



# 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*

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Wednesday, May 24, 2023

9:35 AM

Board Room - 1st Floor

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The Metropolitan Transportation Commission is scheduled to meet on  
Wednesday, May 24, 2023 at 9:35 a.m. in the Bay Area Metro Center at 375 Beale Street,  
Board Room (1st Floor).

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/84073952647>

Or iPhone one-tap: US:

+13462487799,,84073952647# US (Houston) or +17193594580,,84073952647# US

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

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

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

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

Webinar ID: 840 7395 2647

International numbers available: <https://bayareametro.zoom.us/j/ku92Bn0cf>

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](mailto: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 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. Giacopini\*, 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 the Commission shall be a majority of its voting members (10).*

**2. Pledge of Allegiance/ Acknowledgement of the Flag**

**3. Compensation Announcement (Clerk)**

**4. Chair's Report**

4a. [23-0539](#) Update to Committee Assignments

**Action:** Commission Approval

**5. Policy Advisory Council Report**

**6. Executive Director's Report**

6a. [23-0615](#) Executive Director's Report

**Action:** Information

**Attachments:** [6a 23-0615 Executive Director Report MTC 5-24-23.pdf](#)

**7. Commissioner Comments**

**8. Consent Calendar**

8a. [23-0614](#) Minutes of the April 26, 2023 Joint MTC with BAHFA meeting

**Action:** Commission / Authority Approval

**Attachments:** [8a 23-0614 April 26 2023 Draft Commission w-BAHFA Minutes.pdf](#)

### **Administration Committee**

- 8b. [23-0646](#) MTC Resolution No. 1058, Revised. Commission Procedures Manual Updates
- Action:** Commission Approval
- Presenter:** Alix Bockelman and Kathleen Kane
- Attachments:** [8b 23-0646 MTC Resolution 1058 Commission Procedures Manual Update](#)

### **Programming and Allocations Committee**

- 8c. [23-0549](#) MTC Resolution Nos. 4202, Revised; 4505, Revised; and 4540, Revised. Various revisions to the One Bay Area Grant programs (OBAG 2 and 3) and Carbon Reduction Program (CRP), including deprogramming \$4.7 million from two projects in the OBAG 2 County Program.

**Action:** Commission Approval

**Presenter:** Thomas Arndt

**Attachments:** [8c 23-0549 MTC Resolutions 4202 4505 4540 OBAG2&3 CRP Revisions.](#)

- 8d. [23-0581](#) MTC Resolution No. 4347, Revised. Lifeline Transportation Program Cycle 5 Program of Projects

Revision to the Lifeline Transportation Program (LTP) Cycle 5 Program of Projects to redirect \$120,000 from the Porter Street Crossing Improvements to the Broadway Street Improvements project.

**Action:** Commission Approval

**Presenter:** Melanie Choy

**Attachments:** [8d 23-0581 MTC Resolution 4347 Lifeline Transportation Program.pdf](#)

- 8e. [23-0564](#) Regional Measure 2 (RM2) and Regional Measure 3 (RM3) Capital Programs: Semi-Annual Update.

**Action:** Information

**Presenter:** Anne Spevack

**Attachments:** [8e 23-0564 RM2 RM3 Capital Programs Semi-Annual Update.pdf](#)

- 8f. [23-0551](#) MTC Resolution No. 4412, Revised. Regional Measure 3 Letter of No Prejudice (LONP) of \$2 million to the Contra Costa Transportation Authority (CCTA) for construction of the Mokelumne Trail Bicycle/Pedestrian Overcrossing at SR-4.
- Action:** Commission Approval
- Presenter:** Anne Spevack
- Attachments:** [8f 23-0551 MTC Resolution 4412 RM3 LONP Mokelumne Trail.pdf](#)
- 8g. [23-0550](#) MTC Resolution Nos. 4523, Revised, and 4524, Revised. Allocation of \$8.1 million in FY 2022-23 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to three operators to support transit operations and capital projects in the region.
- Action:** Commission Approval
- Presenter:** Luis Garcia
- Attachments:** [8g 23-0550 MTC Resolution 4523 4524 TDA STA Allocations.pdf](#)
- 8h. [22-1768](#) MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-10.
- Action:** Commission Approval
- Presenter:** Adam Crenshaw
- Attachments:** [8h 22-1768 MTC Resolution 4545 TIP Amendment 2023-10.pdf](#)

***Planning Committee (directly to Commission)***

- 8i. [23-0545](#) Federal Performance Target-Setting Update - May 2023
- Action:** Information
- Presenter:** Adam Noelting
- Attachments:** [8i 23-0545 Summary Sheet Federal Performance Target-Setting Update.pdf](#)

***Legislation Committee (directly to Commission)***

- 8j. [23-0576](#) Assembly Bill 1053 (Gabriel): Multifamily Housing Program Construction Loans
- Action:** Support / MTC Commission Approval
- Presenter:** Julie Snyder
- Attachments:** [8j 23-0576 Summary Sheet AB 1053 Gabriel Construction Loans.pdf](#)  
[8j 23-0576 Attachment A AB 1053 Gabriel Construction Loans.pdf](#)



- 8k. [23-0570](#) Assembly Bill 1335 (Zbur): Population Forecasting for Long Range Plans
- Prescribes new population forecasting methodology for the regional transportation plan (RTP)/sustainable communities' strategies (SCS).
- Action:** Oppose / MTC Commission Approval
- Presenter:** Georgia Gann Dohrmann
- Attachments:** [8k\\_23-0570\\_Summary\\_Sheet\\_AB\\_1335\\_Zbur.pdf](#)

## Committee Reports

### 9. Administration Committee (Papan)

- 9a. [23-0544](#) MTC Resolution Nos. 3989, Revised and 4578. Transit Oriented Affordable Housing (TOAH) Fund Reprogramming
- Request to refer MTC Resolutions Nos. 3989, Revised and 4578 to the Commission for the authorization to reprogram the \$10 million TOAH Funds as follows:
- i. \$5 million to continue to fund the TOAH program with minor program revisions.
  - ii. \$5 million to be granted to the Bay Area Housing Finance Authority (BAHFA) to establish a new senior-focused Rental Assistance Pilot program.
- Action:** Commission Approval
- Presenter:** Somaya Abdelgany and Irene Farnsworth
- Attachments:** [9a\\_23-0544\\_MTC\\_Resolutions\\_3989\\_4578\\_TOAH\\_Fund\\_Reprogramming.pdf](#)  
[9a\\_23-0544\\_Attachment\\_A\\_Presentation.pdf](#)
- 9b. [23-0602](#) MTC Resolution Nos. 4581 and 4582. Memorandums of Understanding (MOU) between MTC and the Committee for Staff Representation (CSR), Confidential, and Specific Executive Employees; Adoption of Salary Schedule for Fiscal Year (FY) 2023-24.
- A request for approval of MTC Resolution Nos. 4581 and 4582 in consideration of new a MOU between MTC and CSR, Confidential Employees, and Specific Executive Employees effective July 1, 2023 through and including June 30, 2027; and adoption of salary schedule for FY 2023-24.
- Action:** Commission Approval
- Presenter:** Brad Paul
- Attachments:** [9b\\_23-0602\\_MTC\\_Resolutions\\_4581\\_and\\_4582\\_MOU\\_2023-2027\\_CORRECT](#)

## 10. Programming and Allocations Committee (Chavez)

- 10a. [23-0552](#) MTC Resolution Nos. 4404, Revised, 4579, and 4580. Regional Measure 3 (RM3) Policies and Procedures Revisions

Revision to RM3 Policies and Procedures (P&Ps) to introduce guidance for the RM3 Operating Program and revise guidance for the capital program and allocation of FY2022-23 RM3 Operating Program funds.

