



Metropolitan Transportation Commission

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

Meeting Agenda

Metropolitan Transportation Commission

Alfredo Pedroza, Chair Nick Josefowitz, Vice Chair

Wednesday, April 26, 2023

9:35 AM

Board Room - 1st Floor

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

The Metropolitan Transportation Commission is scheduled to meet jointly with BAHFA on Wednesday, April 26, 2023 at 9:35 a.m. 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

and

James City-County Recreation Center,
Community Room D, 5301 Longhill Road, Williamsburg, VA 23188

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/82784769369>

Or iPhone one-tap: US:

+13462487799,,82784769369# US (Houston) +16694449171,,82784769369# US

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

888 788 0099 US Toll Free 833 548 0276 US Toll Free

833 548 0282 US Toll Free 877 853 5247 US Toll Free

Webinar ID: 827 8476 9369

International numbers available: <https://bayareametro.zoom.us/j/82784769369>

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.

Commission / BAHFA Roster:

Alfredo Pedroza (Chair), Nick Josefowitz (Vice Chair), Margaret Abe-Koga, Eddie Ahn,
David Canepa, Cindy Chavez, Carol Dutra-Vernaci, Dina El-Tawansy*, Victoria Fleming,
Dorene M. Giacomini*, Federal D. Glover, Matt Mahan, Nate Miley, Stephanie Moulton-Peters,
Sue Noack, Gina Papan, David Rabbitt, Hillary Ronen, Libby Schaaf*, James P. Spering, Sheng
Thao

***Non-Voting Members**

1. Call to Order / Roll Call / Confirm Quorum

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

2. Pledge of Allegiance/ Acknowledgement of the Flag

3. Compensation Announcement (Clerk)

4. Joint MTC and BAHFA Consent Calendar

- 4a. [23-0471](#) Minutes of the March 22, 2023 Joint MTC with BAHFA meeting

Action: Commission / Authority Approval

Attachments: [4a 23-0471 March 22 2023 Draft Commission w-BAHFA Minutes.pdf](#)

- 4b. [23-0558](#) Contract - Doorway Housing Portal: Exygy, Inc.
Authorization to amend the terms of approval of the contract between
Exygy Inc. ("Consultant") and BAHFA for web design services for BAHFA's
Doorway Housing Portal Pilot ("Project") for changes to anticipated
phasing dates in the Scope of Work and minor adjustments to the scope of
work to be completed in Phases 2 and 3.

Action: Commission / Authority Approval

Attachments: [4b 23-0558 Doorway Housing Portal Contract Exygy.pdf](#)

5. Public Comment / Other Business

6. Adjourn BAHFA and Continue with MTC Agenda

7. Chair's Report

- 7a. [23-0539](#) Update to Committee Assignments

Action: Commission Approval

Attachments: [7a 23-0539 Updated Committee Assignments.pdf](#)

8. Policy Advisory Council Report

- 8a. [23-0470](#) Certificate of Appreciation to Richard W. Hedges for nearly 20 years of service to the Policy Advisory Council.

Action: Information

Attachments: [8a 23-0470 Richard Hedges Appreciation.pdf](#)

9. Executive Director's Report (Fremier)

- [23-0593](#) Executive Director's Report

Action: Information

10. Commissioner Comments

11. Consent Calendar:

- 11a. [23-0591](#) International Travel Request

Action: Commission Approval

Attachments: [11a 23-0591 International Travel Request.pdf](#)

Administration Committee

- 11b. [23-0473](#) Metropolitan Transportation Commission (MTC) Resolution No. 4516, Revised FY 2022-23 Overall Work Program (OWP) Amendment No. 2

Action: Commission Approval

Attachments: [11b 23-0473 MTC Resolution 4516 FY2022-23 OWP Amendment2.pdf](#)

Programming and Allocations Committee

- 11c. [22-1767](#) MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-08.

Action: Commission Approval

Attachments: [11c 22-1767 MTC Resolution 4545 TIP Amendment 2023-08.pdf](#)

- 11d. [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

Attachments: [11d 23-0041 MTC Resolutions 4523 4524 TDA STA Allocations.pdf](#)

- 11e. [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

Attachments: [11e 23-0453 MTC Resolutions 4202 4505 OBAG 2 and 3 Revisions.pdf](#)

Operations Committee

- 11f. [23-0457](#) Bikeshare Capital Grant Program - Clipper® Requirement

Action: Commission Approval

Attachments: [11f 23-0457 Bikeshare Capital Grant Program-Clipper Requirement.pdf](#)

Joint MTC ABAG Legislation Committee

- 11g. [23-0511](#) Assembly Bill 413 (Lee): Vehicles: Stopping, Standing and Parking Near a Crosswalk

Prohibits vehicles from stopping, standing or parking within 20 feet of a marked crosswalk or intersection to improve visibility of bicyclists and pedestrians.

Action: Support and Seek Amendment / MTC Commission Approval

Attachments: [11g 23-0511 AB413 Lee Vehicles Stopping Standing Parking Crosswalk.pr](#)

- 11h. [23-0536](#) Assembly Bill 463 (Hart): Priority Access to Electricity for Public Transportation

Provides public transportation access to the electric grid during emergencies.

Action: Support / MTC Commission Approval

Attachments: [11h 23-0536 AB463 Hart Priority Access Electricity Public Transit.pdf](#)

Committee Reports

12. Administration Committee (Papan)

- 12a. [23-0508](#) Metropolitan Transportation Commission (MTC) Resolution No. 4577 - Fiscal Year (FY) 2023-24 Overall Work Program (OWP)

A request that the Committee refer MTC Resolution No. 4577 for Commission approval. This resolution guides the FY 2023-24 OWP collaborative metropolitan transportation planning process involving MTC, the Association of Bay Area Governments (ABAG), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), Caltrans, and other local transportation partners. The request includes authorization for the Executive Director to enter into and execute required certifications, assurances, and an Overall Work Program Agreement (OWPA) for federal and state transportation planning grants.

Action: Commission Approval

Attachments: [12a 23-0508 MTC Resolution 4577 FY2023-24 OWP.pdf](#)

13. Programming and Allocations Committee (Chavez)

- 13a. [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

Attachments: [13a 23-0467 MTC Resolution 4510 TCP Update Program Revisions.pdf](#)

14. Joint MTC ABAG Legislation Committee (Canepa)

- 14a. [23-0510](#) Assembly Bill 645 (Friedman): Speed Safety Pilot Program
- Revised version of legislation MTC supported in 2021 and 2022 (Assembly Bill (AB) 550 (Chiu, 2021) and AB 2336 (Friedman, 2022)) to authorize specified cities to implement five-year pilots to test speed safety cameras, under specific circumstances.
- Action:** Support / MTC Commission Approval
- Attachments:** [14a_23-0510_AB645_Friedman_Speed_Safety_Pilot_Program.pdf](#)
- 14b. [23-0513](#) Senate Bill 532 (Wiener): Local Ballot Measure Labels
- Provides option for local bonds and other tax measures to provide details via the voter guide instead of on the ballot label, with transparency safeguards.
- Action:** Ratify Support / MTC Commission Affirmation
- Attachments:** [14b_23-0513_SB532_Wiener_Local_Ballot_Measure_Labels.pdf](#)

15. Commission Approval

- 15a. [23-0592](#) Transit Fiscal Cliff Recovery Program: Proposed Funding Advocacy Framework
- Staff recommendation for funding sources and overall advocacy approach to addressing the transit fiscal cliff and supporting investment in rider-focused enhancements to attract new riders.
- Action:** Commission Approval
- Attachments:** [15a_23-0591_Transit_Fiscal_Cliff.pdf](#)
[15a_23-0591_Attachment_A_Coalition_Letter.pdf](#)
[15a_23-0591_Attachment_B_Campaign_Summary.pdf](#)
[15a_23-0591_Attachment_C_Fiscal_Cliff_Presentation.pdf](#)

16. Public Comment / Other Business

17. Adjournment / Next Meetings:

The next meeting of the Metropolitan Transportation Commission is scheduled to be held at 9:35 a.m. on Wednesday, May 24, 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 Commission meetings by completing a request-to-speak card (available from staff) and passing it to the Commission secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0471 **Version:** 1 **Name:**

Type: Minutes **Status:** Commission Approval

File created: 3/6/2023 **In control:** Metropolitan Transportation Commission

On agenda: 4/26/2023 **Final action:**

Title: Minutes of the March 22, 2023 Joint MTC with BAHFA meeting

Sponsors:

Indexes:

Code sections:

Attachments: [4a 23-0471 March 22 2023 Draft Commission w-BAHFA Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Minutes of the March 22, 2023 Joint MTC with BAHFA meeting

Recommended Action:

Commission / Authority Approval



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

Meeting Minutes

Metropolitan Transportation Commission

Alfredo Pedroza, Chair Nick Josefowitz, Vice Chair

Wednesday, March 22, 2023

9:35 AM

Board Room - 1st Floor

Chair Pedroza called the meeting to order at 9:39 a.m.

1. Roll Call / Confirm Quorum

- Present:** 15 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Mahan, Commissioner Miley, Commissioner Noack, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Spring, and Commissioner Thao
- Absent:** 3 - Commissioner Chavez, Commissioner Fleming, and Commissioner Moulton-Peters

Commissioner Glover was absent during Roll Call and arrived during agenda item 8a.

Commissioner Miley was absent during Roll Call and arrived during agenda item 14a.

Non-Voting Commissioner Present: Commissioner Giacomini

Non-Voting Commissioner Absent: Commissioner El-Tawansy

2. Pledge of Allegiance/ Acknowledgement of the Flag

3. Compensation Announcement

4. Joint MTC and BAHFA Consent Calendar

Upon the motion by Commissioner Spring and seconded by Commissioner Dutra-Vernaci, the Joint MTC and BAHFA Consent Calendar was unanimously approved by the following vote:

- Aye:** 13 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Dutra-Vernaci, Commissioner Mahan, Commissioner Noack, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Spring and Commissioner Thao
- Absent:** 5 - Commissioner Chavez, Commissioner Fleming, Commissioner Glover, Commissioner Miley and Commissioner Moulton-Peters

4a. [23-0360](#) Minutes of the February 22, 2023 Joint MTC with BAHFA meeting

Action: Commission and BAHFA Approval

5. MTC and BAHFA Approval

5a. [23-0345](#) BAHFA Resolution No. 28

Approval of the Housing Preservation Pilot and Priority Sites Pilot and Acceptance of estimated Grant of \$43 Million in REAP 2.0 Proceeds from MTC to BAHFA; Delegation of Authority to the Executive Director or Designee To Implement Such Programs; CEQA Determination: Housing Preservation Pilot is Exempt Pursuant to CEQA Guideline 15061(b)(3), Delegated CEQA Authority for the Priority Sites Pilot Program; Authority to Execute Agreements with Terner Center at UC Berkeley (\$5 million) and Housing Accelerator Fund (\$5 million).

Action: BAHFA Approval

Presenter: Somaya Abdelgany

Upon the motion by Commissioner Rabbitt and seconded by Commissioner Sperling, the Authority unanimously adopted BAHFA Resolution No. 28. The motion carried by the following vote:

Aye: 13 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Dutra-Vernaci, Commissioner Mahan, Commissioner Noack, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Sperling and Commissioner Thao

Absent: 5 - Commissioner Chavez, Commissioner Fleming, Commissioner Glover, Commissioner Miley and Commissioner Moulton-Peters

6. Public Comment / Other Business

7. Adjourn BAHFA and Continue with MTC Agenda

8. Chair's Report

Written correspondence was received from Senator Cortese and Senator Wiener.

[23-0515](#) Correspondence Received

8a. [23-0357](#) New Committee Assignments

Action: Commission Approval

Commissioner Glover arrived during agenda item 8a.

Upon the motion by Commissioner Dutra-Vernaci and seconded by Commissioner Rabbitt, the Commission unanimously approved the New Committee Assignments. The motion carried by the following vote:

Aye: 14 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Mahan, Commissioner Noack, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Sperling and Commissioner Thao

Absent: 4 - Commissioner Chavez, Commissioner Fleming, Commissioner Miley and Commissioner Moulton-Peters

9. Policy Advisory Council Report

Randi Kinman gave her report.

10. Executive Director's Report

Executive Director, Andrew Fremier, gave his report.

Aleta Dupree was called to speak.

10a. [23-0359](#) Executive Director's Report

Action: Information

11. Commissioner Comments

12. Consent Calendar:

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

Aye: 14 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Mahan, Commissioner Noack, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Sperling and Commissioner Thao

Absent: 4 - Commissioner Chavez, Commissioner Fleming, Commissioner Miley and Commissioner Moulton-Peters

Programming and Allocations Committee

12a. [22-1766](#) MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-07.

Action: Commission Approval

Presenter: Adam Crenshaw

12b. [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

- 12c.** [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
- 12d.** [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
- 12e.** [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
- 12f.** [23-0288](#) MTC Resolution No. 4273, Revised. FY2022-23 Cap and Trade Low Carbon Transit Operations Program (LCTOP)
 Action: Commission Approval
 Presenter: Anne Spevack

Joint MTC Planning Committee with the ABAG Administrative Committee

- 12g.** [23-0277](#) MTC Resolution No. 4550, Revised - Guidelines for Countywide Transportation Plans
 Action: MTC Commission Approval
 Presenter: Adam Noelting

Joint MTC ABAG Legislation Committee

- 12h.** [23-0258](#) MTC Resolution No. 3931, Revised - Policy Advisory Council Appointment
 Action: Commission Approval
 Presenter: KỲ-Nam Miller

Committee Reports**13. Administration Committee (Glover)**

- 13a.** [23-0348](#) MTC Resolution No. 4565: Grant of Funding from Metropolitan Transportation Commission (MTC) to Bay Area Housing Finance Authority (BAHFA) for Regional Early Action Planning Grant (REAP 2.0) Housing Preservation and Priority Sites Programs and Authority to the Executive Director to Take Action to Implement the Grant

Request for authorization to grant \$43 million in REAP 2.0 funding from MTC to the BAHFA for two new housing pilot programs: the Housing Preservation Pilot and the Priority Sites Pilot and for the Executive Director to take action to implement the grant.

Action: Commission Approval

Presenter: Somaya Abdelgany

Upon the motion by Commissioner Glover and seconded by Chair Noack, the Commission unanimously adopted MTC Resolution No. 4565. The motion carried by the following vote:

- Aye:** 14 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Mahan, Commissioner Noack, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Sperling and Commissioner Thao
- Absent:** 4 - Commissioner Chavez, Commissioner Fleming, Commissioner Miley and Commissioner Moulton-Peters

14. Programming and Allocations Committee (Rabbitt)

14a. [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 Dupree was called to speak.

Vice Chair Josefowitz recused himself from agenda item 14a.

Commissioner Miley arrived during agenda item 14a.

Upon the motion by Commissioner Rabbitt and seconded by Commissioner Papan, the Commission unanimously adopted MTC Resolution Nos. 3989, Revised, 4202, Revised, and 4505, Revised. The motion carried by the following vote:

Aye: 14 - Chair Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Mahan, Commissioner Miley, Commissioner Noack, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Sperling and Commissioner Thao

Absent: 3 - Commissioner Chavez, Commissioner Fleming and Commissioner Moulton-Peters

15. Joint MTC Planning Committee with the ABAG Administrative Committee**15a. [23-0301](#) MTC Resolution No. 4567: Priority Sites Nomination Criteria**

Background information on the Priority Sites program and request that the Committee refer MTC Resolution No. 4567 to the Commission for approval. Following approval, staff will solicit local nominations for eligible Priority Sites and bring recommendations for approved Priority Sites to the Committees in the summer. Thereafter, projects on adopted Priority Sites will be eligible for pilot funding and technical assistance, subject to funding availability and further programmatic guidance by the Commission, the ABAG Executive Board, and/or the Bay Area Housing Finance Authority (BAHFA) Board as applicable.

Action: Commission Approval

Presenter: Mark Shorett

Upon the motion by Commissioner Ahn and seconded by Commissioner Dutra-Vernaci, the Commission unanimously adopted MTC Resolution No. 4567. The motion carried by the following vote:

Aye: 15 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Mahan, Commissioner Miley, Commissioner Noack, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Spring and Commissioner Thao

Absent: 3 - Commissioner Chavez, Commissioner Fleming and Commissioner Moulton-Peters

16. Joint MTC ABAG Legislation Committee**16a. [23-0298](#) Senate Bill 225 (Caballero): Community Anti-Displacement and Preservation Program**

New state program to invest in affordable housing preservation and anti-displacement strategies.

Action: Support / Commission Approval

Presenter: Julie Snyder

Upon the motion by Chair Pedroza and seconded by Commissioner Dutra-Vernaci, the Commission unanimously adopted a support position for Senate Bill 225 (Caballero). The motion carried by the following vote:

Aye: 15 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Mahan, Commissioner Miley, Commissioner Noack, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Spring and Commissioner Thao

Absent: 3 - Commissioner Chavez, Commissioner Fleming and Commissioner Moulton-Peters

16b. [23-0300](#) Assembly Bill 350 (Aguiar-Curry): Sacramento Area Regional Plan Update

Delays until 2025 the Sacramento Area Council of Governments'(SACOG)
next sustainable communities strategies update.

Action: Support / Commission Approval

Presenter: Georgia Gann Dohrmann

**Upon the motion by Chair Pedroza and seconded by Commissioner
Dutra-Vernaci, the Commission unanimously adopted a support position on
Assembly Bill 350 (Aguiar-Curry). The motion carried by the following vote:**

Aye: 15 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner
Ahn, Commissioner Canepa, Commissioner Dutra-Vernaci, Commissioner Glover,
Commissioner Mahan, Commissioner Miley, Commissioner Noack, Commissioner
Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Spring and
Commissioner Thao

Absent: 3 - Commissioner Chavez, Commissioner Fleming and Commissioner Moulton-Peters

17. Public Comment / Other Business

18. Adjournment / Next Meetings:

**The next meeting of the Metropolitan Transportation Commission is scheduled to be
held at 9:35 a.m. on Wednesday, April 26, 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 #: 23-0558 **Version:** 1 **Name:**

Type: Contract **Status:** Commission Approval

File created: 3/31/2023 **In control:** Metropolitan Transportation Commission

On agenda: 4/26/2023 **Final action:**

Title: Contract - Doorway Housing Portal: Exygy, Inc.
Authorization to amend the terms of approval of the contract between Exygy Inc. ("Consultant") and BAHFA for web design services for BAHFA's Doorway Housing Portal Pilot ("Project") for changes to anticipated phasing dates in the Scope of Work and minor adjustments to the scope of work to be completed in Phases 2 and 3.

