demand Management (TDM) programs■ Other future TBD |



Questions?

TJPA
TRANSBAY JOINT POWERS AUTHORITY

425 Mission Street, San Francisco, CA 94105 • 415.597.4620 • www.tjpa.org

VTA's BART Silicon Valley Phase II Extension Project

MTC Programming and Allocations Committee



April 12, 2023

VTA's BART Silicon Valley (BSV) Program

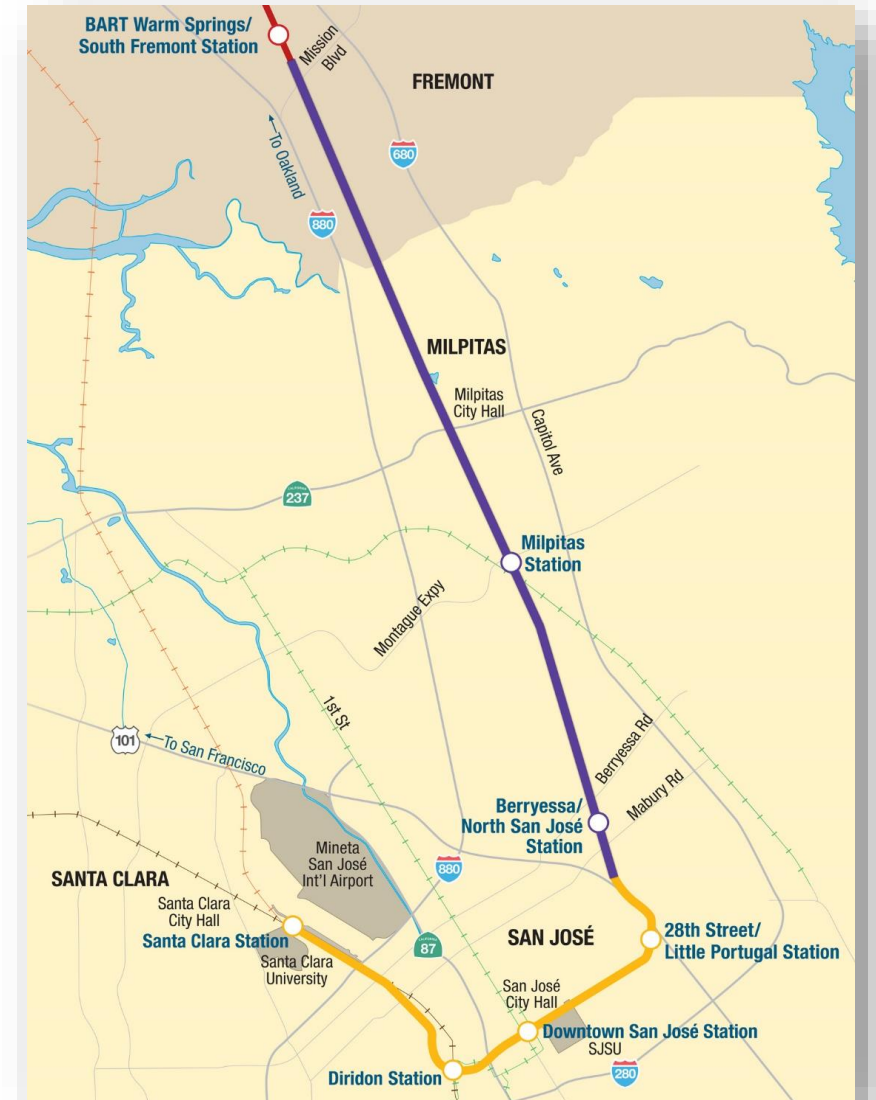


Phase I Extension

- 10-mile extension
- 2 stations
- BART service started in 2020

Phase II Extension

- 6-mile extension (5-mile subway)
- 4 stations
- 2 Mid-Tunnel Facilities
- Storage Yard & Maintenance Facility



Ringling the Bay with fast, frequent transit

VTA's BART Silicon Valley Phase I Extension



- Two new VTA transit centers with BART stations in Milpitas and Berryessa/North San José
 - Bus transit centers
 - Secure bicycle parking
 - Paid vehicle parking
 - Taxi/TNC/shuttle drop-off/pick-up space
- Opened in 2020
- Funding:

| Funding | | Source | Amount |
|---------|--|--|-----------------|
| Federal | | FTA New Starts | \$900M |
| Local | | 2000 Measure A | \$1,070M |
| State | | Traffic Congestion Relief Program (TCRP) | \$361M |
| | | Total | \$2,331M |







VTA & BART Partnership




Santa Clara County is not part of the BART district. A Comprehensive Agreement and an Operations and Maintenance Agreement provide a framework for the partnership.