**Action:** Commission Approval

**Presenter:** Raleigh McCoy

**Attachments:** [10a\\_23-0552\\_MTC\\_Resolutions\\_4404\\_4579\\_4580\\_RM3\\_Policies\\_Procedures](#)  
[10a\\_23-0552\\_Attachment\\_A\\_RM3\\_Program\\_Update.pdf](#)

## 11. Legislation Committee (Canepa)

*Items are going directly to the Commission for consideration.*

- 11a. [23-0573](#) Assembly Bill 817 (Pacheco): Brown Act Teleconferencing Reform

Expands remote meeting options for non-decision-making local legislative bodies - including advisory boards - that do not take final action.

**Action:** Support / MTC Commission Approval

**Presenter:** Georgia Gann Dohrmann

**Attachments:** [11a\\_23-0573\\_Summary\\_Sheet\\_AB\\_817\\_Pacheco\\_Brown\\_Act\\_Teleconferencing](#)  
[11a\\_23-0573\\_Attachment\\_A\\_Council\\_Memo\\_to\\_AB\\_817\\_MTC\\_Brown\\_Act\\_Re](#)  
[11a\\_23-0573\\_Attachment\\_B\\_Known\\_Positions\\_AB\\_817\\_Pacheco\\_Brown\\_Act](#)

- 11b. [23-0571](#) Fiscal Year (FY) 2023-24 State Budget Update

Update on FY 2023-24 State Budget Negotiations, including an overview of the May Revise and advocacy related to transit operating assistance.

**Action:** Information

**Presenter:** Rebecca Long

**Attachments:** [11b\\_23-0571\\_FY2023\\_State\\_Budget\\_Update\\_to\\_Commission.pdf](#)  
[11b\\_23-0571\\_FY2023\\_State\\_Budget\\_Update\\_Committee\\_Report.pdf](#)

## 12. Commission Approval and Information

- 12a. [23-0680](#) Draft Metropolitan Transportation Commission (MTC) FY 2023-24  
Operating and Capital Budget

An informational presentation to the Commission of the Draft Metropolitan  
Transportation Commission (MTC) Fiscal Year 2023-24 Operating and  
Capital Budget

**Action:** Information

**Presenter:** Derek Hansel

**Attachments:** [12a\\_23-0608\\_Draft\\_FY2023-24\\_MTC\\_Budget\\_Summary.pdf](#)  
[12a\\_23-0608\\_Draft\\_FY2023-24\\_MTC\\_Budget\\_Attachments.pdf](#)  
[12a\\_23-0608\\_Draft\\_FY2023-24\\_MTC\\_Budget\\_Presentation\\_Updated.pdf](#)

## 13. Public Comment / Other Business

*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.*

## 14. Adjournment / Next Meetings:

**The next meeting of the Metropolitan Transportation Commission is scheduled to be held at 9:35 a.m. on Wednesday, June 28, 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](http://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 711 and ask to be relayed to (415) 778-6700 for TDD/TTY. We require three working days' notice to accommodate your request.

**無障礙及《民權法：第六章》措施：**大都會交通委員會（MTC）會根據要求，為想了解委員會事務的殘障人士或英語能力有限的民眾，提供口譯/手譯服務。如果您需要相關的無障礙語言服務，請致電 (415) 778-6757，如需使用 TDD/TTY，請撥打 711 並請求轉接至 (415) 778-6700。為確保能夠為您提供符合需求的安排，請至少提前三個工作日通知我們。

**Acceso y el Titulo VI:** La MT proporciona servicios de interprete/asistencia del ADA solo con solicitarlo a las personas con discapacidades o las personas con conocimiento limitado del inglés que quieran dirigirse a la Comisión. Para solicitar asistencia, llame al (415) 778-6757. Para servicios TDD/TTY, llame al 711 y pida que lo conecten al (415) 778-6700. Le pedimos solicitar asistencia con tres días hábiles de anticipación.

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



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 23-0539      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Commission Approval  
**File created:** 3/27/2023      **In control:** Metropolitan Transportation Commission  
**On agenda:** 5/24/2023      **Final action:**  
**Title:** Update to Committee Assignments  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:**

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

**Recommended Action:**  
Commission Approval



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 23-0615      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 4/12/2023      **In control:** Metropolitan Transportation Commission  
**On agenda:** 5/24/2023      **Final action:**  
**Title:** Executive Director's Report  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [6a 23-0615 Executive Director Report MTC 5-24-23.pdf](#)

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

**Recommended Action:**  
Information



## EXECUTIVE DIRECTOR'S REPORT

Metropolitan Transportation Commission  
May 24, 2023

### Personnel

- **New Appointments**

- **Jennifer Ye** – Jennifer started with MTC on May 1st as the Assistant Director, Financial Reporting and Operational Accounting in the Finance and Accounting section.
- **Britt Tanner** – Britt started with MTC on May 16th as a Principal Engineer in the Design and Project Delivery section.
- **Mike Chang** – Mike started with MTC on May 30th as a Revenue Accountant in the Finance and Accounting section.
- **Ofelia Walsh** – Ofelia started with MTC on May 30th as a 511 Project Manager in the Technology Services section.

- **Retirements**

- **Debbie Atmaja** – Debbie started with Caltrans in ~May 1995 and joined MTC in March 2006 as an Accounting Manager. Her last day with MTC was May 2 as the Assistant Director in the Finance and Accounting section.
- **Nancy Louie** – Nancy started with Caltrans in ~June 1991 and joined MTC in March 2006 as an Assistant Financial Analyst. Her last day with MTC was May 2 as an Accountant/Auditor II in the Finance and Accounting section.
- **Mabel Melkonians** – Mabel started with Caltrans in ~September 1990 and joined MTC in March 2006 as an Accountant/Auditor II. Her last day with MTC was May 2 as an Accountant/Auditor II in the Treasury and Revenue section.
- **Gary Louie** – Gary started with Caltrans in ~1986 and joined MTC in March 2006 as an ETC Revenue Supervisor. His last day with MTC was May 12 as the Assistant Director in the Treasury and Revenue section.

### Key Updates

- The California Transportation Commission approved the application submitted earlier this spring by BAIFA for authorization to operate a toll facility on Highway 37 between Mare Island in Vallejo and the junction with State Route 121 at Sears Point in Sonoma County. The CTC's unanimous approval of the tolling proposal marks a crucial milestone in the effort by MTC, Caltrans, North Bay county transportation agencies and other partners to implement both near-term and long-term improvements to the Highway 37 corridor.
- 511 is offering a \$25 Clipper® card through the Try Transit incentive program to encourage people in Contra Costa County to switch to transit. The free, pre-loaded Clipper card is available to adults who normally drive alone to get to work or school. For full program details, visit [511ContraCosta.org](http://511ContraCosta.org).