Sponsors:

Indexes:

Code sections:

Attachments: [4b 23-0558 Doorway Housing Portal Contract Exygy.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Contract - Doorway Housing Portal: Exygy, Inc.
Authorization to amend the terms of approval of the contract between Exygy Inc. ("Consultant") and BAHFA for web design services for BAHFA's Doorway Housing Portal Pilot ("Project") for changes to anticipated phasing dates in the Scope of Work and minor adjustments to the scope of work to be completed in Phases 2 and 3.

Presenter:

Barry Roeder

Recommended Action:

Commission / Authority Approval

Association of Bay Area Governments

Bay Area Housing Finance Authority

Housing Committee

Oversight Committee

April 13, 2023

Agenda Item 6.b.

BAHFA Doorway Housing Portal

Subject:

Authorization to amend the terms of approval of the contract between Exygy Inc. ("Consultant") and the Bay Area Housing Finance Authority (BAHFA) for web design services for BAHFA's Doorway Housing Portal Pilot ("Project") for changes to anticipated phasing dates in the Scope of Work and minor adjustments to the scope of work to be completed in Phases 2 and 3.

Background:

On September 28, 2022, the BAHFA Board approved a contract with Exygy, Inc., with the following scope of work:

Phase 1: Discovery and Work Plan Creation, including regional product and system discovery, and technical discovery and integration exploration.

Phase 2: Doorway Housing Portal Development, including technical architecture guidance and supplemental goals research.

Phase 3: At the sole discretion of BAHFA, Consultant may engage in technical architecture refinement and integration of new jurisdictions.

The September 28th approval further included the following fiscal impact information:

- \$226,860 is available in the FY22-23 BAHFA Budget
- \$445,017 is available for inclusion in the FY23-24 BAHFA Budget
- \$328,123, should BAHFA elect to authorize Phase 3, is available for inclusion in the FY23-24 BAHFA Budget

The total value of the Project contract approved was not to exceed \$1 million.

Contract Approval Amendment:

BAHFA now seeks to amend these conditions of approval to reflect the acceleration of Project work that has occurred due to the inclusion in the Project of pro bono engineering and product design services through a Google Fellowship program. The revised work scope shall be:

Phase 1: Discovery and Work Plan Creation, including regional product and system discovery, and technical discovery and integration exploration. *(No changes.)*

Phase 2: Policy Development, including sustainability plan and data sharing agreements.

Phase 3: Technical architecture guidance and integration of new jurisdictions and, at BAHFA's discretion, continuing discovery, research, and design.

Housing Committee

Oversight Committee

April 13, 2023

Agenda Item 6.b.

BAHFA Doorway Housing Portal

The revised fiscal impact information is revised as follows:

- \$1 million is available in the FY22-23 BAHFA Budget, and funds not expended in FY 22-23 shall be available in BAHFA's FY 23-24 budget.

The total not-to-exceed contract value remains \$1 million.

Issues:

None

Recommended Action:

The BAHFA Oversight Committee is requested to recommend Bay Area Housing Finance Authority (BAHFA) approval to amend the terms of approval of the contract between Exygy Inc. ("Consultant") and the Bay Area Housing Finance Authority for web design services for BAHFA's Doorway Housing Portal Pilot ("Project"), specifically for changes to anticipated phasing dates in the Scope of Work and minor adjustments to the scope of work to be completed in Phases 2 and 3.

Attachment:

- A. Summary Approval of BAHFA Approval Amendment 1

Reviewed:



Andrew Fremier

**S U M M A R Y O F B A H F A A P P R O V A L A M E N D M E N T 1**

Work Item No.:	1620
Consultant:	Exygy, Inc.
Work Project Title:	BAHFA Doorway Housing Portal
Purpose of Project:	Develop a regional online housing portal to help housing seekers find and apply for affordable housing, and housing partners (developer, leasing agents, etc.) more easily manage listings, applications, and placements.
Brief Scope of Work:	<p>Phase 1: Discovery and Work Plan Creation, including regional product and system discovery, and technical discovery and integration exploration.</p> <p>Phase 2: Policy Development, including sustainability plan and data sharing agreements.</p> <p>Phase 3: Technical architecture guidance and integration of new jurisdictions and, at BAHFA's discretion, continuing discovery, research and design.</p>
Project Cost Not to Exceed:	\$1 Million
Funding Source:	\$20 million grant from California HCD; fund source number 2409.
Fiscal Impact:	\$1 Million is available in the FY22-23 BAHFA Budget, and funds not expended in FY 22-23 shall be available in BAHFA's FY 23-24 budget.
Motion by Committee:	The BAHFA Oversight Committee is requested to recommend Bay Area Housing Finance Authority (BAHFA) approval to amend the terms of approval of the contract between Exygy Inc. ("Consultant") and the Bay Area Housing Finance Authority for web design services for BAHFA's Doorway Housing Portal Pilot ("Project"), specifically for changes to anticipated phasing dates in the Scope of Work and minor adjustments to the scope of work to be completed in Phases 2 and 3.
BAHFA Board Approval:	Alfredo Pedroza Chair, BAHFA Board
Approval Date:	April 26, 2023



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0539 **Version:** 1 **Name:**
Type: Report **Status:** Commission Approval
File created: 3/27/2023 **In control:** Metropolitan Transportation Commission
On agenda: 4/26/2023 **Final action:**
Title: Update to Committee Assignments
Sponsors:
Indexes:
Code sections:
Attachments: [7a_23-0539_Updated_Committee_Assignments.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Update to Committee Assignments

Recommended Action:
Commission Approval

Commission/Authority Roster

Bay Area
Headquarters Authority
(BAHA)

Bay Area Housing
Finance Authority
(BAHFA)

Bay Area Toll
Authority (BATA)

Metropolitan Transportation
Commission (MTC)

Bay Area Infrastructure
Financing Authority
(BAIFA)

Service Authority for
Freeways & Expressways
(SAFE)

**Alfredo
Pedroza**
Chair

**Nick
Josefowitz**
Vice Chair

Margaret Abe-Koga
Cities of Santa Clara County

Eddie H. Ahn
*San Francisco Bay Conservation
and Development Commission*

David Canepa
San Mateo County

Cindy Chavez
Santa Clara County

Carol Dutra-Vernaci
Cities of Alameda County

Dina El-Tawansy*
*California State
Transportation Agency*

Victoria Fleming
Sonoma County and Cities

Dorene M. Giacomini*
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Matt Mahan
San Jose Mayor's Appointee

Nate Miley
Alameda County

Stephanie Moulton-Peters
Marin County and Cities

Sue Noack
Cities of Contra Costa County

Gina Papan
Cities of San Mateo County

David Rabbitt
*Association of Bay Area
Governments*

Hillary Ronen
City and County of San Francisco

Libby Schaaf*
*U.S. Department of Housing
and Urban Development*

James P. Spering
Solano County and Cities

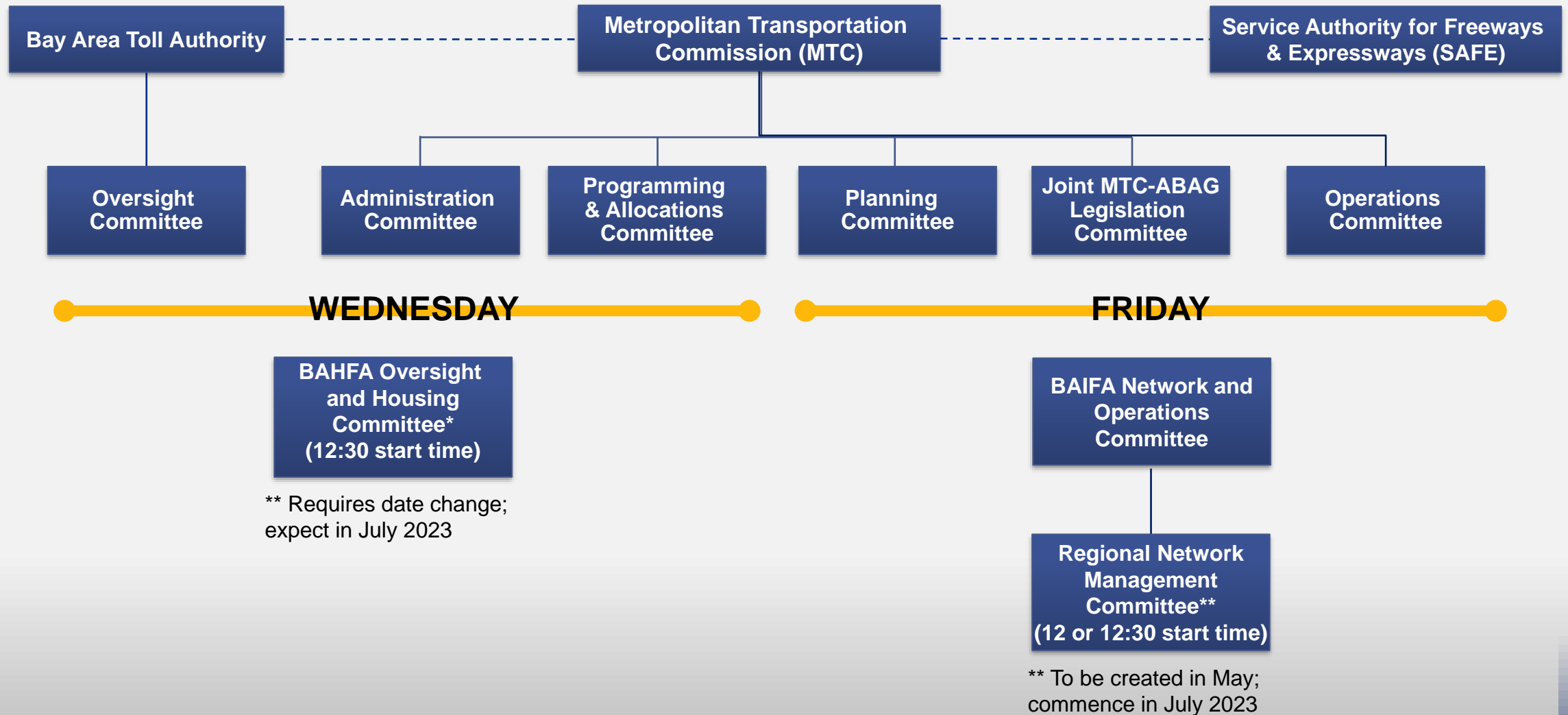
Sheng Thao
Oakland Mayor's Appointee

* Non-voting members

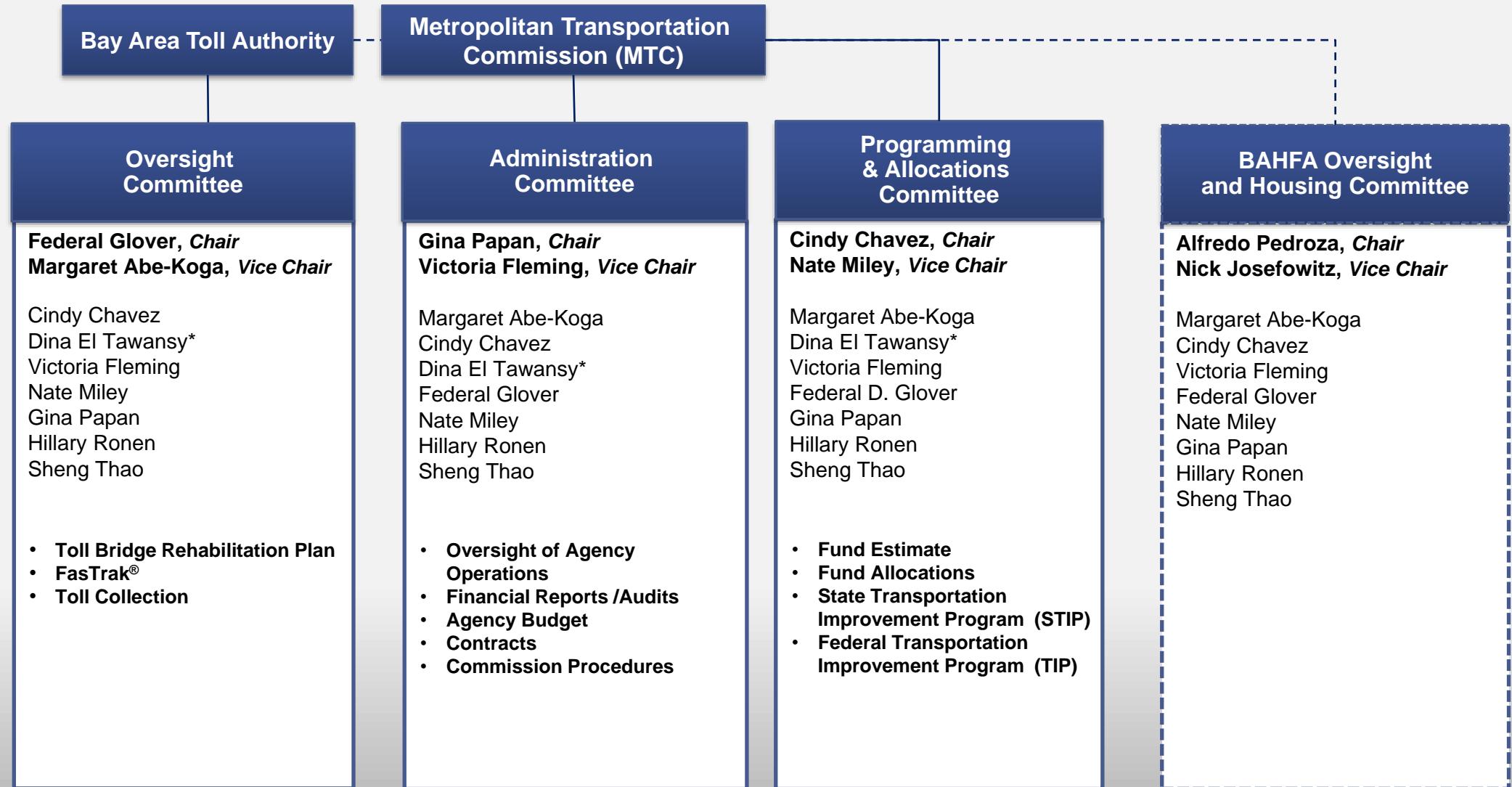
Committee Structure & Responsibilities

Updated Effective April 26, 2023

MTC Standing Committee Structure



Wednesday Standing Committees: Members and Responsibilities



* Non-voting members

Friday Standing Committees: Members and Responsibilities

Metropolitan Transportation Commission (MTC)

Planning Committee

James P. Spering, *Chair*
Eddie Ahn, *Vice Chair*

David Canepa
Carol Dutra-Vernaci
Dorene M. Giacopini*
Matt Mahan
Stephanie Moulton-Peters
Sue Noack
David Rabbitt

- Agency Work Program
- Regional Transportation Plan/SCS
- Corridor Studies
- Transportation/ Land Use Program
- Air Quality

Joint MTC-ABAG Legislation Committee

David Canepa, *Chair*
Jesse Arreguin, (ABAG), *Vice Chair*

Eddie Ahn	Stephanie Moulton-Peters
Carol Dutra-Vernaci	Sue Noack
Pat Eklund	David Rabbitt
(ABAG)	Belia Ramos (ABAG)
Dorene M. Giacopini*	James P. Spering
Dave Hudson	Vacant (ABAG)
(ABAG)	Vacant (ABAG)
Matt Mahan	Vacant (ABAG)
	Vacant (ABAG)

- Annual MTC Legislative Program
- Positions on Legislation & Regulation
- Policy Advisory Council
- Public Involvement
- Public Information/ Media

Operations Committee *(in July transition to Regional Network Management Committee)*

David Rabbitt, *Chair*
Sue Noack, *Vice Chair*

Eddie Ahn	Matt Mahan
David Canepa	Stephanie Moulton-Peters
Carol Dutra-Vernaci	James P. Spering
Dorene M. Giacopini*	

- SAFE Callbox/Freeway Service Patrol
- Clipper
- 511
- Managed Lanes Implementation
- Transit Coordination Plan

Regional Network Management Committee

- Sets the regional vision for transit in the Bay Area and drives the direction of Regional Network Management.