Santa Clara Valley Transportation Authority (VTA) Responsibilities

-  Pay all costs (capital, operations, and maintenance) associated with the extension
-  Contracting/Procurement/Design/Construction
-  Construct to applicable BART/industry standards, codes, and regulations
-  Retain ownership of infrastructure

Bay Area Rapid Transit (BART) Responsibilities

-  Technical Assistance
-  Operations
-  Maintenance
-  Service Planning

VTA is also responsible to pay an allocable portion of BART core system operating and capital costs.

BART Silicon Valley Phase II Extension



- 6-Mile Extension of BART Service
- Project Alignment
 - 5-mile single-bore tunnel, 1-mile at-grade

- 4 New BART Stations
 - 3 underground, 1 at-grade
- 2 Mid-Tunnel Facilities
- Storage Yard & Maintenance Facility

 6-Mile Extension of BART Service

 4 New BART Stations

 Single-Bore Tunnel

 2 Mid-Tunnel Facilities

 Storage Yard & Maintenance Facility

Capital Cost (FTA New Starts Budget Request)



- Increasing cost challenges due to market conditions:
 - Material and labor escalation
 - Resource limitations
 - Increasing interest rates
 - Supply-chain challenges
 - Lack of competition
 - Pandemic effect
- Re-baselining of cost and schedule underway in coordination with FTA

| FTA Standard Cost Category (SCC) | Description | Year of Expenditure (x1000) |
|-------------------------------------|--|--------------------------------|
| 10 | Guideway & Track Facilities | \$1,781,418 |
| 20 | Stations, Stops, Terminal, Intermodal | \$1,876,484 |
| 30 | Support Facilities: Yards, Shops, Admin. | \$315,239 |
| 40 | Sitework & Special Conditions | \$315,018 |
| 50 | Systems | \$685,071 |
| Subtotal (SCC 10 to 50) | | \$4,973,229 |
| 60 | ROW, Land, Existing Improvements | \$321,582 |
| 70 | Vehicles | \$208,441 |
| 80 | Professional Services | \$2,257,834 |
| Subtotal (SCC 10 to 80) | | \$7,761,086 |
| 90 | Unallocated Contingency | \$991,571 |
| Subtotal (SCC 10 to 90) | | \$8,752,657 |
| 100 | Finance Charges | \$564,953 |
| Total | | \$9,317,610 |