## Executive Director's Report

May 24, 2023

Page 2 of 2

### Items to Note

- On May 6, Commissioner Eddie H. Ahn attended the ribbon-cutting for the Southgate Road Realignment on Yerba Buena Island and was able to represent both BATA's contribution (\$22 million) and BCDC's support for the project which will greatly improve bike/pedestrian access from the east span pathway to Treasure Island.
- On May 9, we hosted the California State Transportation Agency (CalSTA) Northern California Listening Session on Public Transit, the second of two sessions held statewide. CalSTA Secretary Toks Omishakin led the meeting, and I welcomed the Secretary and his team and shared MTC's perspective. Approximately 50 transit agency staff attended, including Bay Area transit general managers and leaders from transit agencies serving Sacramento, the Central Coast and the Central Valley. The discussion was robust, and Secretary Omishakin expressed the Newsom Administration's commitment to public transit and his personal appreciation for the vital role it plays in the state's climate, economy and equity goals.
- On May 11, 24 staff from our MTC Leadership Academy visited Mare Island to tour Factory\_OS, a company working with Nor Cal Carpenters Union to pioneer more efficient, less expensive ways to build affordable housing in the largest machine shop (250,000 square feet) at the former Naval Shipyard.
- On May 11, Former Executive Director Therese McMillan received the 2023 Women's Transportation Seminar (WTS) International Mary Peters Inspirational Leader Award in Atlanta. Therese has also been named "Person of the Year" by the California Transportation Foundation and will be honored at the 34th Annual CTF Transportation Awards for Achievement Gala in Sacramento on June 6.
- From May 16-18, we hosted the California Transportation Commission at the Bay Area Metro Center, including a training, a workshop, two public meetings and a reception hosted by the Bay Area's WTS Chapter.
- Bay Area Bike to Work Day returned on May 18 as part of May National Bike Month, with hundreds of energizer stations featuring snacks and swag along popular bike routes. For students, teachers and school staff, National Bike and Roll to School Day was on May 3. 2023 Bike Champion of the Year awards have also been announced, featuring one winner from each of the nine Bay Area counties. Read more about all of May's bike activities at [Bayareabiketowork.com](http://Bayareabiketowork.com).
- An MTC delegation led by Chair Alfredo Pedroza and Vice Chair Nick Josefowitz visited Sacramento on May 22 to advocate for the inclusion of transit operations funding in the state budget, which is under negotiation. We met with Bay Area legislators, Senate and Assembly leadership, representatives from the Governor's office and CalSTA Secretary Toks Omishakin and his team. We also met with Caltrans Director Tony Taveras to discuss State Route 37.



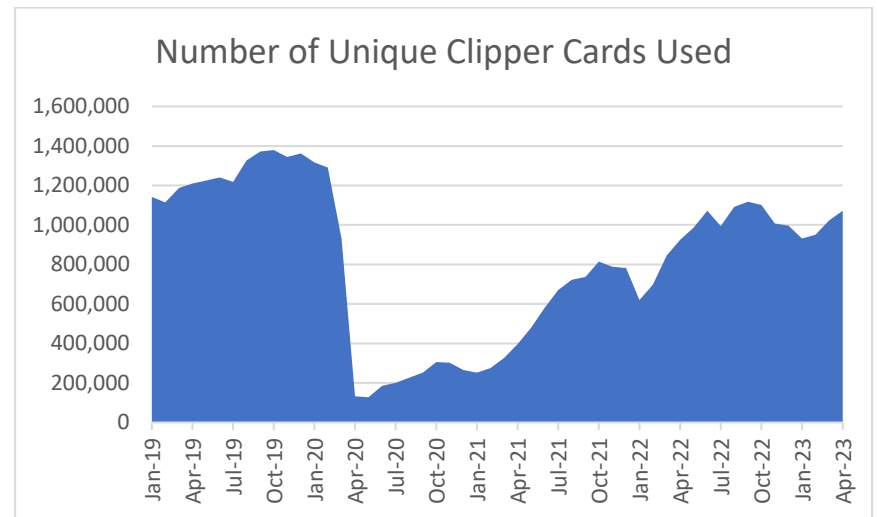
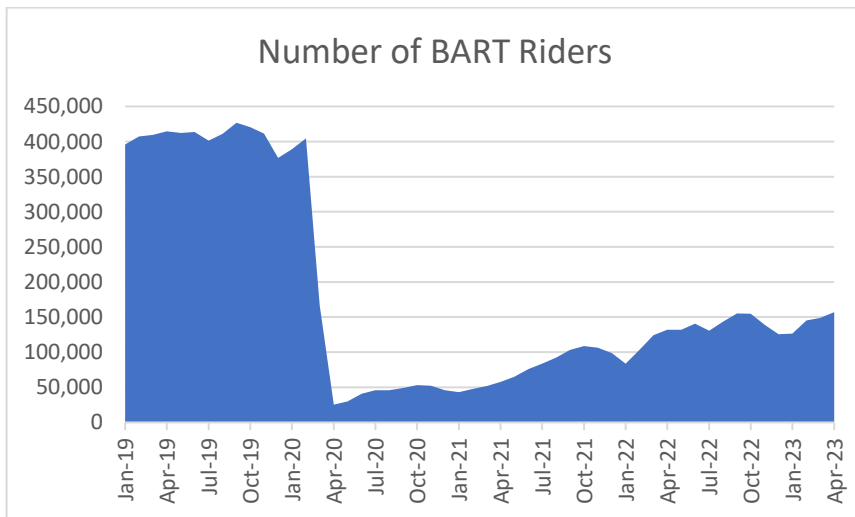
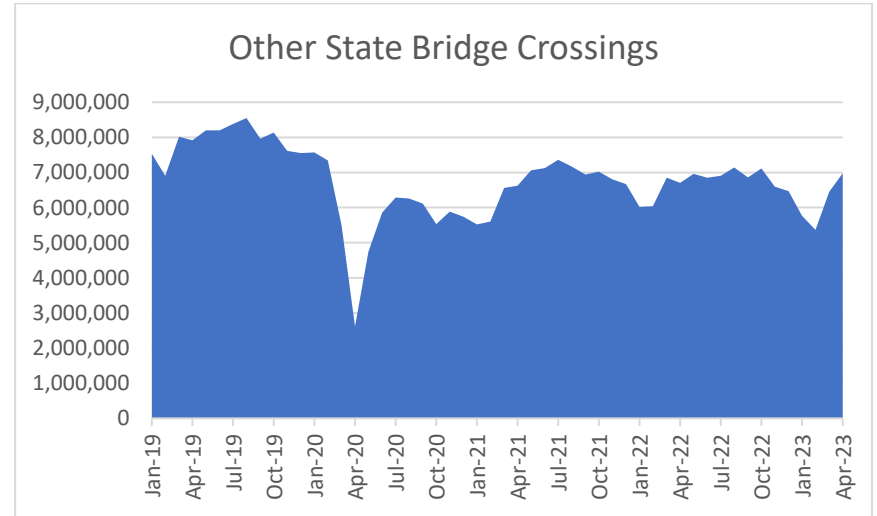
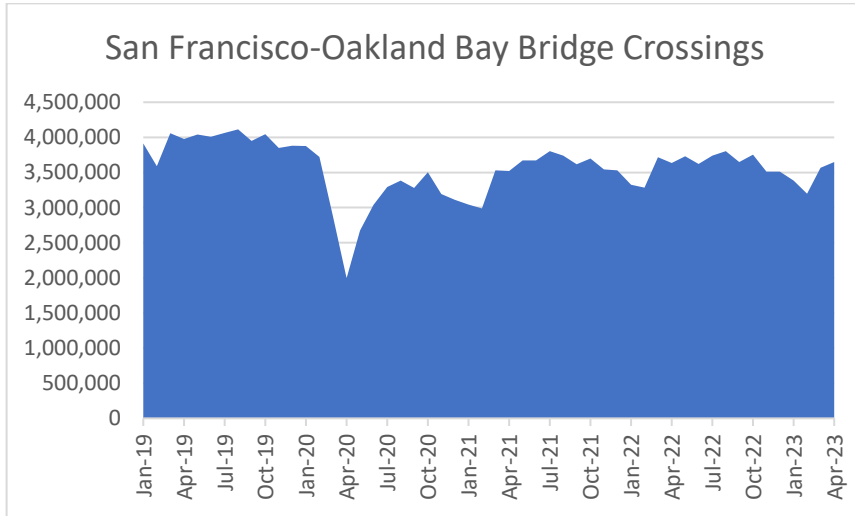
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Andrew B. Fremier