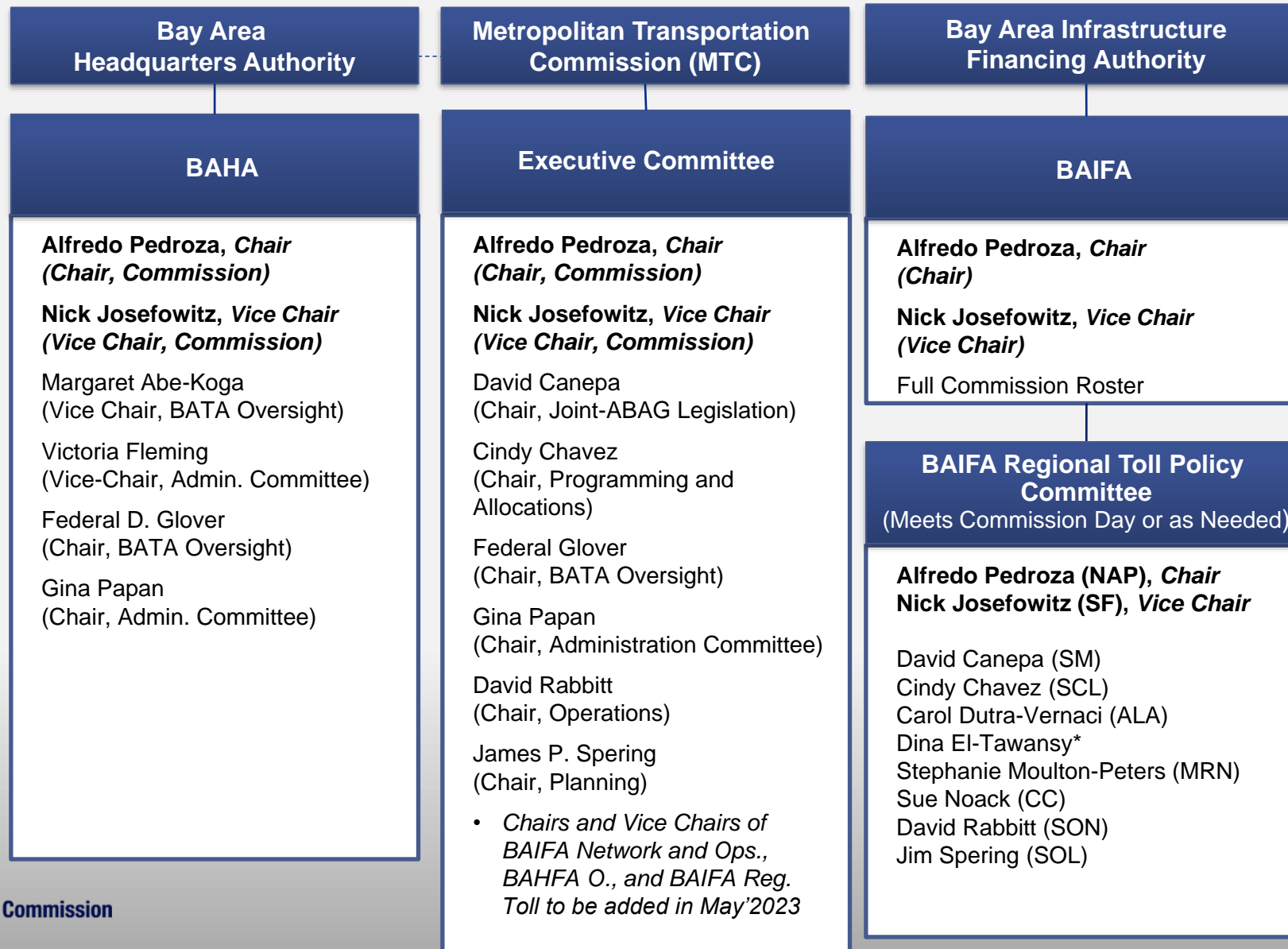
BAIFA Network and Operations Committee

Carol Dutra-Vernaci, *Chair* (ALA)
Stephanie Moulton-Peters, *Vice Chair*
(at large, MRN)

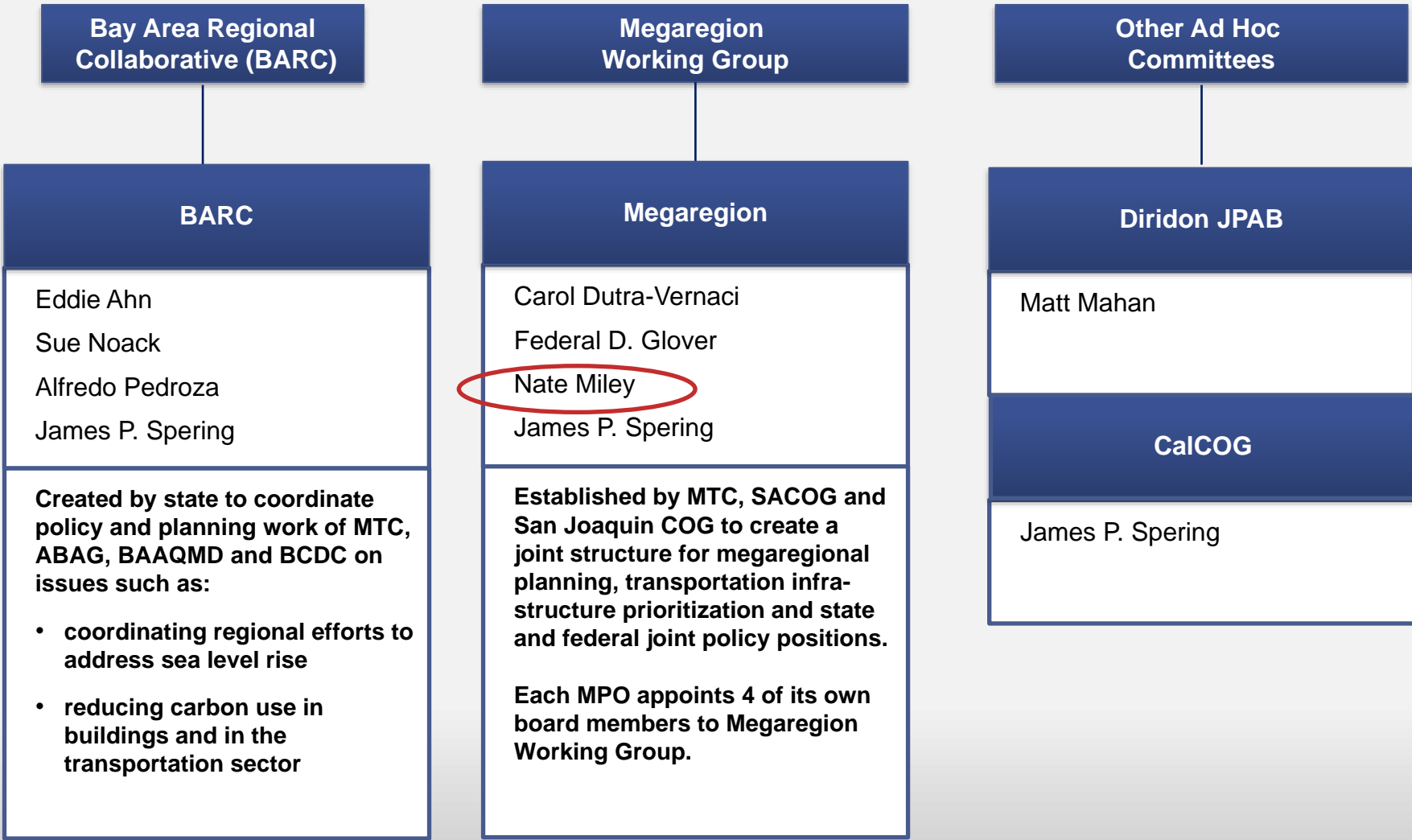
David Canepa (at large, SM)
Dina El-Tawansy*
Sue Noack (CC)
David Rabbitt (at large, SON)
James P. Spering (SOL)



Standing Committee and Joint Powers Authority Members



Other Committees





Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0470 **Version:** 1 **Name:**

Type: Resolution **Status:** Informational

File created: 3/6/2023 **In control:** Metropolitan Transportation Commission

On agenda: 4/26/2023 **Final action:**

Title: Certificate of Appreciation to Richard W. Hedges for nearly 20 years of service to the Policy Advisory Council.

Sponsors:

Indexes:

Code sections:

Attachments: [8a 23-0470 Richard Hedges Appreciation.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Certificate of Appreciation to Richard W. Hedges for nearly 20 years of service to the Policy Advisory Council.

Presenter:

Ky-Nam Miller or Alix A. Bockelman

Recommended Action:

Information

Metropolitan Transportation Commission

April 26, 2023

Agenda Item 8a - 23-0470

Certificate of Appreciation to Richard W. Hedges for nearly 20 years of Service to the Policy Advisory Council

Subject:

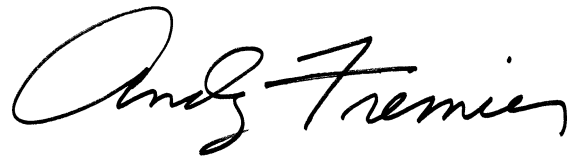
The Commission will present an Appreciation Certificate to honor the near two decades of Service Richard W. Hedges has provided on the Policy Advisory Council and its predecessor bodies.

Background:

Originally appointed in 2003 to the Elderly and Disabled Advisory Committee (a body which was later combined with the Minority Citizens Advisory Committee to form the Policy Advisory Council), Mr. Hedges has served as a conduit for the public for two decades. With his recent appointment to the Palo Alto City Council, Mr. Hedges chose to step down from the Council.

Issues:

None identified.



Andrew B. Fremier



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0593 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 4/11/2023 **In control:** Metropolitan Transportation Commission

On agenda: 4/26/2023 **Final action:**

Title: Executive Director's Report

Sponsors:

Indexes:

Code sections:

Attachments:

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

Recommended Action:
Information



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0591 **Version:** 1 **Name:**

Type: Report **Status:** Commission Consent

File created: 4/11/2023 **In control:** Metropolitan Transportation Commission

On agenda: 4/26/2023 **Final action:**

Title: International Travel Request

Sponsors:

Indexes:

Code sections:

Attachments: [11a_23-0591_International_Travel_Request.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
International Travel Request

Recommended Action:
Commission Approval

Metropolitan Transportation Commission

April 26, 2023

Agenda Item 11a - 23-0591

International Travel Requests

Subject:

International travel requests for MTC staff participation in events in Zurich, Switzerland.

International Travel Requests:

The Consulate General of Switzerland in San Francisco has invited MTC staff to a delegation visit to Switzerland on the topic of public transportation from May 29 to June 3, 2023.

In early 2022, Seamless Bay Area hosted the SwissCal Conference, a virtual conference to connect senior leaders and professionals from California with Swiss experts to learn about Swiss best practices associated with transit coordination. As a follow-up to the SwissCal conference, the Swiss government is hosting a U.S. delegation of 14 experts working in the transportation industry for the delegates to experience Swiss transportation system, to meet Swiss experts in person, and to further the dialogue started at the conference. In March, the Administration Committee authorized Deputy Executive Director Alix Bockelman to attend but since that time, conflicts have arisen and Theresa Romell, Director of Funding Policy and Programs will attend instead. This exchange will be valuable for MTC staff to participate in, and Theresa has relevant expertise and experience.

The invitation includes the flight ticket to Switzerland (economy class), accommodation in Switzerland, local transportation, and meals during the program, paid for by the Swiss Government through the Consulate General of Switzerland.

During the visit, the delegation will be provided with:

1. A first-hand experience on how a seamlessly integrated public transit system works from the perspective of a rider,
2. An in-depth exchange with Swiss policymakers and experts from the Swiss transportation industry,
3. The opportunity to create a network for possible future collaborations and partnerships.

MTC will cover incidental expenses not covered by the Consulate General of Switzerland in San Francisco.

Issues:

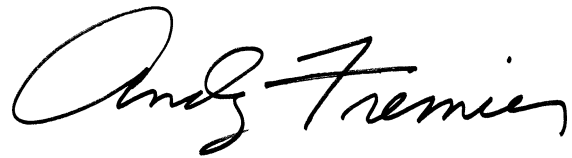
None identified.

Recommendations:

Staff recommends that the Committee authorize Theresa Romell, or staff with similar expertise/experience should a conflict arise for Theresa, for international travel as described, above with no requirement to set aside funds.

Attachments:

- Attachment A: Request for Committee Approval – Summary of Proposed International Travel Request

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

Request for Committee Approval

Summary of Proposed International Travel Request

Work Item No.:	1150
Staff:	Theresa Romell (or staff with similar experience/expertise should conflict arise)
Travel Location:	Zurich, Switzerland
Travel Dates:	May 28, 2023 through June 3, 2023
Purpose of Travel:	Collaboration between MTC, the Consulate General of Switzerland in San Francisco, and other delegation members.
Travel Cost Estimate:	\$0
Funding Source:	Expenses covered by The Consulate General of Switzerland in San Francisco
Fiscal Impact:	None – expenses covered by The Consulate General of Switzerland in San Francisco
Motion by Committee:	Theresa Romell, Director, Funding Policy and Programs (or MTC staff with similar experience/expertise) is authorized for international travel as described above and in the Metropolitan Transportation Commission Summary Sheet dated April 26, 2023, with no requirement to set aside funds.
Metropolitan Transportation Commission	
	<hr/> Alfredo Pedroza, Chair
Approved:	April 26, 2023



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0473 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Consent
File created: 3/6/2023 **In control:** Administration Committee
On agenda: 4/12/2023 **Final action:**
Title: Metropolitan Transportation Commission (MTC) Resolution No. 4516, Revised FY 2022-23 Overall Work Program (OWP) Amendment No. 2

Sponsors:

Indexes:

Code sections:

Attachments: [11b 23-0473 MTC Resolution 4516 FY2022-23 OWP Amendment2.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Metropolitan Transportation Commission (MTC) Resolution No. 4516, Revised FY 2022-23 Overall Work Program (OWP) Amendment No. 2

Presenter:

Arleicka Conley

Recommended Action:

Commission Approval

Attachments:

Metropolitan Transportation Commission

April 26, 2023

Agenda Item 11b - 23-0473

Metropolitan Transportation Commission (MTC) Resolution No. 4516, Revised FY 2022-23 Overall Work Program (OWP) Amendment No. 2

Subject:

Staff requests approval of Metropolitan Transportation Commission (MTC) Resolution No. 4516, Revised, for the MTC FY 2022-23 Overall Work Program (OWP), Amendment No. 2. This amendment programs the final allocations of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) transportation planning funds and revises revenue and expense line items.

Background:

The Overall Work Program (OWP) is an annual or biennial statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, an OWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds. Metropolitan Planning Organizations (MPOs) are required to develop an OWP to govern work programs for the expenditure of Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and State planning funds pursuant to Title 23 Code of Federal Regulations (CFR) 450.308(b). The Metropolitan Transportation Commission (MTC), as the federally designated MPO for the nine-county San Francisco Bay Area region, annually develops and maintains the OWP, which is the principal document governing the budget, allocation, and use of federal and state transportation planning funds.

Financial Impact:

The OWP is subject to periodic adjustments resulting from changes in activities, scope of work, transportation planning tasks and deliverables as well as revisions to revenues and expenses during the fiscal year. The proposed FY 2022-23 OWP Amendment No. 2 includes apportionment adjustments of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) transportation planning funds.

The initial FY 2022-23 FHWA Planning (PL) grant award was \$9,713,542 and the revised amount is \$9,604,012, resulting in an overall (\$109,530) decrease. The initial FY 2022-23 FTA 5303 grant award was \$3,628,612 and the revised amount is \$4,641,057, resulting in an overall increase of \$1,012,445. The final revised funding allocations are programmed under work element 1122 (Analyze Regional Data Using Geographic Information System (GIS) and Planning Models) and work element 1125 for Bipartisan Infrastructure Law (BIL) “Complete Streets” for related consultant and staff costs, respectively.

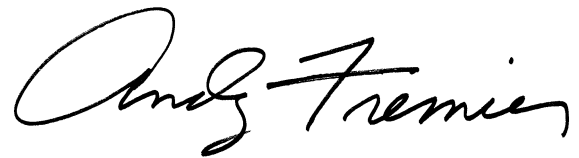
An electronic version of the FY 2022-23 OWP, Amendment No. 2, can be reviewed at the following link: <https://mtc.ca.gov/about-mtc/administrative-requirements/overall-work-program-owp>

Recommendation:

Staff recommends that the Commission approve MTC Resolution No. 4516, Revised, MTC FY 2022-23 Overall Work Program (OWP) Amendment No. 2.

Attachments:

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

A handwritten signature in black ink, reading "Andrew B. Fremier". The signature is fluid and cursive, with the first name "Andrew" written in a large, looping script, and "B. Fremier" following in a similar but slightly more compact style.

Andrew B. Fremier

Date: April 27, 2022
W.I.: 1121
Revised: 10/26/22-C
04/26/23-C

ABSTRACT

Resolution No. 4516, Revised

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

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

Amendment No. 2 to the FY 2022-23 OWP is revised to include apportionment adjustments of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) transportation planning funds.

The initial FY 2022-23 FHWA Planning (PL) grant award was \$9,713,542 and the revised amount is \$9,604,012, resulting in an overall (\$109,530) decrease. The initial FY 2022-23 FTA 5303 grant award was \$3,628,612 and the revised amount is \$4,641,057, resulting in an overall increase of \$1,012,445. The final revised funding allocations are programmed under work element 1122 (Analyze Regional Data Using Geographic Information System (GIS) and

Planning Models) and work element 1125 for Bipartisan Infrastructure Law (BIL) "Complete Streets" for related consultant and staff costs, respectively.

Further discussion of the OWP is contained in the MTC Administration Committee Summary Sheet dated April 13, 2022 and the Commission Summary Sheets dated October 26, 2022 and April 26, 2023.

Date: April 27, 2022
W.I.: 1121
Revised: 10/26/22-C
04/26/23-C

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4516

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

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

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

WHEREAS, the MTC has developed, in cooperation with the California Department of Transportation (Caltrans) and with publicly-owned operators of mass transportation services, a work program for carrying out continuing, comprehensive, and cooperative transportation planning; and

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

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

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

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

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

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

RESOLVED, that the MTC does hereby adopt the FY 2022-23 OWP, which authorizes the programming for approximately \$22 million in transportation funds and , attached hereto as Attachment A to this Resolution and incorporated herein as though set forth at length; and be it further

RESOLVED, that the Metropolitan Transportation Commission (MTC) shall monitor, direct, and update the OWP as necessary during Fiscal Year 2022-23 and shall incorporate any amendments into appropriate supplements to the OWP; and be it further

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

RESOLVED, that the Executive Director or designee is authorized to execute and file with such application assurances or other documentation requested by DOT of the MTC's compliance with applicable federal statutory and regulatory requirements; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution revising and superseding the Resolution approved on April 27, 2022 was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on April 26, 2023.

Date: April 27, 2022
W.I.: 1121
Revised: 10/26/22-C
Revised: 04/26/23-C

Attachment A
Resolution No. 4516
Page 1 of 1

Attachment A is the FY 2022-23 Overall Work Program for Planning Activities in the San Francisco Bay Area. Copies are on file at the MTC library.

Attachment B
Resolution No. 4516
Page 1 of 1

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

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

Date: April 27, 2022
W.I.: 1121
Referred by: Administration Committee
Revised: 10/26/22-C
Revised: 04/26/23-C

Attachment C
Resolution No. 4516
Page 1 of 1

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

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

Amendment No. 2 to the FY 2022-23 OWP is revised to include apportionment adjustments of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) transportation planning funds.

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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:** Commission 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: [11c 22-1767 MTC Resolution 4545 TIP Amendment 2023-08.pdf](#)
[2c 22-1767 MTC Resolution 4545 TIP Amendment 2023-08.pdf](#)

Date	Ver.	Action By	Action	Result
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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:

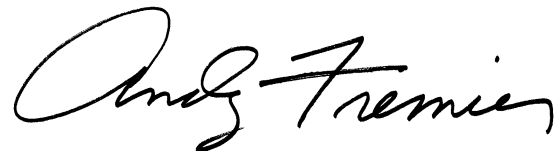
None

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

Attachment B
MTC Resolution No. 4545
Page 3 of 4

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:** Commission 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: [11d 23-0041 MTC Resolutions 4523 4524 TDA STA Allocations.pdf](#)
[2d 23-0041 MTC Resolutions 4523 4524 TDA STA Allocations.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4523, Revised and 4524, Revised. Allocation of \$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:

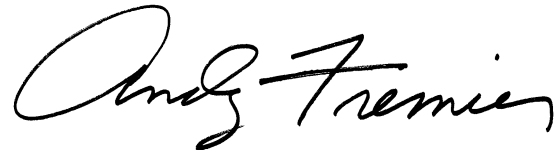
None identified.

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 dark ink, appearing to be 'AP' followed by a long horizontal stroke.

Alfredo Pedroza, Chair

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

Date: June 22, 2022

Referred by: PAC

Revised: 09/28/22-C 10/26/22-C
11/16/22-C 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 #:	23-0453	Version:	1	Name:	
Type:	Resolution	Status:		Commission 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:	11e 23-0453 MTC Resolutions 4202 4505 OBAG 2 and 3 Revisions.pdf 2g 23-0453 MTC Resolutions 4202 4505 OBAG 2 and 3 Revisions.pdf				

Date	Ver.	Action By	Action	Result
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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:

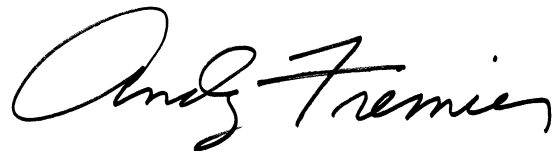
None.