Current Proposed Funding Plan



Federal

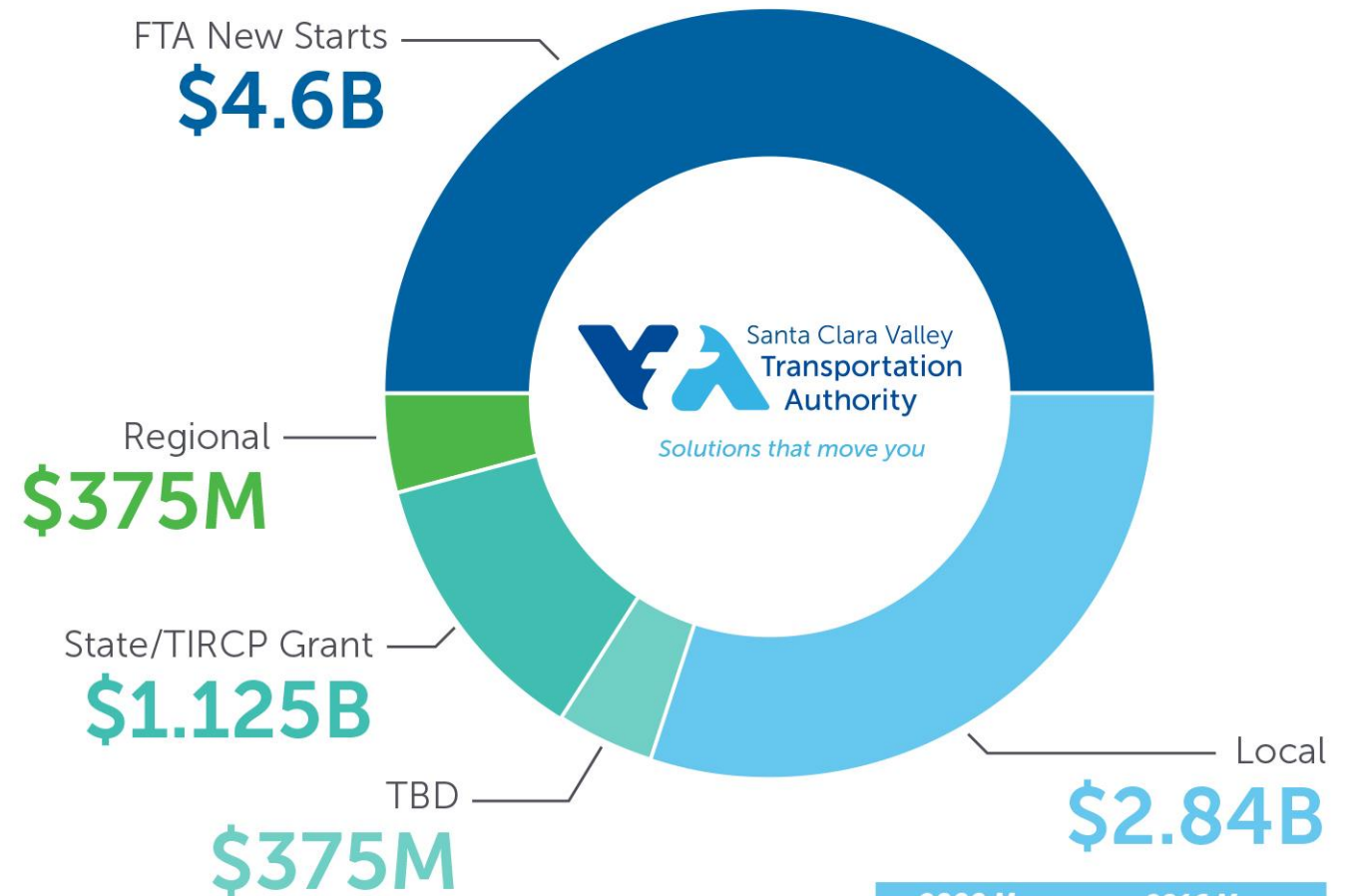
- Federal Transit Administration (FTA) New Starts Program
- Letter of No Prejudice (LONP) up to \$9.318 billion

Local

- 2000 Measure A
- 2016 Measure B

State/Region

- Transit and Intercity Rail Capital Program (TIRCP)
- Regional Measure 3



- Ongoing monthly meetings with FTA and Project Management Oversight Contractor (PMOC)
- Currently in New Starts Project Development Phase
- Request for Entry into New Starts Engineering (NSE) this summer
- Working with FTA in anticipation of a FFGA in 2024
- President's FY24 Budget request includes \$500 million funding recommendation for Project



Project Look Ahead



Funding Plan Changes



| Funding Source | FTA EPD | FTA New Starts Budget Request (August 2022) | Current (April 2023) |
|----------------------|-----------------|---|-------------------------|
| FTA | \$1,735M | \$4,603M | \$4,603M |
| TIRCP Tranche 1 | 750M | 750M | 750M |
| TIRCP Tranche 2 | - | 750M | 375M |
| Other TBD | - | - | 375M |
| 2000 Measure A | 2,056M | 1,890M | 1,965M |
| 2016 Measure B | 1,950M | 875M | 875M |
| Regional Measure 3 | 375M | 375M | 375M |
| Private Funding (P3) | 75M | 75M | - |
| Total | \$6,941M | \$9,318M | \$9,318M |

Note: EPD amount differs from MTC MAP of \$7.3B due to non-eligible items included in MAP

Operating Cost & Funding Overview



- VTA's obligation to BART:
 - Operating, maintenance and capital costs specific to BSV Extension Program
 - VTA share of BART core operational costs (operating and capital) for entire system
 - BART provides long-term projections of these costs – reviewed by both VTA and BART
- Funding source for this obligation:
 - Fare revenue
 - 2008 Measure B (30 year one-eighth cent sales tax)
- 2000 Measure A or 2016 Measure B require flexibility due to:
 - Potential changes in fare revenue projections/estimates as FFGA submittal is prepared
 - Increases in finance costs depending on federal distributions for approved FFGA amount
 - Potential for fare revenue and 2008 Measure B not meeting VTA's annual O&M obligation to BART
 - TDA stands in as a backstop for BART
 - » Reduces/eliminates material revenue source from VTA Transit Operations
 - » Creates potential deficit on VTA Transit Operations for bus and light rail

Questions?