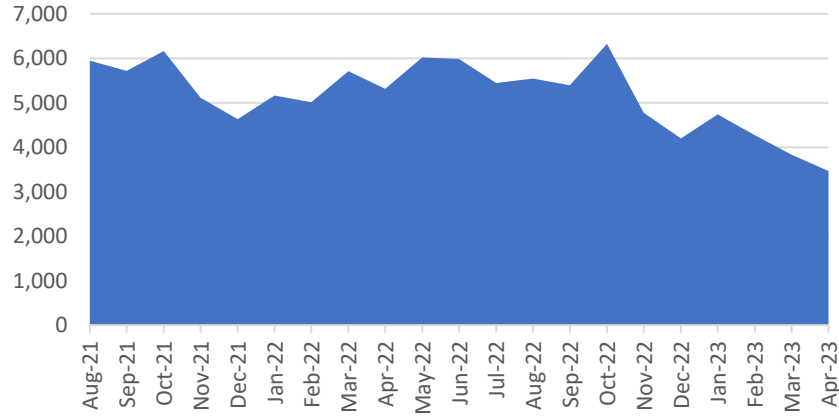




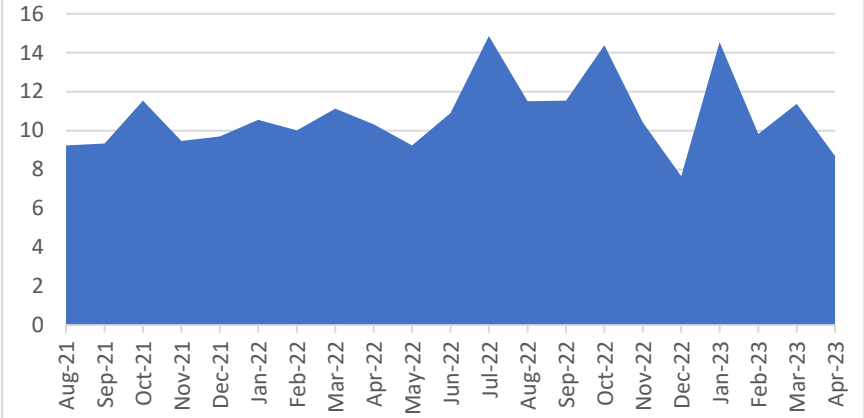
## MTC Operational Statistics, as of May 10, 2023



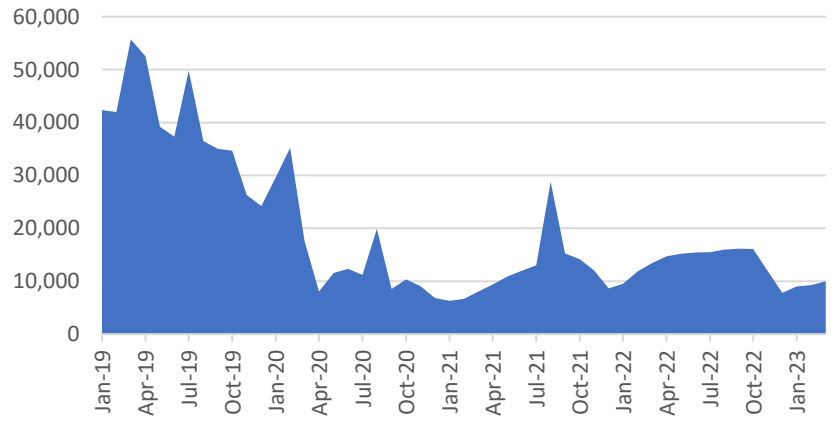
### FSP Number of Assists



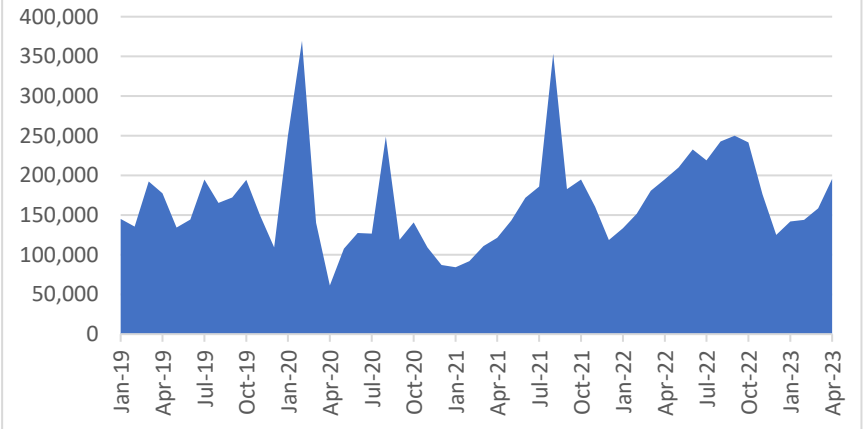
### FSP Average Wait Time (Minutes)