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
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11/17/21-C 12/15/21-C 01/26/22-C
02/23/22-C 03/23/22-C 04/27/22-C
05/25/22-C 06/22/22-C 09/28/22-C
10/26/22-C 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

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MTC Resolution No. 4202, Revised

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

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

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

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

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

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

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

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

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

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MTC Resolution No. 4202, Revised

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

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

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

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

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

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

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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

ABSTRACT

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

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

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

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

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

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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;

ABSTRACT

MTC Resolution No. 4202, Revised

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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
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
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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
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
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
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
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	

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
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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
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
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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
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
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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
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

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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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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

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Legislation Details (With Text)

File #: 23-0457 **Version:** 1 **Name:**
Type: Report **Status:** Commission Consent
File created: 3/2/2023 **In control:** Operations Committee
On agenda: 4/14/2023 **Final action:**

Title: Bikeshare Capital Grant Program - Clipper® Requirement

Sponsors:

Indexes:

Code sections:

Attachments: [11f 23-0457 Bikeshare Capital Grant Program-Clipper Requirement.pdf](#)
[4f 23-0457 Summary Sheet Bikeshare Capital Grant Program-Clipper Requirement.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Bikeshare Capital Grant Program - Clipper® Requirement

Presenter:

Laura Krull and Toshi Shepard-Ohta

Recommended Action:

Commission Approval

Attachments:

Metropolitan Transportation Commission
Operations Committee

April 14, 2023

Agenda Item 4f

Bikeshare Capital Grant Program – Clipper® Requirement

Subject:

Removal of the requirement that Clipper can be used as a membership identifier with respect to the Bike Share Capital Grants in the City of Richmond, the City of Fremont, the Sonoma County Transportation Authority (SCTA), and the Transportation Authority of Marin (TAM) given the timing of the grant program and roll out of the Next Generation Clipper System.

Background:

In November 2017, the Commission approved a total of \$2.5 million in bike share grants as part of the Bikeshare Capital Grant Program for piloting bikeshare programs in Richmond, Fremont, and a joint project along the Sonoma-Marín Area Rail Transit (SMART) corridor in partnership with the TAM and SCTA.

In September 2018, per MTC Resolution No. 3925, MTC revised the recommended amount to \$2.275 million after changes to the program launched in Fremont and outlined three program requirements. One of the program requirements outlined in the summary memorandum for MTC Resolution No. 3925, Revised, was the use of the Clipper card as a membership identifier. While this requirement aimed at promoting seamless integration, the schedule for the roll out of Next Generation Clipper was not considered when adding this requirement, and it therefore creates a high level of complexity to implement. One of the grant recipients is SCTA, in partnership with TAM, for a system along the SMART train corridor. This system has yet to launch and, while they do not have a launch timeline, it will likely be in late 2023. Due to its original operator going bankrupt, SCTA and TAM are seeking proposals from operators for a new RFP for the system. The system is a multi-year pilot which would span the current Clipper system and the next-generation system. Spanning both versions of Clipper would require initial operability with the legacy Clipper card system, and then new technical requirements for an API-based integration with the next-generation system. While Clipper staff have been working to finalize the technical requirements for third-party integrations to facilitate continued integrations with programs like Lyft's Bay Wheels bikeshare, the new Clipper specifications were not ready for

inclusion in the TAM and SCTA Request for Proposals that is expected to be released in early spring 2023 for a new operator.

In light of the foregoing, staff recommends removing the requirement that Clipper cards be accepted as a membership identifier when the bikeshare pilot launches. Once Clipper staff can share the new technical specs, MTC staff can work with the System and Operator on the feasibility of integrating with the Next Generation Clipper System after it launches in the summer of 2024.

Next Steps:

Staff will coordinate with TAM and SCTA regarding the Next Generation Clipper System timeline and any future requirements.

Issues:


None identified.

Recommendations:

Refer to the Commission for approval.

Attachments:

None



Andrew B. Fremier

Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 23-0511 **Version:** 1 **Name:**
Type: Assembly Bill **Status:** Commission Approval
File created: 3/20/2023 **In control:** Joint MTC ABAG Legislation Committee
On agenda: 4/14/2023 **Final action:**
Title: Assembly Bill 413 (Lee): Vehicles: Stopping, Standing and Parking Near a Crosswalk

Prohibits vehicles from stopping, standing or parking within 20 feet of a marked crosswalk or intersection to improve visibility of bicyclists and pedestrians.

Sponsors:

Indexes:

Code sections:

Attachments: [11g 23-0511 AB413 Lee Vehicles Stopping Standing Parking Crosswalk.pdf](#)
[3c 23-0511 Summary Sheet AB 413 Lee.pdf](#)

Date	Ver.	Action By	Action	Result
4/14/2023	1	Joint MTC ABAG Legislation Committee		

Subject:

Assembly Bill 413 (Lee): Vehicles: Stopping, Standing and Parking Near a Crosswalk

Prohibits vehicles from stopping, standing or parking within 20 feet of a marked crosswalk or intersection to improve visibility of bicyclists and pedestrians.

Presenter:

Georgia Gann Dohrmann

Recommended Action:

Support and Seek Amendment / MTC Commission Approval

Attachments:

Metropolitan Transportation Commission

April 26, 2023

Agenda Item 11g - 23-0511

AB 413 (Lee) Vehicles: Stopping, Standing and Parking Near a Crosswalk

Subject:

Prohibits vehicles from stopping, standing or parking within 20 feet of a marked crosswalk or intersection to improve visibility of bicyclists and pedestrians.

Background:

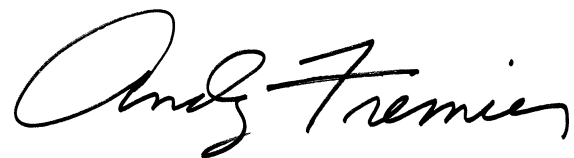
At the Joint MTC ABAG Legislation Committee meeting in April staff revised their recommendation on this bill to a “support and seek amendments” position instead of a straight “support” position and the committee unanimously endorsed staff’s recommendation. The amendments would narrow the bill to focus on improving visibility where it’s most needed – at vehicular *approaches* to intersections (vs. at both the approach side and departure side) – and provide an option for local governments to implement context-sensitive daylighting that takes into account individual intersection design and other local context.

Subsequent to staff finalizing the memo on the bill, some of our local jurisdiction partners – including the City and County of San Francisco who is a nationally recognized leader on daylighting – raised legitimate concerns that the bill is overly prescriptive and doesn’t take into account best practices they’ve identified in implementing daylighting treatments. The intent of staff’s amendment is to address these local concerns and strike the right balance between advancing pedestrian safety, acknowledging the work of cities that have already taken steps to daylight their intersections and supporting flexibility in how cities may achieve the bill’s intended goals of improving safety at intersections.

Recommendation: Support and Seek Amendments

Issues:

None identified



Andrew B. Fremier

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

April 14, 2023

Agenda Item 3c

Assembly Bill 413 (Lee): Vehicles: Stopping, Standing and Parking Near a Crosswalk

Subject:

Prohibits vehicles from stopping, standing or parking within 20 feet of a marked crosswalk or intersection to improve visibility of bicyclists and pedestrians.

Background:

Assembly Bill (AB) 413 aims to improve safety for bicyclists and pedestrians by increasing their visibility at marked crosswalks or intersections. Specifically, it would prohibit vehicles from stopping or parking within 20 feet of a marked crosswalk or intersection, a safety measure known as “daylighting.” This measure keeps sight lines clear, so drivers can more easily see if pedestrians, bicyclists, or other non-motorized road users are waiting to cross the street.

Likewise, it allows pedestrians and other non-motorized road users to better spot approaching vehicles without stepping into the street.

The National Association of City Transportation Officials recommends “daylighting” as an important safety measure, and 43 states have already implemented “daylighting” laws.

Several Bay Area cities have led the state in implementing this measure, including San Francisco and Alameda. Los Angeles has also implemented “daylighting” in parts of the city, as have other cities across the country, including New York City, Portland, Oregon, and Hoboken, New Jersey. According to the California Research Bureau, daylighting resulted in 14 percent fewer collisions at intersections in the Tenderloin district in San Francisco. It contributed to a 30 percent decrease in pedestrian injuries in Hoboken, New Jersey.

Recommendation:

Support / ABAG Executive Board Approval

Support / MTC Commission Approval

Discussion:

Traffic safety is a significant transportation challenge globally, nationally, and regionally. MTC, in June 2020, adopted a Regional Safety/Vision Zero Policy (MTC Resolution No. 4400) to “establish a region-wide policy of intent to work with partner agencies to encourage and support actions toward eliminating traffic fatalities and serious injuries in the Bay Area by 2030.”

MTC and ABAG’s Plan Bay Area 2050 implementation plan supports legislative and policy changes that advance the Regional Vision Zero Policy. Our Vision Zero approach is data-driven, so funds and resources are used most effectively. Daylighting is known to improve pedestrian and driver safety by improving visibility. According to the California Research Bureau, daylighting is also a low-cost strategy, which aligns with the Regional Safety/Vision Zero Policy strategy of making the most of limited funding. For these reasons, staff recommends a support position on AB 413.

Known Positions:

Support

Safe Streets for All (sponsor)

AARP

California Bicycle Coalition

City of Fremont

Disability Rights California

Happy City Coalition

Norwalk Unides

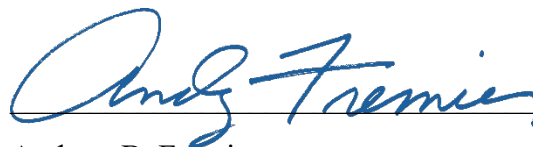
San Diego Bicycle Coalition

Oppose

California Trucking Association

Attachments:

- None



Andrew B. Fremier

Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 23-0536 **Version:** 1 **Name:**
Type: Assembly Bill **Status:** Commission Approval
File created: 3/24/2023 **In control:** Joint MTC ABAG Legislation Committee
On agenda: 4/14/2023 **Final action:**
Title: Assembly Bill 463 (Hart): Priority Access to Electricity for Public Transportation
Provides public transportation access to the electric grid during emergencies.

Sponsors:

Indexes:

Code sections:

Attachments: [11h 23-0536 AB463 Hart Priority Access Electricity Public Transit.pdf](#)
[3d 23-0536 Summary Sheet AB 463 Hart.pdf](#)

Date	Ver.	Action By	Action	Result
4/14/2023	1	Joint MTC ABAG Legislation Committee		

Subject:

Assembly Bill 463 (Hart): Priority Access to Electricity for Public Transportation

Provides public transportation access to the electric grid during emergencies.

Presenter:

Georgia Gann Dohrmann

Recommended Action:

Support / MTC Commission Approval

Attachments:

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

April 14, 2023

Agenda Item 3d

Assembly Bill 463 (Hart): Priority Access to Electricity for Public Transportation

Subject:

Provides public transportation access to the electric grid during emergencies.

Overview:

Current law requires the California Public Utilities Commission (CPUC) to create a priority system to maintain electricity for public health and safety services during power shutoffs. The priority entities are considered “essential use customers.” Assembly Bill (AB) 463 aims to improve public transportation access to electricity during power grid disruptions, rolling blackouts, Public Safety Power Shutoffs (PSPS), or natural disasters by requiring the CPUC revise its process of identifying “essential use customers” to include “a determination of the economic, social equity, and mobility impacts of a temporary discontinuance in electrical service to the customers that rely on electrical service to operate public transit vehicles.” The bill would also newly require that electrical corporations’ wildfire mitigation plans include protocols to mitigate the impacts on public transit charging infrastructure, in addition to mitigating the effects to critical first responders, health and communication operations.

Recommendation:

Support / MTC Commission Approval

Discussion:

The California Air Resources Board (CARB) mandates that public transit agencies only operate zero-emission buses by 2040. CARB has regulated commercial harbor craft, which includes public transit ferries, since 2009 and in 2022 approved updates to the regulation aimed at accelerating the sector’s transition toward zero-emission. Additionally, CARB’s proposed “In-Use Locomotive Regulation” would require passenger rail agencies transition locomotives to reach zero-emission by 2047. (CARB is expected to vote on the proposed regulation at the Spring 2023 board hearing.)

Many Bay Area and around the state systems are moving toward zero-emission technologies that depend on the electric grid for power. The electricity demand will only grow as transit fleets transition and other industries move toward zero-emission technologies. When flex alerts are in place or during PSPS events, public transit agencies still need electricity to power their fleets and safety-related infrastructure. Emergency responders also rely on public transit agencies to support disaster response and recovery. This includes transporting emergency supplies into affected areas and relocating people with special needs, the elderly, and those without cars.

MTC is working with the Bay Area's transit operators to support an integrated fleet transition, including funding zero-emission rolling stock and infrastructure via the Transit Capital Priorities Program and spearheading the Bay Area Regional Zero Emission Transit Transition Strategy, which includes considerations related to resilience. Through this partnership, transit operators around the region have raised concerns that public safety power shutoffs and other grid disruptions would undermine their ability to provide both lifeline and emergency service.

AB 463 would help alleviate some of these concerns and support Bay Area transit operators in fulfilling their role of providing mobility options during emergencies. For these reasons, we recommend a support position on AB 463.

Known Positions:**Support**

AC Transit (sponsor)

San Diego Metropolitan Transit System

California Transit Association (sponsor)

San Joaquin Regional Rail Transit District

Fresno County Rural Transit Agency

San Francisco Water Emergency

Golden Gate Bridge, Highway and

Transportation Authority (WETA)

Transportation District

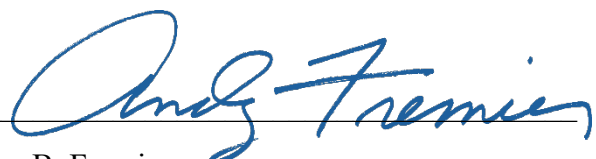
Oppose

Monterey-Salinas Transit District

None on file

Attachments:

- None


Andrew B. Fremier



Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 23-0508 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 3/20/2023 **In control:** Administration Committee
On agenda: 4/12/2023 **Final action:**
Title: Metropolitan Transportation Commission (MTC) Resolution No. 4577 - Fiscal Year (FY) 2023-24 Overall Work Program (OWP)

A request that the Committee refer MTC Resolution No. 4577 for Commission approval. This resolution guides the FY 2023-24 OWP collaborative metropolitan transportation planning process involving MTC, the Association of Bay Area Governments (ABAG), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), Caltrans, and other local transportation partners. The request includes authorization for the Executive Director to enter into and execute required certifications, assurances, and an Overall Work Program Agreement (OWPA) for federal and state transportation planning grants.

Sponsors:

Indexes:

Code sections:

Attachments: [12a 23-0508 MTC Resolution 4577 FY2023-24 OWP.pdf](#)
[3ai 23-0508 Summary Sheet MTC Reso 4577 FY 2023-24 OWP.pdf](#)
[3aii 23-0508 TEMP-RES-4577.pdf](#)
[3aiii 23-0508 TEMP-RES-4577 Attachment A Draft FY 2023-24 Metropolitan Transportation](#)

Date	Ver.	Action By	Action	Result
4/12/2023	1	Administration Committee		

Subject:

Metropolitan Transportation Commission (MTC) Resolution No. 4577 - Fiscal Year (FY) 2023-24 Overall Work Program (OWP)

A request that the Committee refer MTC Resolution No. 4577 for Commission approval. This resolution guides the FY 2023-24 OWP collaborative metropolitan transportation planning process involving MTC, the Association of Bay Area Governments (ABAG), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), Caltrans, and other local transportation partners. The request includes authorization for the Executive Director to enter into and execute required certifications, assurances, and an Overall Work Program Agreement (OWPA) for federal and state transportation planning grants.

Presenter:

Matt Maloney

Recommended Action:
Commission Approval

Attachments:

**Metropolitan Transportation Commission
Administration Committee**

April 12, 2023

Agenda Item 3a

**Metropolitan Transportation Commission (MTC) Resolution No. 4577 – Fiscal Year (FY)
2023-24 Overall Work Program (OWP)**

Subject:

A request that the Committee refer MTC Resolution No. 4577 for Commission approval. This resolution guides the FY 2023-24 OWP collaborative metropolitan transportation planning process involving MTC, the Association of Bay Area Governments (ABAG), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), Caltrans, and other local transportation partners. The request includes authorization for the Executive Director to enter into and execute required certifications, assurances, and an Overall Work Program Agreement (OWPA) for federal and state transportation planning grants.

Background:

The OWP is an annual or biennial statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, an OWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds. Metropolitan Planning Organizations (MPOs) are required to develop an OWP to govern work programs for the expenditure of FHWA, FTA, and State planning funds pursuant to Title 23 Code of Federal Regulations (CFR) 450.308(b). As the federally designated MPO for the nine-county San Francisco Bay Area region, the MTC annually develops and maintains the OWP, which is the principal document governing the budget, allocation, and use of federal and state transportation planning funds. Annual funding for the MPO transportation planning activities is primarily provided through the Consolidated Planning Grant (CPG) which is awarded by Caltrans, the FHWA, and the FTA.

The FY 2023-24 OWP is developed in consultation and coordination with the region's transit operators, County Transportation Agencies (CTAs), the ABAG, Caltrans, the FHWA, and the FTA. The FY 2023-24 OWP includes Caltrans' Overall Work Program and transportation and air quality related planning activities proposed for the nine-county San Francisco Bay Area region for the state fiscal year July 1, 2023, to June 30, 2024.

Plan Bay Area 2050, adopted by the MTC in October 2021, guides the regional planning priorities established in the OWP. The Plan Bay Area 2050 Implementation Plan outlines more than 80 specific implementation actions that MTC and ABAG are slated to advance in partnership with other entities over the next five years. High priority actions for next year include but are not limited to:

- Continued policy and planning guidance for local jurisdictions through implementation of the Transit-Oriented Communities (TOC) Policy;
- Advancing transit recovery through implementation of the Blue Ribbon Transit Recovery Task Force priorities, including supporting Regional Network Management, evaluating and furthering pilot efforts on regional fare coordination, and initiation of the Transit 2050+ effort, a Connected Network Plan for the Bay Area;
- Continued deep community engagement and technical analysis of potential pathways through the Next-Generation Freeways Study;
- Expanding coordination with the Bay Area Air Quality Management District (BAAQMD) and CTAs to accelerate the implementation of all climate mitigation strategies, with a focus on funding to support local travel demand management (e.g. mobility hubs and parking policies); support of regional bike share; and electrification of the passenger vehicle and public transit fleets to achieve Plan Bay Area 2050 greenhouse gas reduction targets; and
- Initiation of Plan Bay Area 2050+ — the update to Plan Bay Area 2050 — which will focus on updating financial assumptions and the transportation investment strategy with close coordination with the Transit 2050+ effort.