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0452 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 3/1/2023 **In control:** Programming and Allocations Committee
On agenda: 4/12/2023 **Final action:**
Title: California Transportation Commission (CTC) Update

Staff will provide an update on the CTC's meeting of March 22-23, 2023.

Sponsors:

Indexes:

Code sections:

Attachments: [4b 23-0452 California Transportation Commission Update.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:

California Transportation Commission (CTC) Update

Staff will provide an update on the CTC's meeting of March 22-23, 2023.

Presenter:

Kenneth Kao

Recommended Action:

Information

**Metropolitan Transportation Commission
Programming and Allocations Committee**

April 12, 2023

Agenda Item 4b - 23-0452

California Transportation Commission (CTC) and State Funding Programs Update

Subject:

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

Background:

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

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

March CTC Meeting (March 22-23, Los Angeles)

The CTC met and discussed the following items of regional significance.

2024 State Transportation Improvement Program Fund Estimate Assumptions

CTC received the draft 2024 State Transportation Improvement Program (STIP) Fund Estimate (FE) Assumptions. The assumptions influence how much money is available for programming in the 2024 STIP. Like previous STIP cycles, the CTC is expected to adopt the STIP FE and Guidelines in August 2023, and MTC will submit proposals for the regional portion of the STIP (i.e. the Regional Transportation Improvement Program (RTIP)) by December 15, 2023. MTC

staff will work with the County Transportation Agencies on developing the RTIP Guidelines this Summer, with the Commission considering adoption of the RTIP Guidelines in September 2023.

Local Transportation Climate Adaptation Program Draft Guidelines

The CTC received the draft guidelines for the new Local Transportation Climate Adaptation Program (LTCAP). The LTCAP is a competitive program funded through new state and federal funds for the development and implementation of capital projects adapting local transportation infrastructure to climate changes. The first cycle includes \$296.5 million and covers three years: FY 2023-24, FY 2024-25, and FY 2025-26. If CTC approves the final guidelines in May, applications would be due June 28, 2023.

Allocations, Extensions, and Amendments.

The CTC approved the following:

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

- Funding allocations for five STIP projects in Alameda (2), Contra Costa, San Mateo, and Santa Clara Counties.
- Funding allocation for one Local Partnership Formulaic Program (LPP-F) project in Contra Costa County.
- Funding allocations for four Active Transportation Program (ATP) projects in Alameda, San Francisco, Santa Clara, and Sonoma Counties.
- Funding allocation for one Transit and Intercity Rail Capital Program (TIRCP) project sponsored by the Bay Area Rapid Transit (BART) District.

Extensions.

- There were no extension requests for Bay Area projects at the March meeting.

Amendments.

- Program amendments to two STIP projects for notice, both in Contra Costa County.
- Allocation amendment to one ATP project in San Mateo County.

- Scope amendment to one ATP project in San Francisco County.
- Program amendments to two LPP-F projects in San Mateo and Contra Costa/Marin Counties.

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

Commission Changes.

In February, the Governor appointed Joseph Cruz of Sacramento to the CTC. Commissioner Cruz (Executive Director of Laborers' International Union of North America (LiUNA)) replaces Rocco Davis (LiUNA Executive Boardmember), who recently retired.

Following the March CTC meeting, CTC Executive Director Mitchell Weiss announced his resignation effective Friday, March 24.

Next Steps:

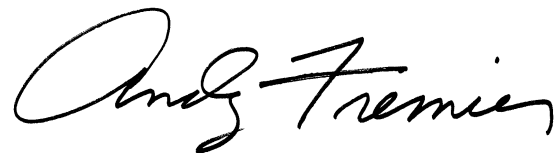
The next CTC meeting is scheduled for May 17-18, 2023, to be held in San Francisco and online.

Issues:

None identified.

Recommendations:

Information. No action required.



Andrew B. Fremier