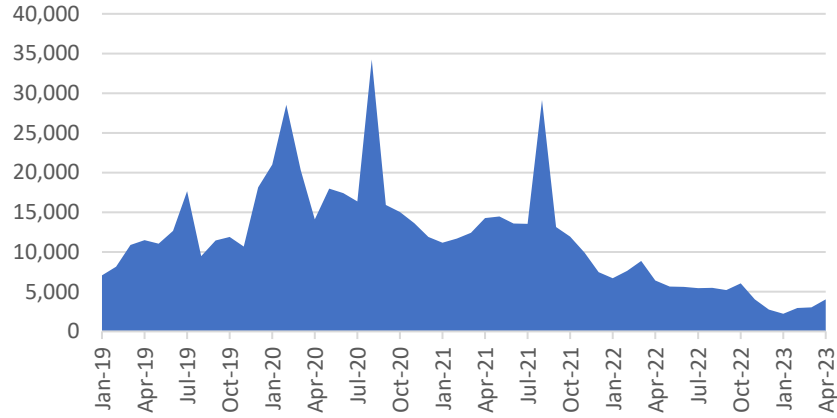
### East Bay Bay Wheels Trips



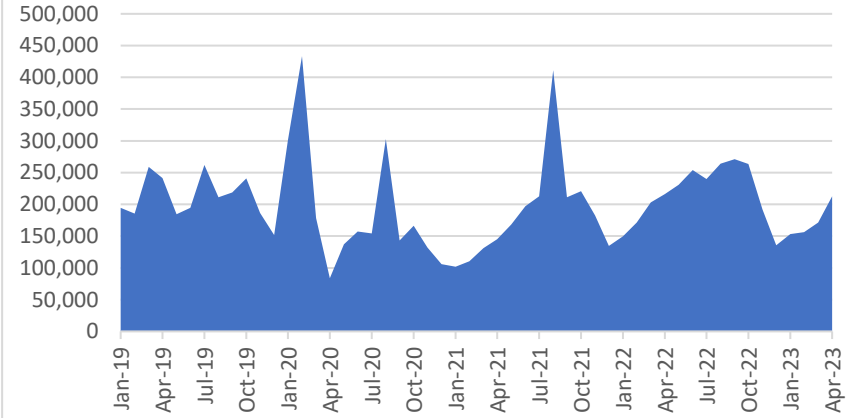
### San Francisco Bay Wheels Trips



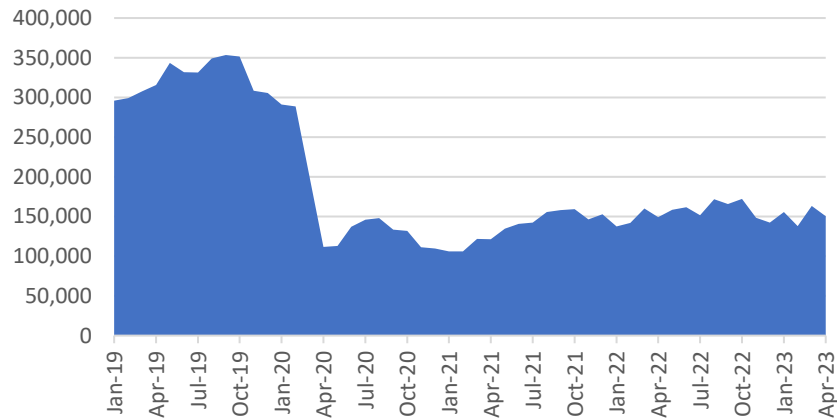
### San Jose Bay Wheels Trips



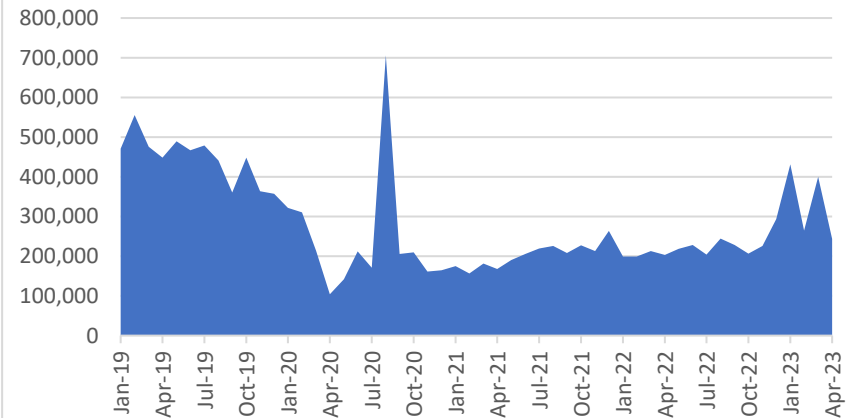
### All Bay Wheels Trips

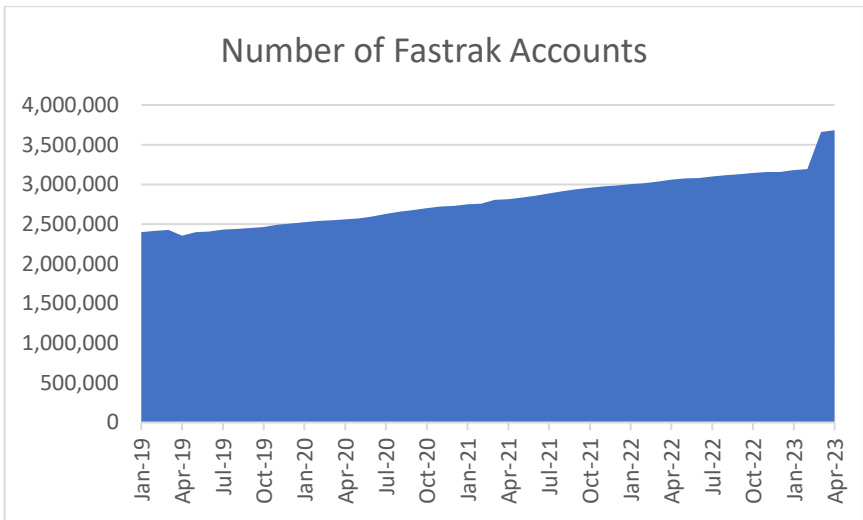
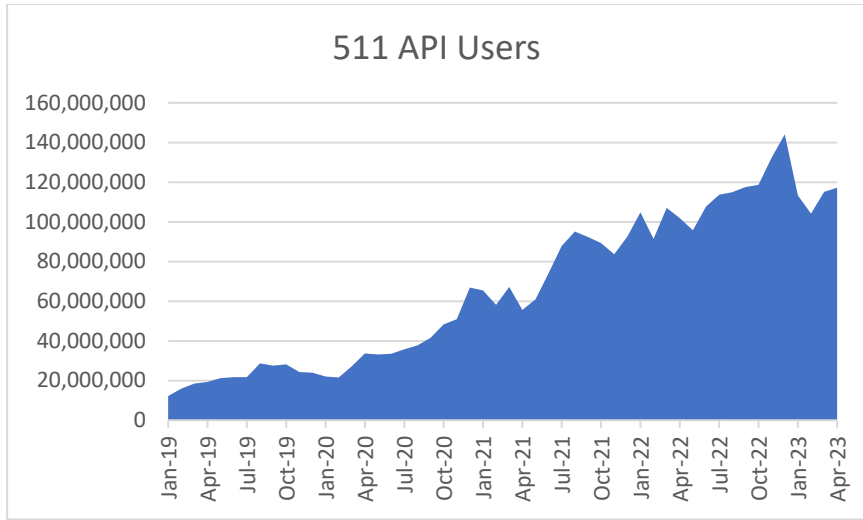
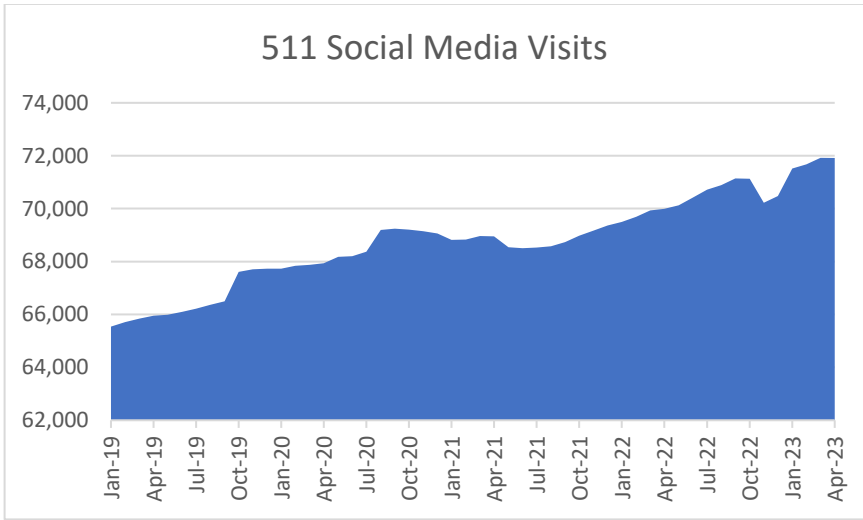


### 511 Phone Calls



### 511.org Website User Sessions





Source: MTC. To access data, view [the Monthly Transportation Statistics](#) on our website or contact [info@bayareametro.gov](mailto:info@bayareametro.gov)



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 23-0614      **Version:** 1      **Name:**

**Type:** Minutes      **Status:** Commission Approval

**File created:** 4/12/2023      **In control:** Metropolitan Transportation Commission

**On agenda:** 5/24/2023      **Final action:**

**Title:** Minutes of the April 26, 2023 Joint MTC with BAHFA meeting

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [8a\\_23-0614\\_April\\_26\\_2023\\_Draft\\_Commission\\_w-BAHFA\\_Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Minutes of the April 26, 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*

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Wednesday, April 26, 2023

9:35 AM

Board Room - 1st Floor

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

#### 1. Roll Call / Confirm Quorum

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

Commissioner Miley was absent during Roll Call and arrived during agenda item 5.

Commissioners Dutra-Vernaci, Moulton-Peters, and Papan were absent during Roll Call and arrived during agenda item 8.

Non-Voting Commissioner Present: Commissioner Giacomini  
Non-Voting Commissioner Absent: Commissioner El-Tawansy

#### 2. Pledge of Allegiance/ Acknowledgement of the Flag

#### 3. Compensation Announcement (Clerk)

#### 4. Joint MTC and BAHFA Consent Calendar

**Upon the motion by Commissioner Canepa and seconded by Commissioner Ronen, the Joint MTC and BAHFA Consent Calendar was unanimously approved by the following vote:**

- Aye:** 11 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Glover, Commissioner Miley, Commissioner Papan, Commissioner Ronen and Commissioner Spering
- Absent:** 7 - Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Mahan, Commissioner Moulton-Peters, Commissioner Noack, Commissioner Rabbitt and Commissioner Thao

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

**Action:** Commission / Authority Approval

- 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
- Presenter:** Barry Roeder

**5. Public Comment / Other Business**

Commissioner Miley arrived during agenda item 5.