The FY 2023-24 OWP works to accomplish a set of ten federal planning factors, as well as an additional set of Planning Emphasis Areas (PEAs) released by the FHWA and the FTA to guide MPO activities. The Prospectus chapter at the beginning of the OWP document describes how the various work elements support these priorities.

On December 14, 2022, the MTC held an annual OWP Planning meeting with the FHWA, the FTA, and Caltrans. The meeting attendees discussed the FY 2023-24 OWP highlights which included the following:

- FY 2022-23 activities carried over to FY 2023-24
- FY 2023-24 Senate Bill 1 (SB1) Sustainable Communities grant funded transportation planning activities
- FY 2023-24 milestones to be accomplished
- Performance based planning and programming activities
- Planning Emphasis Areas
- Complete Streets
- National Electric Vehicle Infrastructure (NEVI) Formula Program
- Carbon Reduction Program

The MTC staff provided the Draft OWP for review to Caltrans, the FHWA, and the FTA in March 2023. The MTC staff will incorporate comments received from the state and federal agencies in the final FY 2023-24 OWP, as appropriate.

Attached for your review and consideration for referral to the Commission is the MTC Resolution No. 4577, which includes the following actions:

- Approves the final OWP for FY 2023-24
- Authorizes the programming of approximately \$24 million in FY 2023-24 transportation planning funds as follows:

Program	Amount
Federal Highway Administration Planning (FHWA PL) (FY 2023-24)	9,796,093
Federal Highway Administration Planning (FHWA PL) (FY 2022-23) (Carryover)	1,504,739
Federal Transit Administration (FTA) 5303 (FY 2023-24)	4,734,683
Federal Transit Administration (FTA) 5303 (FY 2022-23) (Carryover)	3,973,912
Federal Highway Administration State Planning and Research (FHWA SP&R) (FY 2021-22) (Carryover)	292,188
Federal Transit Administration (FTA) 5304 (FY 2022-23) (Carryover)	500,000
Federal Transit Administration (FTA) 5304 (FY 2021-22) (Carryover)	246,993
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2023-24)	2,106,140
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2022-23) (Carryover)	917,900
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2021-22) (Carryover)	239,987
Total	\$24,312,635

- Authorizes the Executive Director or designee to apply for grants and execute agreements to secure federal and state funds for transportation planning activities in the nine-county San Francisco Bay Area for FY 2023-24.

Commission approval is the first step in authorizing the FY 2023-24 expenditure of federal and state consolidated planning grant (CPG) funds which are included in the MTC FY 2023-24 Operating Budget. Following approval by the Commission, Caltrans, the FHWA, and the FTA will review and approve the OWP no later than June 30, 2023.

An electronic version of the FY 2023-24 OWP can be reviewed at the following link:

<https://mtc.ca.gov/about-mtc/administrative-requirements/overall-work-program-owp>

Issues:

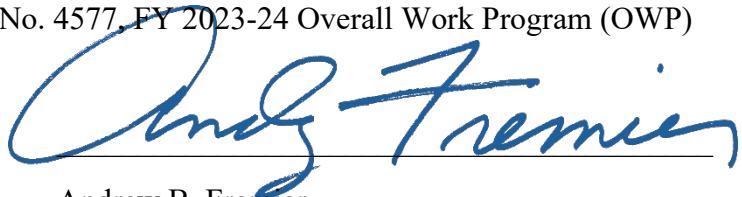
None identified.

Recommendations:

Staff recommends that the Committee refer the MTC Resolution No. 4577 to the Commission for approval.

Attachments:

- Attachment A: MTC Resolution No. 4577, FY 2023-24 Overall Work Program (OWP)



Andrew B. Fremier

Date: April 26, 2023
W.I.: 1121
Referred by: ADMIN

ABSTRACT

Resolution No. 4577

This resolution approves the Metropolitan Transportation Commission's FY 2023-24 Overall Work Program (OWP) for transportation planning activities in the nine-county San Francisco Bay Area, authorizes the Metropolitan Transportation Commission (MTC) to monitor, direct and update the OWP for FY 2023-24, and authorizes MTC's Executive Director or designee to apply for grants and execute agreements to secure federal and state funds for transportation planning activities, execute and file certifications and assurances as requested by the California Department of Transportation (DOT) and to make administrative changes to grant applications.

Further discussion of the OWP is contained in the MTC Administration Committee Summary Sheet dated April 12, 2023, and the Commission Summary Sheet dated April 26, 2023.

Date: April 26, 2023
W.I.: 1121
Referred by: ADMIN

Re: FY 2023-24 Overall Work Program (OWP) Planning Process Self-Certification, Authorization for the Metropolitan Transportation Commission to monitor the OWP and take related actions, and Authorization to the Executive Director for Execution of Agreements for Federal and State Planning Grants, Execution of Amendments to Grant Applications and Filing of Certifications and Assurances.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4577

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

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

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

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

WHEREAS, an Overall Work Program (OWP) for planning activities in the Bay Area for FY 2023-24 has been prepared by the MTC, the Association of Bay Area Governments (ABAG), the California Department of Transportation (Caltrans), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and public transportation operators; and

WHEREAS, the OWP for Fiscal Year 2023-24 includes Caltrans' Overall Work Program for the fiscal year to achieve the goals and objectives in MTC's Regional Transportation Plan (RTP); and

WHEREAS, MTC's Administration Committee has reviewed and referred approval of the OWP for FY 2023-24; and

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

WHEREAS, MTC desires to apply for and execute one or more agreements with the California Department of Transportation (DOT) for a grant(s) to aid in the financing of the MTC's Overall Work Program for fiscal year 2023-24; now, therefore, be it

RESOLVED, that the MTC does hereby adopt the FY 2023-24 OWP, which authorizes the programming for approximately \$24 million in transportation planning funds and, attached hereto as Attachment A to this Resolution and incorporated herein as though set forth at length; and be it further

RESOLVED, that the MTC's shall monitor, direct, and update the OWP as necessary during Fiscal Year 2023-24 and shall incorporate any amendments into appropriate supplements to the OWP; and be it further

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

RESOLVED, that the Executive Director or designee is authorized to execute and file with such application certifications, assurances or other documentation requested by the DOT of the MTC's compliance with applicable federal and state statutory and regulatory requirements; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on April 26, 2023.

Date: April 26, 2023
W.I.: 1121
Referred by: ADMIN

Attachment A
Resolution No. 4577
Page 1 of 1

Attachment A is the Fiscal Year 2023-24 Overall Work Program for Planning Activities in the San Francisco Bay Area. Copies are on file at the MTC library.

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

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

Date: April 26, 2023
W.I.: 1121
Referred by: ADMIN

Attachment C
Resolution No. 4577
Page 1 of 1

Attachment C includes all amendments and supplements to the Fiscal Year 2023-24 Overall Work Program for Planning Activities in the San Francisco Bay Area. Copies are on file at the MTC offices.



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: [13a 23-0467 MTC Resolution 4510 TCP Update Program Revisions.pdf](#)
[3a 23-0467 MTC Resolution 4510 TCP Update Program Revisions.pdf](#)

Date	Ver.	Action By	Action	Result
4/12/2023	1	Programming and Allocations Committee		

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 Project Programming (\$ millions)	Current Program		Future Anticipated Programming			Total
	FY 23	FY 24	FY 25	FY 26	FY 27	
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 Rehabilita	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	-	-

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W.I.: 1512
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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

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Legislation Details (With Text)

File #: 23-0510 **Version:** 1 **Name:**
Type: Assembly Bill **Status:** Commission Approval
File created: 3/20/2023 **In control:** Joint MTC ABAG Legislation Committee
On agenda: 4/14/2023 **Final action:**
Title: Assembly Bill 645 (Friedman): Speed Safety Pilot Program

Revised version of legislation MTC supported in 2021 and 2022 (Assembly Bill (AB) 550 (Chiu, 2021) and AB 2336 (Friedman, 2022)) to authorize specified cities to implement five-year pilots to test speed safety cameras, under specific circumstances.

Sponsors:

Indexes:

Code sections:

Attachments: [14a 23-0510 AB645 Friedman Speed Safety Pilot Program.pdf](#)
[3b 23-0510 Summary Sheet AB 645 Friedman.pdf](#)

Date	Ver.	Action By	Action	Result
4/14/2023	1	Joint MTC ABAG Legislation Committee		

Subject:

Assembly Bill 645 (Friedman): Speed Safety Pilot Program

Revised version of legislation MTC supported in 2021 and 2022 (Assembly Bill (AB) 550 (Chiu, 2021) and AB 2336 (Friedman, 2022)) to authorize specified cities to implement five-year pilots to test speed safety cameras, under specific circumstances.

Presenter:

Georgia Gann Dohrmann

Recommended Action:

Support / MTC Commission Approval

Attachments:

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

April 14, 2023

Agenda Item 3b

Assembly Bill 645 (Friedman): Speed Safety Pilot Program

Subject:

Revised version of legislation MTC supported in 2021 and 2022 (Assembly Bill (AB) 550 (Chiu, 2021) and AB 2336 (Friedman, 2022)) to authorize specified cities to implement five-year pilots to test speed safety cameras, under specific circumstances.

Overview:

AB 645, co-authored by Assembly Transportation Committee Chair Laura Friedman and Assemblymember Phil Ting, would authorize Speed Safety System pilot projects in the City and County of San Francisco and the cities of Oakland and San Jose in the Bay Area and the cities of Glendale, Los Angeles, and Long Beach in Southern California. Speed Safety System pilot projects would be limited to operation for five years or January 1, 2032, whichever is sooner.

The bill limits speed safety systems to the following locations:

- Safety corridors (those roadways designated by the local jurisdictions that have the highest number of serious injuries and fatalities), pursuant to AB 43 (Friedman, 2021)
- Streets where local authorities have determined there are a high number of speed contests or motor vehicle exhibitions of speed
- School zones

The bill would cap the number of systems that may be deployed in a given locality depending on its population, though numerical caps are not yet included in the legislation. It would also provide that if after 18 months a speed safety system does not result in *decreased* vehicle speeds and/or speed violations, the system must cease operations. Further, the bill would provide that a speed safety system may not be operated on any California state route, highway, interstate, or any other public road where the “California Highway Patrol has full responsibility and primary jurisdiction for the administration and enforcement of the laws.”

Recommendation:

Support / ABAG Executive Board Approval

Support / MTC Commission Approval

Discussion:

AB 645 is very similar to AB 2336 (Friedman, 2022) and AB 550 (Chiu, 2021), which MTC supported but which did not advance, due to being held in the Appropriations Committee. As noted in our memos on those bills, in a 2017 study, the National Transportation Safety Board found that speed safety cameras resulted in reduced speeding and the likelihood that a crash involved a severe injury or fatality and recommended *all states remove barriers to their use*. According to The National Highway Traffic Safety Administration, a person struck by a vehicle going 23 miles per hour (mph) has a 10 percent chance of dying. That number goes up to 50 percent for vehicles going 42 mph, and 90 percent for vehicles going 58 mph. According to MTC's Vision Zero Action Plan, "reducing speed is a fundamental aspect of the Safe System approach and achieving Vision Zero." An international study cited by the Insurance Institute for Highway Safety (IIHS) found that the presence of automated speed enforcement reduced the share of vehicles traveling above the speed limit from 14 to 65 percent and reduced the risk of crashes resulting in injury or fatality from 11 to 44 percent. Speed safety cameras are currently in use in 150 communities across 16 different states but are still not allowed in California despite their proven track record of saving lives.

Privacy Protections Incorporated into Legislation

Any enforcement policy that involves cameras should have privacy protections built into it. Under AB 645, information collected under the program is restricted to being used only to administer the program itself. Additionally, a local jurisdiction participating in the pilot program must adopt a Speed Safety System Use Policy that clearly details the uses that are authorized and those that are prohibited. The bill further requires adoption of guidelines to ensure adherence to confidentiality requirements and prohibits the use of facial recognition technology.

Use of Violation Revenue

The bill requires that revenue generated from tickets issued as a result of the speed safety cameras be used to administer the program and pay for traffic calming measures. Cities are prohibited from using the revenue to backfill existing expenditures on traffic calming measures, and if traffic calming measures are not planned or constructed within three years, the remaining revenue must be sent to the state for the Active Transportation Program.

Equity Considerations

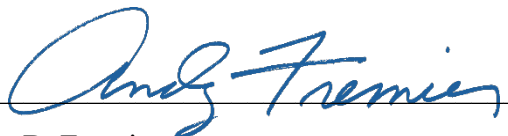
The bill requires that cities in the pilot program approve a Speed Safety System Impact Report prior to implementing the program to examine potential impacts in locations where the system may be deployed, with further analysis required for any locations in predominantly low-income neighborhoods. The bill requires cities to engage with stakeholder organizations including racial equity, privacy protection and economic justice groups, in development of the Impact Report. Lastly, the bill requires that cities participating in the program offer a “diversion program” whereby fines can be paid via a payment plan, the option to enroll in community service in lieu of payment and the establishment of reduced fines and penalties for low-income individuals. Consistent with MTC/ABAG’s 2023 Advocacy Program and Plan Bay Area 2050’s goal to advance the Regional Vision Zero Policy, staff recommends a support position on AB 645.

Known Positions:

No known positions.

Attachments:

- None



Andrew B. Fremier

Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 23-0513 **Version:** 1 **Name:**
Type: Senate Bill **Status:** Commission Approval
File created: 3/20/2023 **In control:** Joint MTC ABAG Legislation Committee
On agenda: 4/14/2023 **Final action:**
Title: Senate Bill 532 (Wiener): Local Ballot Measure Labels

Provides option for local bonds and other tax measures to provide details via the voter guide instead of on the ballot label, with transparency safeguards.

Sponsors:

Indexes:

Code sections:

Attachments: [14b 23-0513 SB532 Wiener Local Ballot Measure Labels.pdf](#)
[3e 23-0513 Summary Sheet SB 532 Wiener.pdf](#)

Date	Ver.	Action By	Action	Result
4/14/2023	1	Joint MTC ABAG Legislation Committee		

Subject:

Senate Bill 532 (Wiener): Local Ballot Measure Labels

Provides option for local bonds and other tax measures to provide details via the voter guide instead of on the ballot label, with transparency safeguards.

Presenter:

Julie Snyder

Recommended Action:

Ratify Support / MTC Commission Affirmation

Attachments:

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

April 14, 2023

Agenda Item 3e

Senate Bill 532 (Wiener): Local Ballot Measure Labels

Subject:

Provides option for local bonds and other tax measures to provide details via the voter guide instead of on the ballot label, with transparency safeguards.

Background:

In California, measures going before voters are summarized in a 75-word “ballot label” that appears next to “yes” or “no.” For local measures that impose or increase a tax, state legislation passed in 2015 requires the ballot label to outline the tax rate, duration and expected revenue (Assembly Bill (AB) 809, Obernolte). A subsequent bill by the same author expanded the statute to apply to local bond measures (AB 195, Statutes of 2017), which would include a future regional housing bond measure placed on the ballot by the Bay Area Housing Finance Authority. Though the focus of the legislation was to increase transparency, the new requirements can result in misleading information about the cost of a bond to property owners given the actual cost is determined by a range of factors including interest rates and the pace of bond issuances, which are not known when the ballot label is finalized. Importantly, when combined with the 75-word limit for ballot labels, the required statement can consume most of the 75-word limit, leaving little room to outline how the funds will be spent. For tiered tax rates with multiple rate categories, even a simple description of the rates can consume all the space.

Senate Bill (SB) 532 attempts to address these concerns by providing an alternate approach for proponents of a local bond or tiered tax measure. Specifically, instead of describing the rate on the ballot label itself, this option would allow the label to direct voters to “See voter guide for measure information statement.” The voter guide would be required to include all the tax rate, duration and expected revenue information and additional details about factors affecting the tax rate and the measure’s expected public benefits. SB 532 requires a local jurisdiction to select this option to specify the reasons for doing so in the resolution calling for the election.

Recommendation:

Support / ABAG Executive Board Approval

Support / MTC Commission Approval

Discussion:

SB 532 is timely for the Bay Area, with a regional housing bond anticipated to be on the November 2024 ballot and a future transportation measure also under development. The bill's approach ensures voters have access to more accurate and complete information than under current law, while also providing additional space for proponents of local bonds or tiered tax measures to describe the proposed uses of the funds. Polling results suggest this additional information can have a material impact on voters' willingness to support local bond and tax measures. According to the author, local agencies considering bonds or other revenue measures have seen support for the proposals drop by 5 to 15 percentage points in polls when the new Elections Code ballot label requirements are included. The polling shows this change does not reflect a change in voters' beliefs but rather is a result of confusion. The expanded explanations allowed under SB 532 related to how much a measure will cost the voter as well as how the proceeds will be spent would provide voters with a much clearer overview of the costs and benefits of these measures. For these reasons, staff recommends a support position on SB 532.

Known Positions:

Support

Nonprofit Housing Association of Northern California (co-sponsor)
Coalition for Adequate School Housing (co-sponsor)
Association of Federal State County and Municipal Employees, CA
Association of California Construction Managers
Association of California Healthcare Districts
Association of California School Administrators
California Housing Partnership Corporation
California Special Districts Association
California State Association of Counties
California State Council of Service Employees International Union
Community College Facility Coalition
Corona Norco Unified School District
Mayor London Breed - City & County of San Francisco
Mayor Todd Gloria - City of San Diego

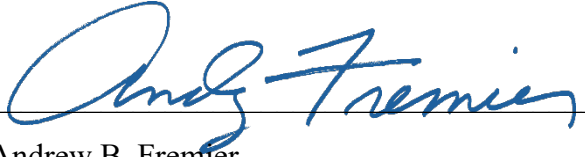
Mayor Matt Mahan - City of San José
Mayor Sheng Thao - City of Oakland
Riverside Community College District
San Diego Housing Federation
San Diego Unified School District
Santa Clara Valley Water District
School Energy Coalition
Small School Districts' Association
SV@home
Urban Counties of California

Oppose

California Association of Realtors
California Taxpayer's Association
Howard Jarvis Taxpayer's Association
Livable California
Mission Street Neighbors
Orange County Realtors

Attachments:

None



Andrew B. Fremier



Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 23-0592 **Version:** 1 **Name:**
Type: Report **Status:** Commission Approval
File created: 4/11/2023 **In control:** Metropolitan Transportation Commission
On agenda: 4/26/2023 **Final action:**
Title: Transit Fiscal Cliff Recovery Program: Proposed Funding Advocacy Framework

Staff recommendation for funding sources and overall advocacy approach to addressing the transit fiscal cliff and supporting investment in rider-focused enhancements to attract new riders.