**6. Adjourn BAHFA and Continue with MTC Agenda**

**7. Chair's Report**

- 7a. [23-0539](#) Update to Committee Assignments
- Action:** Commission Approval
- Chair Pedroza tabled agenda item 7a for future discussion.

**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
- Presenter:** Randi Kinman and Chair Pedroza
- Commissioner Dutra-Vernaci, Commissioner Moulton-Peters, and Commissioner Papan arrived during agenda item 8.
- Adina Levin (Policy Advisory Councilmember) was called to speak.

**9. Executive Director's Report (Fremier)**

- [23-0593](#) Executive Director's Report
- Action:** Information

**10. Commissioner Comments**

**11. Consent Calendar:**

Vice Chair Josefowitz announced his recusal for agenda item 11f and the Commission approved the Consent Calendar with the exception of agenda item 11f.

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

**Aye:** 13 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Miley, Commissioner Moulton-Peters, Commissioner Papan, Commissioner Ronen and Commissioner Spring

**Absent:** 5 - Commissioner Fleming, Commissioner Mahan, Commissioner Noack, Commissioner Rabbitt and Commissioner Thao

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

**Action:** Commission Approval

**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

**Presenter:** Arleicka Conley

**Programming and Allocations Committee**

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

**Action:** Commission Approval

**Presenter:** Adam Crenshaw



- 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

**Presenter:** Luis Garcia

- 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

**Presenter:** Thomas Arndt

**Operations Committee**

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

**Action:** Commission Approval

**Presenter:** Laura Krull and Toshi Shepard-Ohta

**Upon the motion by Commissioner Spering and seconded by Commissioner Glover, the Commission approved the Bikeshare Capital Grant Program - Clipper® Requirement. The motion carried by the following vote:**

**Aye:** 12 - Chair Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Miley, Commissioner Moulton-Peters, Commissioner Papan, Commissioner Ronen and Commissioner Spering

**Absent:** 5 - Commissioner Fleming, Commissioner Mahan, Commissioner Noack, Commissioner Rabbitt and Commissioner Thao

**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

**Presenter:** Georgia Gann Dohrmann

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

**Presenter:** Georgia Gann Dohrmann

**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

**Presenter:** Matt Maloney

**Upon the motion by Commissioner Papan and seconded by Commissioner Chavez, the Commission unanimously adopted MTC Resolution No. 4577. The motion carried by the following vote:**

**Aye:** 13 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Miley, Commissioner Moulton-Peters, Commissioner Papan, Commissioner Ronen and Commissioner Spring

**Absent:** 5 - Commissioner Fleming, Commissioner Mahan, Commissioner Noack, Commissioner Rabbitt and Commissioner Thao

**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

**Presenter:** Margaret Doyle

**Upon the motion by Commissioner Chavez and seconded by Commissioner Glover, the Commission unanimously adopted MTC Resolution No. 4510, Revised. The motion carried by the following vote:**

**Aye:** 13 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Miley, Commissioner Moulton-Peters, Commissioner Papan, Commissioner Ronen and Commissioner Spring

**Absent:** 5 - Commissioner Fleming, Commissioner Mahan, Commissioner Noack, Commissioner Rabbitt and Commissioner Thao

**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

**Presenter:** Georgia Gann Dohrmann

**Upon the motion by Commissioner Canepa and seconded by Commissioner Chavez, the Commission unanimously approved a support position on AB 645 and directed staff to note in the support letter that many other Bay Area cities would like this option too. The motion carried by the following vote:**

**Aye:** 13 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Miley, Commissioner Moulton-Peters, Commissioner Papan, Commissioner Ronen and Commissioner Spring

**Absent:** 5 - Commissioner Fleming, Commissioner Mahan, Commissioner Noack, Commissioner Rabbitt and Commissioner Thao

**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

**Presenter:** Julie Snyder

**Upon the motion by Commissioner Canepa and seconded by Commissioner Chavez, the Commission unanimously approved a support position on SB 532. The motion carried by the following vote:**

**Aye:** 13 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Miley, Commissioner Moulton-Peters, Commissioner Papan, Commissioner Ronen and Commissioner Spring

**Absent:** 5 - Commissioner Fleming, Commissioner Mahan, Commissioner Noack, Commissioner Rabbitt and Commissioner Thao

**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

**Presenter:** Rebecca Long

Written correspondence was received from Senator Scott Wiener.

The following members of the public were called to speak: Manny Leon (CA Alliance for Jobs), Adina Levin (Policy Advisory Council), Jane Kramer, Eugene Bradley, Sebastian Petty (SPUR), Monique Webster (SFMTA), Aaron Quigley (Santa Clara VTA), Bob Allen (Urban Habitat), Laura Hill (Bay Area Council), Amy Thompson (TransForm), Kiana Valentine (Transportation CA), Howard Wong, ATU 1277 Representative, and Shane Weinstein (ATU Local 1575).

**Upon the motion by Vice Chair Josefowitz and seconded by Commissioner Ronen, the Commission unanimously approved the Transit Fiscal Cliff Proposed Advocacy Framework. The motion carried by the following vote:**

**Aye:** 13 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Miley, Commissioner Moulton-Peters, Commissioner Papan, Commissioner Ronen and Commissioner Spring

**Absent:** 5 - Commissioner Fleming, Commissioner Mahan, Commissioner Noack,  
Commissioner Rabbitt and Commissioner Thao

**16. Public Comment / Other Business**

Aleta Dupree was called to speak.

**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.**



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 23-0646      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Commission Consent

**File created:** 4/18/2023      **In control:** Administration Committee

**On agenda:** 5/10/2023      **Final action:**

**Title:** MTC Resolution No. 1058, Revised. Commission Procedures Manual Updates

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [8b 23-0646 MTC Resolution 1058 Commission Procedures Manual Updates.pdf](#)  
[3b 23-0646 MTC Resolution 1058 Commission Procedures Manual Updates.pdf](#)

Date	Ver.	Action By	Action	Result
5/10/2023	1	Administration Committee		

**Subject:**  
MTC Resolution No. 1058, Revised. Commission Procedures Manual Updates

**Presenter:**  
Alix Bockelman and Kathleen Kane

**Recommended Action:**  
Commission Approval

**Metropolitan Transportation Commission**  
**Administration Committee**

May 10, 2023

Agenda Item 3b - 23-0646

**MTC Resolution No. 1058, Revised. Commission Procedures Manual**  
**Updates**

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**Subject:**

A request that the Committee refer MTC Resolution No. 1058, Revised to the Commission for approval in consideration of updates to the Commission Procedures Manual in the areas of standing committee transition of the Operations Committee to the Regional Network Management Committee and Executive Committee composition.

**Background:**

In February of this year, the Commission approved the Regional Network Management framework, which included a structure for carrying out the objectives of the regional network management program. In furtherance of the Commission's commitments to that plan, staff requests that the Committee refer the attached changes to the Commission Procedure Manual for adoption by the Commission. The key change in the attached is the transition of the Operations Committee to the Regional Network Management Committee. The newly reconstituted committee will continue the existing work of the Operations Committee, while adding the regional network management responsibilities identified by the Commission.

In addition to the committee change, the proposed amendment also makes smaller edits to the Procedure Manual, including adding Regional Network Management and BAIFA Network and Operations Committee representation to the Executive Committee, clarifying meeting start times and streamlining voting procedures for the Joint Legislation Committee.

**Next Steps:**

Staff will incorporate any feedback from the Committee into the Commission item.