Sponsors:

Indexes:

Code sections:

Attachments: [15a 23-0591 Transit Fiscal Cliff.pdf](#)
[15a 23-0591 Attachment A Coalition Letter.pdf](#)
[15a 23-0591 Attachment B Campaign Summary.pdf](#)
[15a 23-0591 Attachment C Fiscal Cliff Presentation.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Transit Fiscal Cliff Recovery Program: Proposed Funding Advocacy Framework

Staff recommendation for funding sources and overall advocacy approach to addressing the transit fiscal cliff and supporting investment in rider-focused enhancements to attract new riders.

Presenter:

Rebecca Long

Recommended Action:

Commission Approval

Metropolitan Transportation Commission

April 26, 2023

Agenda Item 15a - 23-0591

Transit Fiscal Cliff Recovery Program: Proposed Funding Advocacy Framework

Subject:

Staff recommendation for funding sources and overall advocacy approach to addressing the transit fiscal cliff and supporting investment in rider-focused enhancements to attract new riders.

Background:

Bay Area transit agencies face an approximately \$2.5 billion fiscal cliff over the next five years as they struggle to recover their ridership from before the COVID-19 pandemic and face costs that are far outpacing revenue. Transit agencies rely on fare revenue, among other funding sources – such as sales taxes – to pay for their operating costs, including staffing, fuel/electricity, and maintenance. While almost a million trips are taken every day on transit in the Bay Area, overall recovery is currently around 54 percent of 2019 levels. Yet transit is vital to the Bay Area’s transportation system, serving a critical mobility function in key congested corridors and providing a lifeline for low-income residents, essential workers, students, seniors, those without a vehicle and Bay Area residents with disabilities that make driving impossible. It’s also foundational to the region’s equity and climate goals as well as those of the state, serving as a fundamental pillar of the Air Resources Board’s Scoping Plan for achieving its greenhouse gas reduction targets.

Ridership Recovery & Reasons for Fiscal Cliff Vary By Operator

In general, the Bay Area has embraced remote work more readily than any other region in North America and this is affecting ridership across the region, with the greatest impact on commute-focused systems and routes serving downtown San Francisco. As such, some operators face much greater financial challenges than others, with systems that were primarily serving commute trips, such as BART and Caltrain seeing the lowest ridership recovery rates at 40 percent and 32 percent, respectively. These agencies also had very high fare-box recovery ratios (the share of operating costs that were covered by fare revenue) making them especially vulnerable to the reduced number of riders.

Some agencies that didn’t have especially high farebox recovery ratios are still greatly affected by the rise in remote work. For instance, Golden Gate Transit relies heavily on bridge tolls for its

operating costs but with weekday trips into San Francisco from the North Bay down substantially and bridge maintenance taking priority over transit, their fiscal cliff is significant and will begin in FY 2023-24 one year before most agencies. In the case of S.F. Muni, which has recovered about 60 percent of their 2019 ridership, their budget relies significantly on revenue from San Francisco parking receipts and traffic fines, both of which have dropped substantially due to significantly fewer work-related trips into San Francisco. The region's deficit begins with about \$70 million in fiscal year (FY) 2023-24 but grows to almost \$400 million in FY 2024-25 and then jumps over \$700 million in FY 2025-26 and thereafter.

Strategy:

Since last fall, staff has been participating in a strong and growing coalition of stakeholders, including transit agencies, transit rider advocacy organizations, the business community, labor, environmental advocates, equity advocates and more to coordinate our advocacy and communications efforts in support of state funding to both address the fiscal cliff and fund transformative initiatives aimed at attracting new riders. Known informally as the "Survive and Thrive" coalition, this collaborative approach has generated two sign-on letters with close to or over 100 organizations (see Attachment A for most recent letter) and record numbers of speakers at budget hearings. The California Transit Association has also made the fiscal cliff a focus of their work this year, testifying at numerous policy and budget hearings and amplifying their own efforts on social media. MTC's communications team has also been actively coordinating with Bay Area transit agency communication staff and launched a social media awareness campaign on Facebook, Instagram and Reddit with the theme "We Can't Afford to Lose Transit" (#savetransit) in English, Spanish and Chinese. See Attachment B for details.

These efforts have garnered significant attention in Sacramento. Senator Scott Wiener and Senator Dave Cortese have each led sign-on letters highlighting the importance of addressing the issue in this year's budget, as was shared with the Commission previously. Budget hearings have highlighted the issue and representatives of the Newsom Administration have acknowledged it as a significant concern.

With just under two months to the state's budget deadline, energy has shifted to agreeing upon a **specific funding request** to help close the funding shortfall and support transit transformation.

Staff has been participating in a California Transit Association (CTA) subcommittee on this topic since the beginning of the year. As illustrated in Attachment C, CTA has unanimously endorsed two **new** revenue options: Cap and Trade discretionary funds and shifting a portion of the diesel sales tax to transit that currently goes to local government and four “**flexing**” options. Under the State’s Constitution, a shift of the diesel sales tax funds must be backfilled by the state, so the General Fund would bear that cost.

Staff recommends the Commission endorse two additional **new** revenue sources to provide a bigger funding envelope to address the state’s significant transit funding needs, anticipated to total \$6 billion. Specifically, staff recommends we endorse a five-year shift of up to \$500 million per year in federal highway funds to transit and a modest increase in the Transportation Improvement Fee (a vehicle registration surcharge) for five years. At the maximum proposed funding levels, these two items have the potential to generate approximately \$3.5 billion over five years.

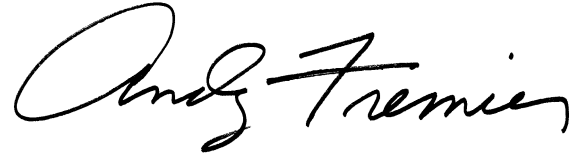
While it would be ideal to have 100% overlap with the budget request pursued by CTA, they have indicated they won’t actively oppose any of the funding options advocated by others to address transit’s needs. Given the magnitude of the transit funding shortfall statewide, staff finds it prudent to offer additional options in the “new” revenue category that comfortably exceed \$6 billion and the four proposed options would sum to \$7.4 billion.

Additionally, staff is concerned that two of the flexing options proposed (State Transit Assistance - State of Good Repair and the Low Carbon Transit Operations Program (LCTOP)) will not reduce Bay Area operator’s forecasted deficits as they are currently available for operating purposes (under COVID relief provisions already in place) while the remaining flexing options divert Transit and Intercity Rail Capital Program (TIRCP) funds on which the region is relying for multiple Bay Area transit capital priorities identified in the Major Project Advancement Policy, including BART Core Capacity, BART to SV Phase II, for the Portal (formerly known as Caltrain Downtown Extension/DTX), Valley Link, as well as SFMTA and AC Transit Zero Emission Bus/Fleet Replacement.

Recommendation: Endorse the new revenue options (Items 1-4) set forth in the Attachment C and remain neutral on Items 5-8.

Attachments:

- Attachment A: Most Recent Coalition Letter
- Attachment B: Social Media Support Transit Campaign Summary
- Attachment C: Presentation

A handwritten signature in black ink, reading "Andrew B. Fremier". The signature is fluid and cursive, with the first name "Andrew" written in a large, sweeping loop, and the last name "Fremier" written in a more compact, cursive style.

Andrew B. Fremier



Friday, March 10, 2023

The Honorable Steve Bennett
Chair, Assembly Budget Subcommittee No. 3
California State Assembly

Re: Request to Protect Public Transit in FY 2023-24 State Budget

Dear Chair Bennett,

In advance of your upcoming budget hearings this month, we are writing to share our concerns about the funding shortfalls facing transit operators across the state due primarily to the ridership declines caused by the COVID 19 Pandemic. We ask that your committees hear this issue to provide a forum for exploring solutions since it is not addressed in the Governor's proposed FY 2023-24 State Budget, which instead proposes \$2 billion in cuts to public transit capital funding that the Legislature approved just last year.

The undersigned organizations request your support to help the state's public transit systems avoid looming cuts to critical transit service that millions of Californians rely upon and that is foundational to our state's climate strategy. Transit operating shortfalls reflect the lingering impact of the COVID-19 pandemic, which has devastated transit agency budgets as a result of

diminished fare revenue from lower ridership as well as higher costs arising from inflation. We look forward to engaging with your budget subcommittees to ensure that this year's final budget bill provides additional transit operating assistance to sustain critical transit service riders depend upon *and* fund proven strategies to attract new riders and help lessen financial challenges in the future.

A Strong Public Transit System is Vital to Creating an Equitable, Economically Vibrant and Climate Friendly Future

Based on 2021 U.S. Census data, almost 60 percent of California residents who commute via public transit have a household income below \$35,000. Over half a million California households own no vehicle and count on public transit for their daily needs, including access to K-12 education and college. Public transit is an economic lifeline for these residents, especially seniors and persons with disabilities. Yet residents of all income levels also depend on transit to access their jobs and maintaining the viability of the transit systems is essential for the future of the state's economy and quality of life. Public transit also supports good-paying jobs, employing over 31,000 California workers statewide in FY 2021.

When it comes to climate change, California prides itself on being a global leader. The state has taken a two-pronged strategy to reduce transportation-related emissions – the largest of any sector – by decarbonizing the vehicle fleet, while also encouraging less driving through a combination of investments in transit and other modes plus a suite of policies to encourage more infill, transit-oriented development. Policies aimed at reducing vehicle miles traveled (VMT) depend on a reliable and convenient public transit system; they have little chance of success if transit agencies across the state have to make severe cuts to service.

Today, about 65 million trips/month are taken on transit in California, reducing VMT by hundreds of millions each year. To meet the state's carbon neutrality goals by 2045, however, significantly more people will need to choose transit instead of driving. To encourage this shift, California Air Resources Board has urged the state to support efforts to *double local transit coverage and service frequencies* by 2030, recognizing that both vehicle decarbonization *and* less driving are needed to achieve our state's bold greenhouse reduction targets. However, without a multi-year commitment of state funds to help sustain transit and put it on a path to attracting millions of new riders, the state's climate strategy is in serious jeopardy.

Bay Area Operators Face Significant Looming Budget Shortfalls

We are at an unprecedented moment, with the survival of transit as we know it at risk. The rise of remote work, growing costs due to inflation, and apprehension to ride transit due to health concerns has led to a growing fiscal cliff on the horizon. Additionally, the transit sector is severely understaffed (with some agencies reporting as high as 30 percent of jobs unfilled for some positions), limiting service agencies can put on the street and placing upward pressure on salaries and benefits as agencies work to retain and attract workers.

Based on current ridership, service levels, and cost trends, Bay Area operators forecast annual budget shortfalls in the tens of millions of dollars in FY 2023-24, growing to hundreds of millions of dollars beginning in FY 2024-25 and thereafter. Funding gaps of this magnitude cannot be addressed through fare increases or service cuts; doing so would lead to service of such poor quality that it would erode transit's climate benefits and cut off even basic access to critical destinations for those who rely on it most. For instance, to achieve budgetary savings in

the range of 20-40 percent, the Bay Area Rapid Transit District (BART) would need to cut service by 65-85 percent, eliminating access to jobs, schools, grocery stores, and other essential services for many current riders. This, in turn, would further reduce passengers, leading to further cuts. We cannot let this doomsday scenario happen.

Fortunately, in the medium and long term, there is reason for optimism. While statewide ridership is around 62 percent of its 2019 levels and Bay Area ridership is around 53 percent, ridership is steadily growing. In December 2022, statewide ridership was up 9 percent compared to a year before and in the Bay Area up by 23 percent. Bay Area transit operators are working more closely than ever, together with the Metropolitan Transportation Commission (MTC), to create a better, more seamless transit experience across the region. Plans are beginning for a future regional transportation measure. A unified mapping and wayfinding system is being designed to make transit easier to navigate. The first all-agency transit pass using the Clipper[®] card is being piloted at key colleges and affordable housing sites. Operators across the state are likewise deploying technology to shift to mobile fare payment and updating their routes and frequencies to better serve existing riders while also attracting more of them.

Honor Transit Commitments from FY 2022-23 Budget

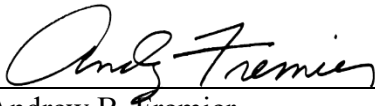
Under your leadership, California has made historic investments in our transit capital infrastructure, supporting critical rail and bus expansion and the zero-emission transit transition. The historic transit investment made in last year's Transportation Package includes \$4 billion over the next two years for further transit and intercity rail capital investments, yet Governor Newsom proposes to cut this in half, reducing the amount to \$1 billion next year and \$500 million for the following two years. Doing so would put at risk the funding plans for high priority projects in the Bay Area, several of which are already under construction or poised to receive billions of dollars in highly competitive federal funds.

Request: Provide New Multi-Year Funding for Transit Operating Assistance

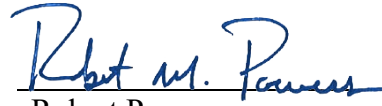
To address the operating challenges, we are seeking a new multi-year operations funding commitment on a limited term basis to assist California's transit systems as they recover from the pandemic and develop long-term funding plans, as necessary. The funding picture for each transit system is unique and there is no one-size-fits-all path to financial sustainability. While some agencies need assistance to stave off service cuts next year, other agencies face deficits in the hundreds of millions of dollars starting in FY 2024-25 or FY 2025-26. Others may not face near-term service cuts but have priorities that, *if funded*, could attract significantly more riders (advancing the state's climate goals) and help avoid budgetary challenges down the road. We are working in coordination with partners statewide, including the California Transit Association, to refine our assessment of the funding need and put forward a specific budget request later this month. In addition, we are seeking an extension of the statutory relief previously provided to transit agencies through FY 2024-25.

Californians demand meaningful action on climate change and want their state representatives to ensure transit is not just a viable option, but an attractive one to get to work, school, health care, shopping, dining, entertainment and more. We know that you share these goals and we look forward to working with you to ensure that public transit both survives and thrives in California.

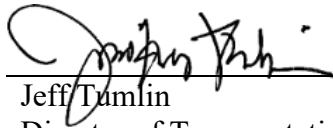
Sincerely,



Andrew B. Fremier
Executive Director, MTC



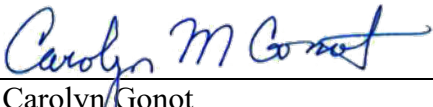
Robert Powers
General Manager, BART



Jeff Tumlin
Director of Transportation, San Francisco
Municipal Transportation Agency



Mike Hursh
General Manager, AC Transit



Carolyn Gonot
General Manager/CEO, Santa Clara Valley
Transportation Authority



April Chan
General Manager/CEO/Executive Director,
SamTrans/San Mateo County Transportation
Authority



Michelle Bouchard
Executive Director, Caltrain



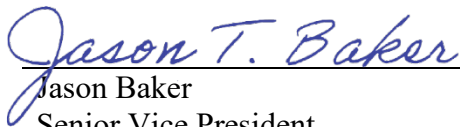
Denis Mulligan
General Manager, Golden Gate Bridge,
Highway and Transportation District



Steve Adams
Transit Manager, Union City Transit



Bryan Albee
Transit Systems Manager,
Sonoma County Transit



Jason Baker
Senior Vice President,
Silicon Valley Leadership Group



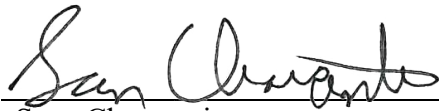
Daniel Barad
Associate Director, Sierra Club



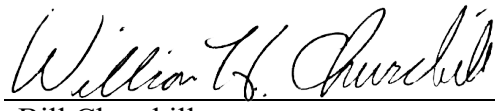
Rashidi Barnes
Chief Executive Officer, Tri Delta Transit



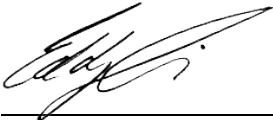
Tilly Chang
Executive Director, San Francisco County
Transportation Authority



Sean Charpentier
Executive Director, City/County Association
of Governments of San Mateo County



Bill Churchill
General Manager, County Connection



Eddy Cumins
General Manager,
Sonoma-Marín Area Rail Transit



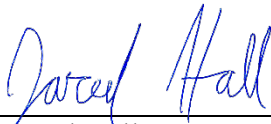
Zack Deutsch-Gross
Policy Director, Transform



Ian Griffiths
Policy Director, Seamless Bay Area



Tim Haile
Executive Director, CCTA



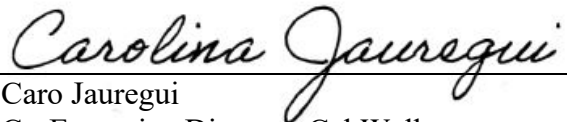
Jared Hall
Transit Manager, Petaluma Transit



Daryl Halls
Executive Director, Solano Transportation
Authority (Solano Express)



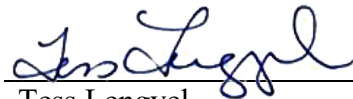
Johannes J. Hoevertsz
Director, Sonoma County
Department of Public Infrastructure



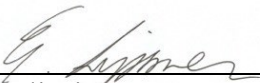
Caro Jauregui
Co-Executive Director, Cal Walks



Beth Kranda
Executive Director, Solano County Transit



Tess Lengyel
Executive Director, Alameda County
Transportation Commission



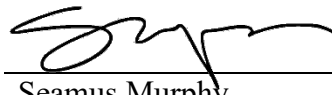
Eli Lipman
Executive Director, Move LA



Carolina Martinez
Climate Justice Director,
Environmental Health Coalition



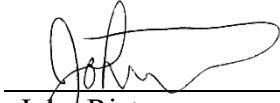
Kate Miller
Executive Director,
Napa Valley Transportation Authority



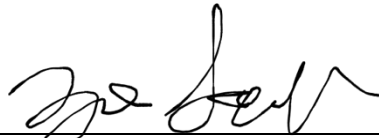
Seamus Murphy
Executive Director, Water Emergency
Transportation Authority / SF Bay Ferry



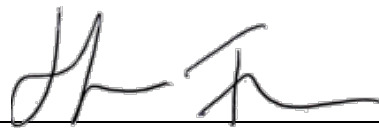
Sofia Rafikova
Policy Advocate,
California Coalition for Clean Air



John Ristow
San José Department of Transportation



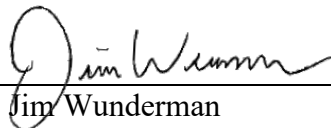
Zoe Siegel
Director of Climate Resilience,
Greenbelt Alliance



Jennifer Thompson, Executive Director
Sustainable Silicon Valley



Adam Van De Water
Executive Director,
Transbay Joint Powers Authority



Jim Wunderman
President & CEO, Bay Area Council

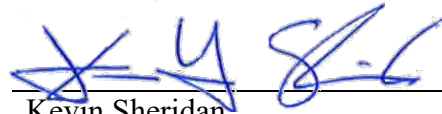
Zak Accuardi
Transportation Advocate,
Natural Resources Defense Council

Arturo E. Aguilar
Chairman, California Conference Board
Amalgamated Transit Union

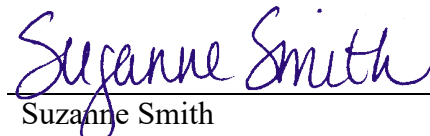
Stephen Baiter
Executive Director,
East Bay Economic Development Alliance



Anne Richman
Executive Director,
Transportation Authority of Marin



Kevin Sheridan
Executive Director, Tri-Valley – San Joaquin
Valley Regional Rail Authority



Suzanne Smith
Executive Director, Sonoma County
Transportation Authority/Regional Climate
Protection Authority



Rob Thompson
General Manager,
Western Contra Costa Transit Authority



Nancy Whelan
General Manager, Marin Transit

Emily Abraham
Director of Legislative and Community Affairs
San Francisco Chamber of Commerce

Eli Akira Kaufman
BikeLA

Shiloh Ballard
Executive Director,
Silicon Valley Bike Coalition

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Chair, Sonoma County Transportation and
Land Use Coalition

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San Diego 350

Corinna Contreras
Policy Advocate, Climate Action Campaign

Zack Defazio Farrell
RideSD

Christine Fitzgerald
Community Advocate, Silicon Valley
Independent Living Center

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President and CEO, San Mateo County
Economic Development Association
(SAMCEDA)

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Co-Director,
Human Impact Partners

Sara Greenwald
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350 Bay Area Transportation Committee

Josh Hawn
President,
Common Ground California

Michelle Hudson
Co-Leader,
San Mateo Climate Action Team

Lavie Kakol
Democratic Socialists of America,
San Francisco

Eugene Bradley
Founder,
Silicon Valley Transit Users

Patrick Chaffey
Chair Housing Working Group,
Silicon Valley Democratic Socialists of
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CEO, The Climate Center

Janet Cox
CEO, Climate Action California

David Diaz, MPH
Executive Director,
Active San Gabriel Valley

Alexa Forrester
Co-Lead,
Bikeable Santa Rosa

Glen Garfunkel
Co-chair, Climate Reality Project,
Silicon Valley

Vinita Goyal
Executive Director,
San Francisco Transit Riders

Chris Guenther
Co-Lead,
Bikeable Santa Rosa

Brandi Howard
President & CEO,
East Bay Community Foundation

Rafael Jaime
President,
UAW Local 2865

Tarrell Kullaway
Executive Director,
Marin County Bicycle Coalition

Gary Latshaw
Co-chair, Silicon Valley Chapter of the
Climate Reality Project

Bryn Lindblad
Deputy Director, Climate Resolve

Kevin Ma
UUCPA Green Sanctuary Committee

Jerry Maldonado
Vice President of Programs,
PolicyLink

Ashley McClure, MD
Climate Health Now

Cynthia Murray
CEO & President,
North Bay Leadership Council

Alicia Nichols Gonzalez
Organizing Manager, California,
Mothers Out Front CA

Zayda Ortiz
Center for Independent Living Berkeley
(CIL)

Kristina Pappas
President, SF League of Conservation Voters

Amee Raval
Policy and Research Director,
Asian Pacific Environmental Network

Tiffany Rodriguez
TDM Manager, San Jose State University,
Associated Students

Jared Sanchez
Senior Policy Advocate, CalBike

Arnold Sowell, Jr.
Executive Director, NextGen California

Adina Levin
Executive Director, Friends of Caltrain

Liza Lutzker
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Walk Bike Berkeley

Richard Marcantonio
Managing Attorney, Public Advocates

Emma Martin
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Center for Independent Living

Amanda Millstein, MD
Climate Health Now

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(PICA)

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Green Party of Santa Clara County

Jesse O'Sullivan
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Maia Piccagli
Mothers Out Front SF

Leah Redwood
Extinction Rebellion San Francisco Bay Area

Carol Rothman
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Grandmothers for Future Generations

David Sorrell
Northern California Chapter of the
Association for Commuter Transportation

Brian Stewart
Founder, Electrify Now

Annie Stuart
Steering Committee Member,
350 Petaluma

Jack Swearengen
Chair, Friends of SMART

Jean Tepperman
Sunflower Alliance

Laura Tolkoff
Transportation Policy Director, SPUR

Igor Tregub
Alameda County Democratic Party

Hoai-An Truong
Mothers Out Front Silicon Valley

Marc Vukceвич
Co-Director of State Policy,
Streets For All

David Watson
Mountain View YIMBY

Cheryl Weiden
Steering Committee Member
350 Silicon Valley

Christy Wegener
Executive Director, Livermore Amador
Valley Transit Authority, Tri-Valley Wheels

Lauren Weston
Executive Director, Acterra

Kristel Wickham
President, Democratic Club of Sunnyvale

Sam Wilkins
California State Conference Chairperson
Transport Workers Union of America,
AFL-CIO

BK Williams
Steering Committee Co-Chair, Richmond
Progressive Alliance

Chris Wright
Senior Vice President, Advance SF

Janelle Wong
Executive Director,
San Francisco Bicycle Coalition

Ellen Wu
Executive Director, Urban Habitat

Sonoma County Climate Activist Network
(SoCoCAN!)

Silicon Valley Youth Climate Action

cc: The Honorable Gavin Newsom, Governor
The Honorable Toni Atkins, Senate President Pro Tempore
The Honorable Anthony Rendon, Assembly Speaker
The Honorable, Nancy Skinner, Senate Budget & Fiscal Review Committee Chair
The Honorable Phil Ting, Assembly Budget & Fiscal Review Chair
The Honorable María Elena Durazo, Chair, Senate Budget Subcommittee No. 5
The Honorable Lena Gonzalez, Senate Transportation Committee Chair
The Honorable Laura Friedman, Assembly Transportation Committee Chair
The Honorable Toks Omishakin, Secretary, California State Transportation Agency
Members, Senate Budget Subcommittee No. 5
Members, Assembly Budget Subcommittee No. 3

Support Transit Campaign Update

Early results

Campaign goal: Create public awareness of the financial crisis facing Bay Area transit agencies and how this crisis might affect Bay Area residents.

Key performance metric: impressions (the number of times your content is displayed, no matter if it was clicked or not)

Early results: We're seeing a strong performance, having generated over **3.5 million impressions** so far across four platforms and in three languages.

A photograph of an older woman with short, curly brown hair and glasses, looking out of a window. The background is blurred, suggesting she is inside a vehicle like a bus or train.

We can't afford to lose transit

The state budget must #savetransit

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El Área de la Bahía necesita transporte público confiable — la falta de presupuesto causará recortes y aumentos a tarifas.



No podemos perder los servicios de transporte público

El presupuesto del estado debe
#protegereltransportepúblico #savetransit

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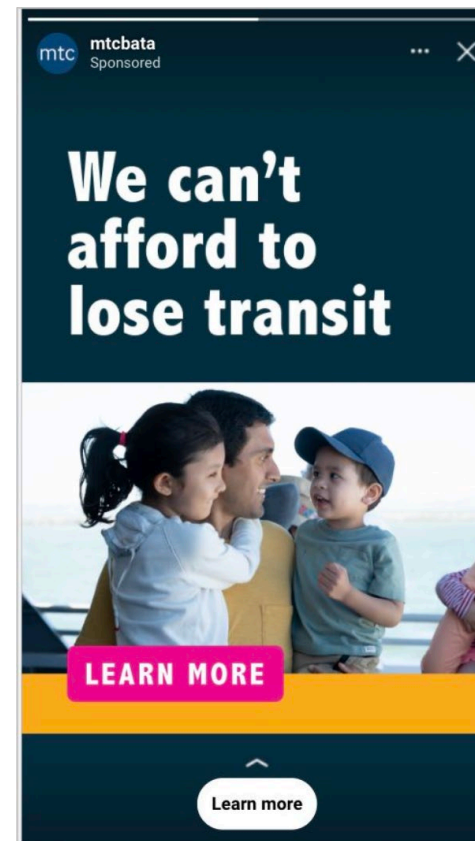
El presupuesto del estado debe
#protegereltransportepúblico #savetransit

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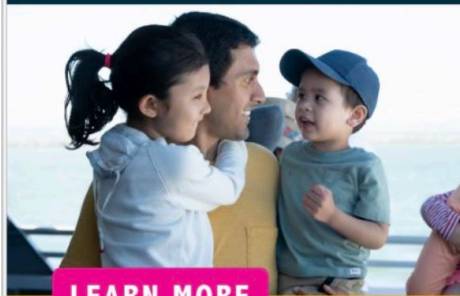
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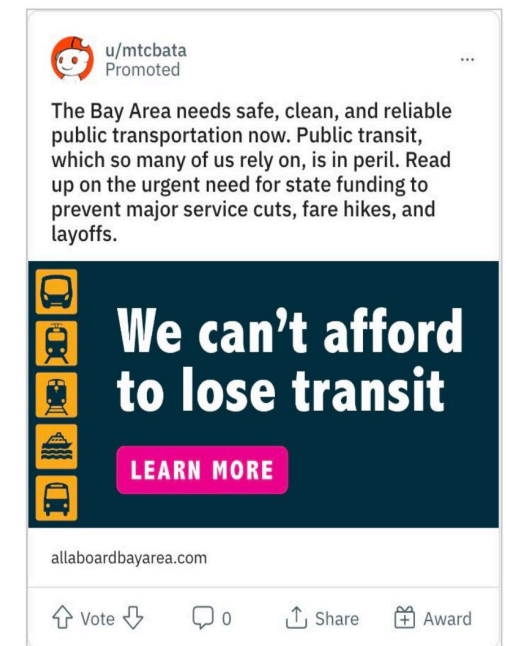
We can't afford to lose transit



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Instagram Stories



u/mtcbata Promoted

The Bay Area needs safe, clean, and reliable public transportation now. Public transit, which so many of us rely on, is in peril. Read up on the urgent need for state funding to prevent major service cuts, fare hikes, and layoffs.



We can't afford to lose transit

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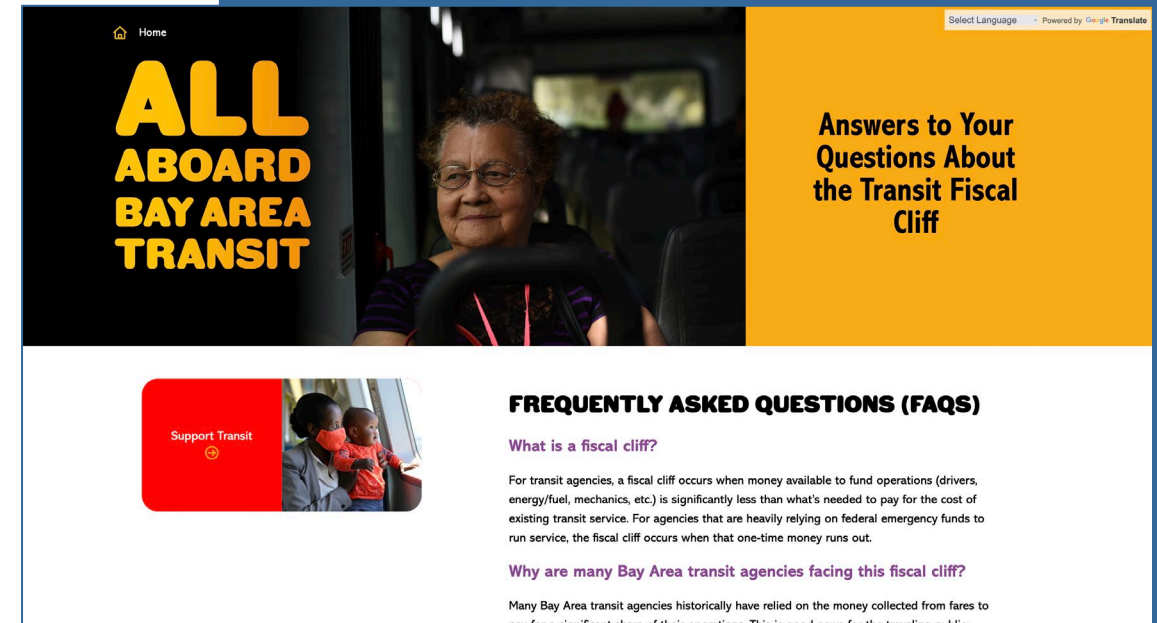
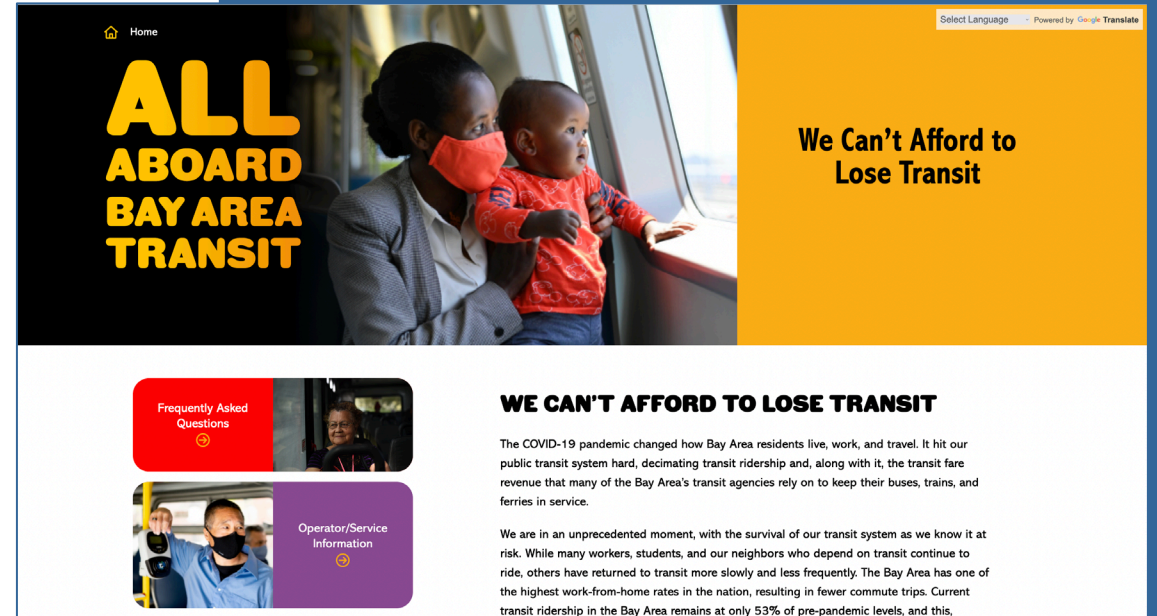
Vote 0 Share Award

Reddit

Key objective

Present a unified message from all Bay Area transit agencies.

- All Aboard Bay Area website
 - Support Transit page
 - FAQs page
- Organic social media





We Can't Afford to Lose Transit: Proposed Transit Funding Budget Request

Metropolitan Transportation Commission

April 26, 2023



METROPOLITAN TRANSPORTATION COMMISSION

Overview



Latest Ridership Recovery Statistics & Deficit forecast for Bay Area Transit Agencies Over the Coming Years



Proposed Funding Details & Policy Principles for State Budget Request



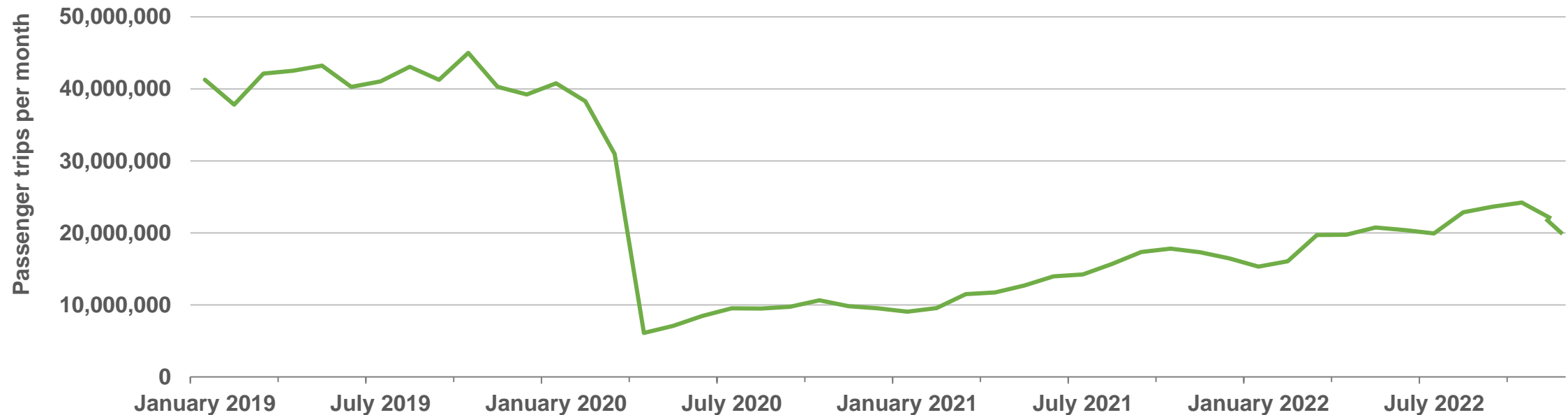
Photo: Jim Mauer



Transit Ridership – All Bay Area Operators

Transit ridership across the Bay Area remains at only 54% of pre-pandemic levels. But **an average of more than 21 million passenger trips were still taken on transit in December–Feb 2022.**

The drop is not explained **solely** by remote work: Of those who are **still commuting**, the share taking transit fell from 14% in 2019 to 5% in 2021 (2022 data not yet available). That gap is an opportunity.