**Issues:**

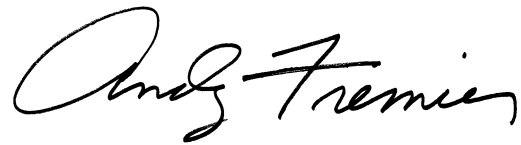
None identified.

**Recommendations:**

Refer MTC Resolution No. 1058, Revised to the Commission for adoption.

**Attachments:**

- Attachment A: Resolution 1058, Revised

A handwritten signature in black ink that reads "Andrew B. Fremier". The signature is written in a cursive, flowing style.

---

Andrew B. Fremier



Date: 11/25/81  
W.I.: 11.1.1.0  
Referred by: A&O  
Revised: 10/27/82 11/24/82  
11/27/85 02/25/87  
09/23/87 04/26/89  
09/18/89 09/26/90  
06/26/91 11/25/92  
01/27/93 12/15/93  
05/24/95 02/26/97  
12/16/98 07/28/99  
11/17/99 02/26/03  
07/23/03 04/28/04  
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12/19/12 05/22/13  
01/28/15 03/25/15  
09/28/16 09/27/17  
06/27/18 07/24/19  
03/25/20 08/26/20  
12/15/21

## ABSTRACT

### Resolution No. 1058, Revised

This resolution adopts the Commission Procedures Manual as revised and dated November 25, 1981. Resolution No. 1058 supersedes Resolution No. 745. Resolution No. 745 previously superseded Resolution No. 358.

Appendix A to the Commission Procedures Manual (MTC's Conflict of Interest Code) was revised by the Commission on October 27, 1982.

The Commission Procedures Manual was revised by the Commission on November 24, 1982 to amend the election of the Commission Chair and Vice-Chair to terms that begin in February of odd-numbered years.

The Commission Procedures Manual was revised by the Commission on November 27, 1985 to clarify some minor parliamentary procedures, to update information, and to revise Appendices B, D, and E so that those appendices supersede MTC Resolution Nos. 208, 348, 291, and 1057.

The Commission Procedures Manual was revised on February 25, 1987 to require all agendas to be posted at least 72 hours prior to meetings, special meeting agendas to be posted at least 24 hours prior to the meeting, to provide additional information on public comment, to clarify the approval authority of

GR&AC and WPPRC Committees, and to allow flexibility in selection of the first meeting date of each new Commission term.

The Commission Procedures Manual was revised on September 23, 1987 to state that items on Commission and committee agendas are all subject to action.

The Commission Procedures Manual was revised on April 26, 1989 to revise the membership of standing committees, to add the Vice-Chair as an ex-officio member of all standing committees, and to allow per diem payments to any Commissioner attending any committee meeting.

The Commission Procedures Manual was revised on September 18, 1989 to clarify certain expense provisions in Appendix B.

Appendix E to the Commission Procedures Manual was revised by the Commission on September 26, 1990 to clarify certain delegations between the Grant Review and Allocations Committee and the Work Program and Plan Revision Committee.

The Commission Procedures Manual was revised on June 26, 1991 to change the membership of standing committees; to eliminate the Transportation Finance standing committee and change the name of the Work Program and Plan Revision Committee to the Work Program Committee; to update and clarify standing committee delegations and descriptions of special and advisory committees; and to update references.

Appendix D to the Commission Procedures Manual was revised on November 25, 1992 to add the Blue Ribbon Advisory Council to the list of Citizen Advisory Committees eligible for expense reimbursement.

The Commission Procedures Manual was revised on January 27, 1993 to delete provisions for reimbursement for meals of citizen advisors.

The Commission Procedures Manual was revised on December 15, 1993 to amend Section 3.08 to include further guidance regarding public comment at MTC meetings.

The Commission Procedures Manual was revised on May 24, 1995 to incorporate new MTC responsibilities, update references and committee information, make editorial changes, and delete

Appendices F, G, H, and I. The revisions are summarized in the General Counsel's memorandum to the A&O Committee dated May 3, 1995.

The Commission Procedures Manual was revised on February 26, 1997 to amend the regular meeting date and times of MTC's standing committees.

The Commission Procedures Manual was revised on December 16, 1998 to update references, update special and advisory committees, add language regarding the designation of ad hoc committee members, and revise MTC's Conflict of Interest Code (Attachment A).

Appendix E to the Commission Procedures Manual was revised by the Commission on July 28, 1999 to rename: the Administration and Oversight Committee to the Administration Committee; the Grant Review and Allocations Committee to the Programming and Allocations Committee; the Legislation and Public Affairs Committee to the Legislation Committee; and the Work Program and Plan Revision Committee to the Planning and Operations Committee; and to restructure and clarify certain delegations among and between them.

Section 1.07 of the Commission Procedures Manual was revised on November 17, 1999 to allow commissioners to be reimbursed for up to five meetings in one day.

Appendix D to the Commission Procedures Manual was revised on February 26, 2003, to revise the reimbursement policy for advisors appointed by the Commission serving on the Advisory Council, the Minority Citizens Advisory Committee, and the Elderly and Disabled Advisory Committee.

The Commission Procedures Manual was revised on July 23, 2003 to update references, update committees, and incorporate MTC's revised Conflict of Interest Code (Attachment A).

Appendix D to the Commission Procedures Manual was revised on April 28, 2004, to clarify that members of the Advisory Council, the Minority Citizens Advisory Committee, and the Elderly and Disabled Advisory Committee may seek reimbursement for attending meetings of working groups with MTC staff formed at the direction of the Commission to provide input into Commission decisions.

Section 4.14 Commission Committees, and Appendix E to the Commission Procedures Manual were revised on January 25, 2006, to rename the Planning and Operations Committee as the Planning Committee and to add the Operations Committee to replace the SAFE Committee.

The Commission Procedures Manual was revised on April 26, 2006 to revise Appendix E to delegate specific contract, personal services agreement, and purchase order approval authority to the Operations Committee.

The Commission Procedures Manual was revised on December 19, 2012 to update provisions relating to AB57, SB375, MAP 21, the development of the Commission's Public Participation Plan, the creation of the Policy Advisory Council, the creation of the Bay Area Infrastructure Financing Authority and the Bay Area Headquarters Authority, clarify ex-officio voting capacity, incorporate MTC's revised Conflict of Interest Code, and to update provisions to conform to current practice (Attachment A, Appendices A, B, D and E).

The Commission Procedures Manual was revised on May 22, 2013 to incorporate MTC's revised Conflict of Interest Code as approved by the California Fair Political Practices Commission (FPPC) on April 17, 2013 to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure (Attachment A).

The Commission Procedures Manual was revised on January 28, 2015 to update and revise the Travel Policy contained in Appendix B.

The Commission Procedures Manual was revised on March 25, 2015 to incorporate MTC's revised Conflict of Interest Code, as approved by the California Fair Political Practices Commission (FPPC) on February 2, 2015, to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure (Attachment A).

The Commission Procedures Manual was revised on September 28, 2016 to provide for the appointment of one or more public transportation representatives in accordance with provisions contained in MAP 21 as amended by the FAST Act and to incorporate MTC's revised Conflict of Interest Code, as approved by

the California Fair Political Practices Commission (FPPC) on June 30, 2016, to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure (Appendix A to Attachment A), and to add a MTC special committee.

Appendix E to the Commission Procedures Manual was revised on September 27, 2017 to change the composition of the MTC Executive Committee to add the Association of Bay Area Governments (ABAG) Representative.

The Commission Procedures Manual was revised on June 27, 2018 to incorporate MTC's revised Conflict of Interest Code, as approved by the California Fair Political Practices Commission (FPPC) on March 29, 2018, to revise the designated positions to reflect the MTC-Association of Bay Area Governments staff consolidation, MTC's staffing of the Advancing California Financing Authority, and MTC's current organizational structure (Appendix A to Attachment A).