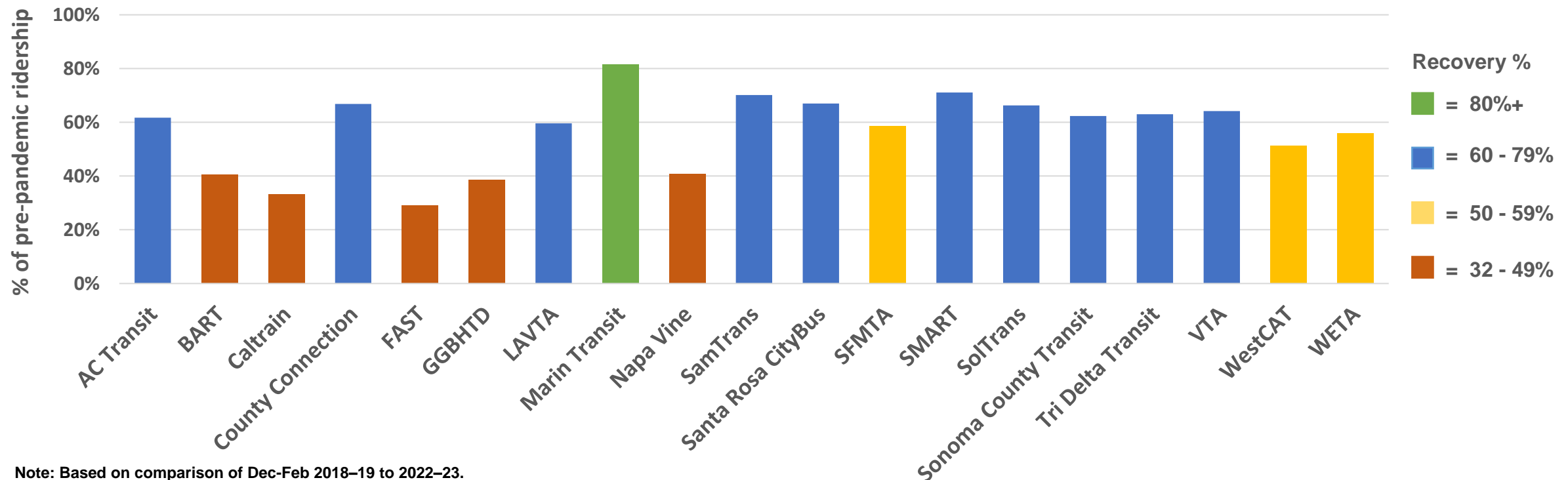
Source: National Transit Database



Ridership Recovery Varies Greatly by Operator



Ridership recovery by operator reflects the type of destinations served and the demographics of riders of each agency. Operators that serve the San Francisco commute have seen the greatest drop in ridership.



Note: Based on comparison of Dec-Feb 2018–19 to 2022–23.
Data for Vacaville CityCoach and Union City Transit is not available.
Source: National Transit Database.

Key Findings from Short Range Transit Plans

Fiscal and operating challenges vary dramatically across operators

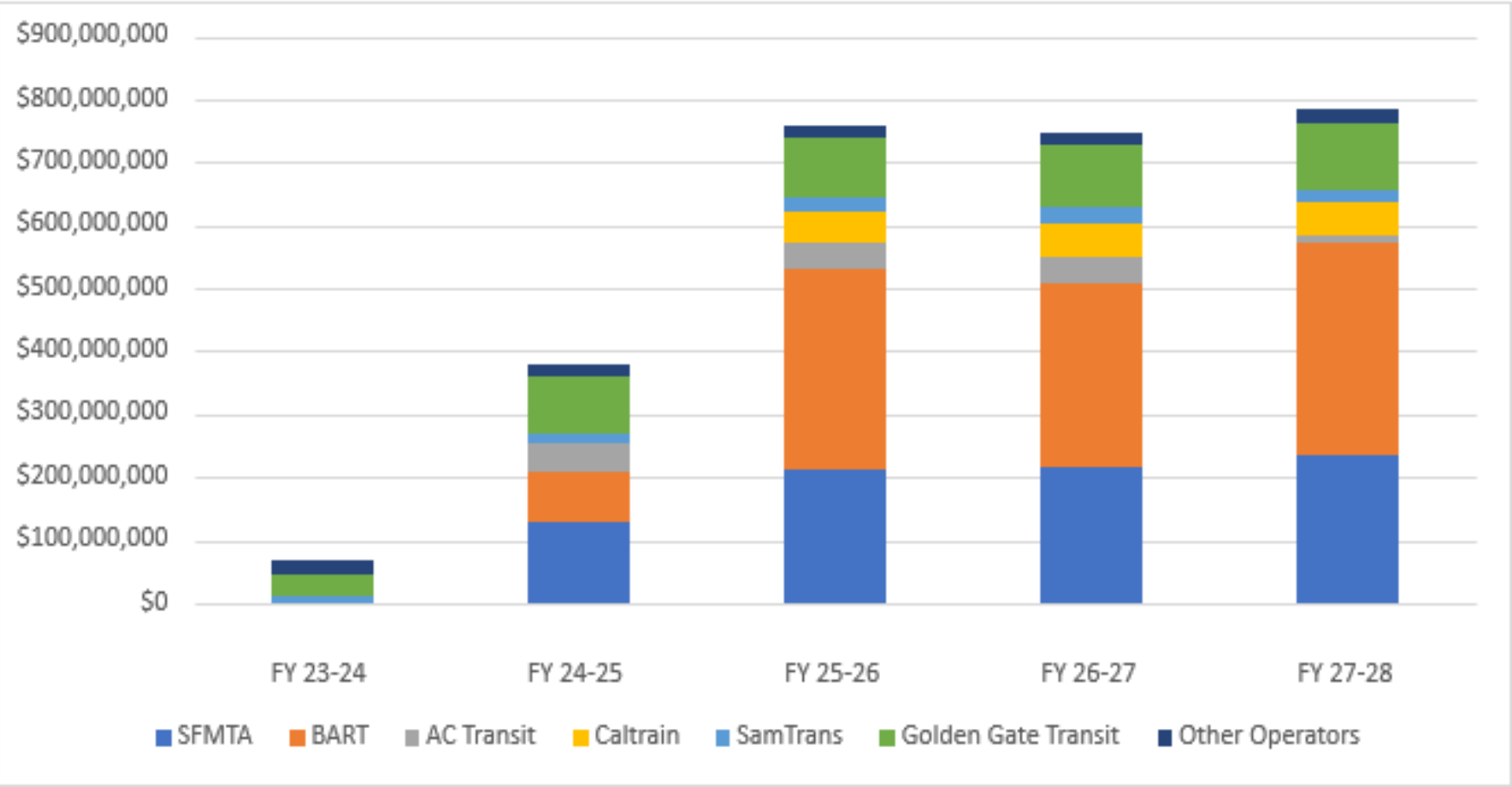
1. Farebox dependent operators remain acutely vulnerable to sluggish ridership recovery.
2. 100% of pre-pandemic revenues would not be sufficient to sustain current service due to operating cost increases.
3. Fiscal cliff is not the only challenge. For some agencies, operator recruitment and retention are as significant a challenge when it comes to restoring transit service levels.



Photo: Karl Nielsen
Photo: Jim Mauer



Bay Area Five-Year Annual Operating Deficit Forecast



Bay Area transit operators report a cumulative operating shortfall of approximately \$2.5 billion over next five years

- In most cases, the projected deficits are based on *current* service levels, but in some cases, service enhancements are assumed.
- To the extent state funds are insufficient to close budget gap, there will be trade-offs between service levels and capital (including maintenance) priorities.



Advocacy Framework for Distribution of State Transit Recovery Funds

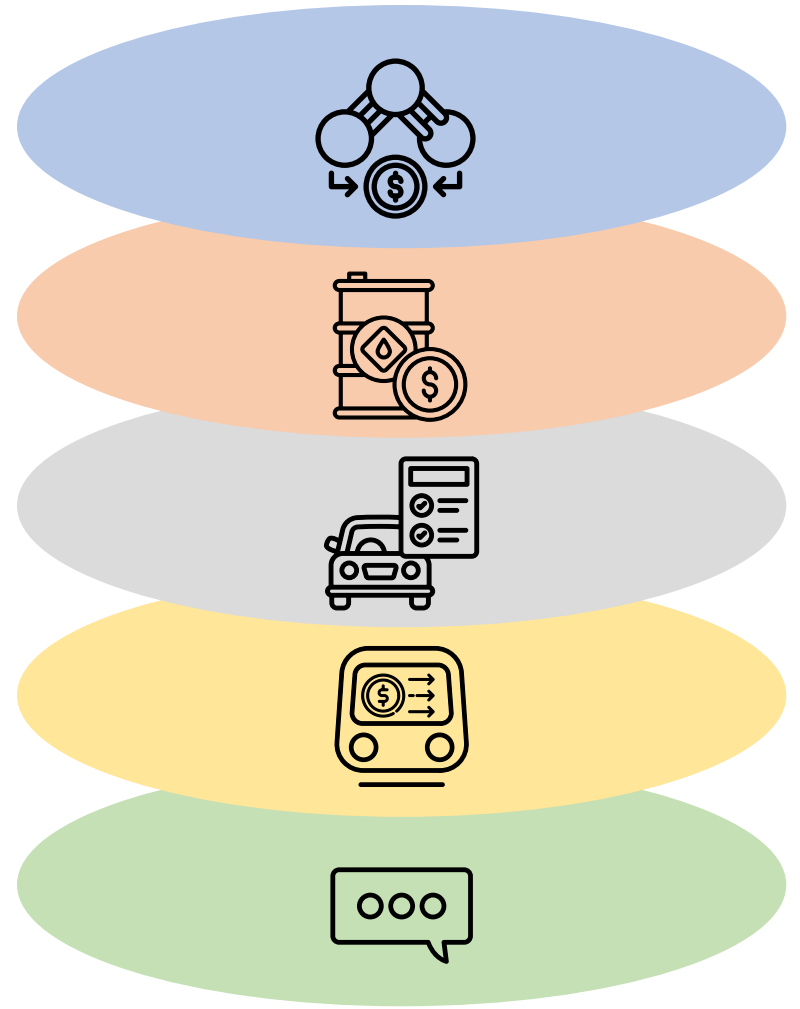
Photo: Joey Kotfica

The Case for State Assistance: Transit is a Key Part of California's Transportation System

- While public transit is operated locally, for decades California has recognized that a well-functioning and connected transit system is a core state interest.
- For the last 20 years, the state has invested \$6.5 billion in Bay Area transit expansion. To reap the benefits (climate & otherwise) of these investments, reliable service is essential, but the state's investment in transit *operations* has remained low by comparison to east coast states with robust transit systems like Chicago, PA and NY.
- Congress provided \$4.4 billion to the Bay Area to assist with transit operations while the state has provided no operating funding to address pandemic related impacts.
- Transit is foundational to the state's **climate** and **equity** goals.
 - Transit riders are disproportionately low-income, people of color, and renters. Transit riders are almost 5X more likely not to own a car than the general Bay Area population.

Key Concepts Guiding the Ask

- Seek **new funding for transit operations** by primarily shifting existing sources that minimize impact on the state's General Fund.
- Demonstrate that transit has “**skin in the game**” by staying neutral on flex options from transit capital funds to operating.
- Prioritize “Survive” funding and seek “Thrive” investment in **rider-focused transit enhancements**.
- Provide a **menu of options** to give Legislature more flexibility to weigh pros and cons and select preferred approach.
- Offer recommendations for how state can encourage improvements to **transit service**.



MTC Advocacy Principles for Distribution of Transit Recovery Funds

Principle 1: Ensure funding is available to address critical service needs for agencies with demonstrated deficits driven by revenue declines as well as for rider enhancements, consistent with our 2023 Advocacy Platform:

“Survive”: Transit Service Preservation

- Aimed at averting significant service cuts
- Require demonstration of need

“Thrive”: Retooling for the Future

- Enhancements to make transit more convenient, safe, reliable and clean and implement the *Bay Area Transit Transformation Action Plan*.

Advocacy Principles for Distribution of Transit Recovery Funds

Principle 2:

“Survive” funds should be distributed based on need, while “Thrive” funds could be distributed by formula to each region (using State Transit Assistance formula or region’s share of riders) or competitively.

Principle 3:

“Thrive” funds could be front loaded beginning in FY 2023-24 since investments to attract new riders may reduce out year deficits and more funds will be needed just to sustain current service (“Survive”) in FY 2024-25 to FY 2027-28.



Recommended State Funding Sources to Fund New Transit Recovery Program

Photo: Joey Kotfica

Menu of Potential Funding Sources Considered

Menu Item	NEW Transit Operating Source	CTA Committee Approved?	Five-Year Maximum Amount Statewide	Who Controls Now? / Percent of Fund Source
1	Cap and Trade Discretionary Funds	Yes	\$2.5 billion	Legislature/33%
2	Temporary Shift of SHOPP (federal highway) Funds	No	\$2.3 billion	Caltrans SHOPP/14%
3	Diesel Sales Tax Shift (2.5% portion)	Yes	\$1.3 billion	General Fund /100%
4	Increase TIF Vehicle Registration Charge	No	\$1.3 billion	NA –Tax Increase
	Subtotal		\$7.4 billion	
	FLEX Existing Transit Capital Funds			
5	LCTOP Redirection or make more flexible	Yes	\$1 billion *	STA Formula/100%
6	STA – State of Good Repair	Yes	\$0.6 billion *	STA Formula/100%
7	TIRCP General Fund Augmentation—pending budget appropriation	Yes	\$1 billion	MTC/ 25%
8	TIRCP (Future grant cycle)	Yes	\$0.3 billion	CalSTA/ 25%
	Subtotal		\$2.9 billion	

Endorse New Temporary Funding Sources for Transit to “Survive and Thrive”

- **Bottom Line:** These funding options total \$7.4 billion statewide, giving the Legislature meaningful options to address public transit’s needs at scale.
- **Cap and Trade:** Amount is just 1/3 of discretionary C&T and still allows Governor’s investment in ZEV and an estimated \$300M for other priorities.
- **SHOPP:** A temporary redirection of federal highway funds still supports a **19% increase** for highway maintenance thanks to boost from federal Infrastructure bill. State is currently on track to achieve highway performance targets.
- **Diesel Sales Tax:** About 80% of this tax is dedicated to transit already. Shifting 100% would be straightforward but would cost General Fund about \$280M/year.
- **TIF:** Proposed temporary rate increase takes a progressive approach, exempting 40% of lowest value cars; charging at most \$35 for vehicles valued over \$60,000.

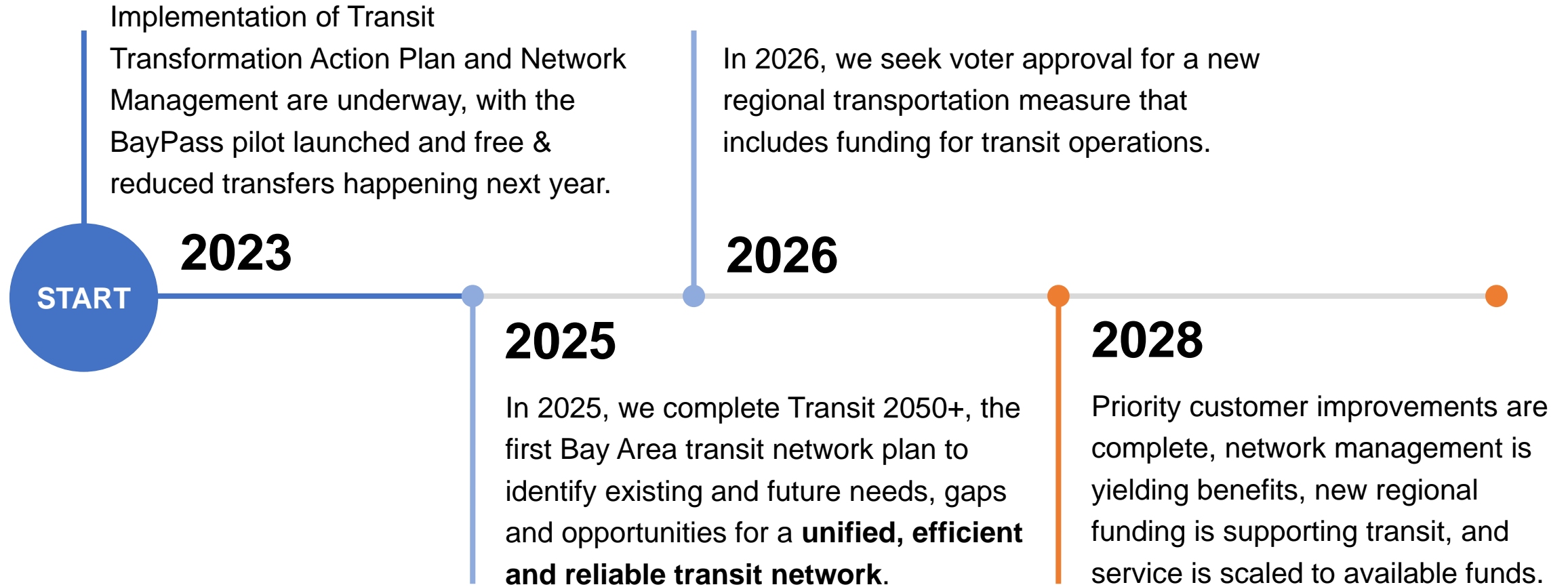
Stay Neutral on Transit Fund Shift Options

- Items 5–8 have been endorsed by California Transit Association and have potential to benefit transit agencies outside Bay Area.
- Bay Area operators are already using Items 5 & 6 for transit operations given short-term allowance so continuing that allowance is helpful but will not alleviate the region's fiscal cliff.
- Shifting TIRCP (whether future “regular” TIRCP or proposed General Fund augmentation) puts at risk funding plans included in our **Major Project Advancement Policy** for priority projects in the pipeline that plan to use TIRCP to secure (or retain) **billions of \$ in federal funds**, such as BART to Silicon Valley Phase II, BART Core Capacity, the Portal, Valley Link, Zero Emission Bus Fleets & Facilities for SFMTA & AC Transit and more).

Funding Likely to Come with Strings: Policy Provisions to Help Transit Thrive

- The state has a strong interest in encouraging transit ridership and legislators have indicated an interest in establishing new rules in exchange for transit recovery funds.
- New policies should address rider priorities, such as:
 - ✓ **Safety**
 - Require use of best practices and regular reporting to state on efforts to keep riders safe.
 - ✓ **Convenience**
 - Agencies should regularly evaluate and adjust their service routes and/or schedules to align with/maximize ridership demand.
 - Large agencies, particularly those serving longer routes, should provide reliable real-time transit information & offer Wi-Fi service.
 - ✓ **Speed**
 - State could require bus operators to track travel time changes to identify good candidates for transit priority projects to bypass traffic and offer a competitive travel time.

The Path to a Financially Sustainable Business Model



Next Steps

State Budget Calendar

- May 10: Governor releases May Revision of the budget
- May–June: Budget hearings and negotiations
- June 15: Legislature must adopt budget
- Post-June – September: Subsequent budget bills may be adopted reflecting tax receipts since deadline postponed.

Planned Bay Area “Survive & Thrive” Coalition Actions

- Organize a 3rd coalition sign-on letter in early May
- Meetings with Legislature and Administration through April–May
- Sustained communications effort (social media campaign #2)

An aerial photograph of San Francisco, California, featuring the Golden Gate Bridge in the distance and a densely populated hillside in the foreground. The text "Questions & Discussion" is overlaid in the center.

Questions & Discussion