Appendix B to the Commission Procedures Manual was revised on July 24, 2019 to substitute the updated Meeting and Travel Expense Claim Form for the prior version of the Meeting and Travel Expense Claim Form as the attachment to Appendix B.

The Commission Procedures Manual was revised on March 25, 2020 to incorporate MTC's revised Conflict of Interest Code, as approved by the California Fair Political Practices Commission (FPPC) on January 27, 2020, to revise the designated positions to reflect MTC's affiliation with the Bay Area Regional Collaborative and MTC's current organizational structure (Appendix A to Attachment A); to add a new Section 5.03 regarding meeting protocol in declared emergencies; and to incorporate as Appendix F the Protocol Governing Amendments to Commission Procedure During Declared Emergencies.

The Commission Procedures Manual was revised on August 26, 2020 to allow the Chair and Vice Chair to serve as regular voting members of joint committees formed with ABAG, provide for inclusion of the Bay Area Housing Finance Authority (BAHFA), eliminate the MTC Legislation Committee, and authorize appointment of commissioners to a new Joint Committee with ABAG appointed representatives, with the new Joint MTC ABAG Legislation Committee's role to review legislation and pass recommendations up to the full Commission and the ABAG Executive Board.

The Commission Procedures Manual was revised on December 15, 2021 to: increase Policy Advisory Council Members' meeting stipends; adopt more inclusive language by replacing the word "citizen"; specify that public notice associated with Regional Transportation Plan revisions must comply with applicable law and the MTC Public Participation Plan; and clarify provisions related to the Joint MTC ABAG Legislation Committee.

The Commission Procedures Manual was revised on May 24, 2023, to reflect the conversion of the existing Operations Committee to the Regional Network Management Committee [RNM Committee]. The RNM Committee retains the former responsibilities and subject matter jurisdiction of the Operations Committee and adds the Regional Network Management functions identified in the Commission's February, 2023 adopted Regional Network Management Framework (MTC Resolution 4564). In the same action, the Manual was updated to reflect expanded membership of the MTC Executive Committee, adding the chair of the Bay Area Infrastructure Finance Authority Network and Operations Committee. Clarifications as to the dates and times of standing committee meetings and to the voting mechanism for the Joint Legislation Committee were also made in this amendment.

Date: 11/25/81  
W.I.: 99.1.20  
Referred by: A&O

Re: Commission Procedures Manual.

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 1058

WHEREAS, by Resolution No. 358 and 746 the Metropolitan Transportation Commission (Commission) adopted the Commission Procedures Manual relating to the Commission and commissioners, Commission officers, Commission meetings and the conduct of business, and Commission committees; and

WHEREAS, the Commission now desires to revise the Procedures Manual to clarify and reflect current practice as well as make revisions to the duties of the Commission resulting from recent State legislation; now, therefore, be it

RESOLVED, that the Metropolitan Transportation Commission adopts its Commission Procedures Manual as revised and dated November 25, 1981, a copy of which is attached hereto and marked Attachment A and incorporated by reference; and, be it further

RESOLVED, that MTC Resolution No. 1058 supersedes Resolution No. 746.

METROPOLITAN TRANSPORTATION COMMISSION

/s/ William R. "Bill" Lucius  
William R. "Bill" Lucius, Chairman

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on November 25, 1981.

W.I.: 1111  
Referred by: A&O  
Revised: See below

Attachment A  
Resolution No. 1058

METROPOLITAN TRANSPORTATION COMMISSION  
COMMISSION PROCEDURES MANUAL

Adopted September 22, 1976  
Revised December 19, 1979  
Adopted and Revised November 25, 1981  
Revised October 27, 1982  
Revised November 24, 1982  
Revised November 27, 1985  
Revised February 25, 1987  
Revised September 23, 1987  
Revised April 26, 1989  
Revised September 18, 1989  
Revised September 26, 1990  
Revised June 26, 1991  
Revised November 25, 1992  
Revised January 27, 1993  
Revised December 15, 1993  
Revised May 24, 1995  
Revised February 26, 1997  
Revised December 16, 1998  
Revised July 28, 1999  
Revised November 17, 1999  
Revised February 26, 2003  
Revised July 23, 2003  
Revised April 28, 2004  
Revised January 25, 2006  
Revised April 26, 2006  
Revised December 19, 2012  
Revised May 22, 2013  
Revised January 28, 2015  
Revised March 25, 2015  
Revised September 28, 2016  
Revised September 27, 2017  
Revised June 27, 2018  
Revised July 24, 2019  
Revised March 25, 2020  
Revised August 26, 2020  
Revised December 15, 2021





METROPOLITAN TRANSPORTATION COMMISSION  
COMMISSION PROCEDURES MANUAL

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## APPENDICES

### Appendix A

Resolution No. 1198  
(Last revised 03/25/20)

Conflict of Interest Code

### Appendix B

(Last revised 07/24/19)

Travel Reimbursement to Commissioners and MTC Staff

### Appendix C

Resolution Nos. 663 and 664  
(Adopted 05/23/79)

MTC Legal Counsel

### Appendix D

(Last revised 12/15/2021)

Travel Reimbursement Rates for Members on Advisory Committees

### Appendix E

(Last revised 12/15/2021)

Standing Committees' Structure/Joint MTC ABAG Legislation  
Committee Structure

### Appendix F

(Last revised 03/25/20)

Protocol Governing Amendments to Commission Procedure During  
Declared Emergencies

METROPOLITAN TRANSPORTATION COMMISSION,  
METROPOLITAN TRANSPORTATION COMMISSION SERVICE AUTHORITY FOR  
FREEWAYS AND EXPRESSWAYS, BAY AREA TOLL AUTHORITY, BAY AREA  
HOUSING FINANCE AUTHORITY, BAY AREA INFRASTRUCTURE FINANCING  
AUTHORITY AND BAY AREA HEADQUARTERS AUTHORITY  
PROCEDURES MANUAL

INTRODUCTION

The Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for that area of California comprising the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma (Government Code § 66500 *et seq.*). These nine counties of the Bay Area cover an area of approximately 7,000 square miles and have a population of approximately 7.2 million (2010 census). Within the structure of California governmental agencies, MTC is classified as a local area planning agency and not as part of the executive branch of the state government.

In accordance with its legislative mandate, MTC adopted a Regional Transportation Plan (RTP) in June 1973. Thereafter, the Commission has regularly reviewed and revised the RTP in compliance with the statutory requirement of continuing plan review. The enactment of Senate Bill 375 (Steinberg) in 2008 requires MTC to adopt a Sustainable Communities Strategy (SCS) together with its RTP to strive to reach greenhouse gas (GHG) reduction targets. The first SCS/RTP is scheduled for adoption in 2013.

The Commission is charged with certain responsibilities for implementation of the SCS/RTP, as well as the RTP standing alone. Applications of local agencies for grants of certain state and federal transportation funds are subject to MTC review and approval as to their compatibility with the RTP. Generally, the state must conform to the RTP in allocating funds for construction on the state highway system within the MTC region.

Legislation passed in 1997 gave MTC increased decision-making authority over the selection of project and allocation of funds for the State Transportation Improvement Program (STIP). MTC is the agency responsible for allocation of local transportation funds among qualified claimants

under the Transportation Development Act (TDA) (Public Utilities Code § 99200 *et seq.*). The TDA statute provides MTC with a role in fulfilling fiscal and performance audit requirements with respect to claimants of TDA funds.

Under AB 1107 (Public Utilities Code § 29142.2), MTC allocates among eligible claimants one-fourth of the one-half cent Bay Area Rapid Transit District (BART) sales tax in Alameda, Contra Costa and San Francisco counties. Under AB 664 (Streets and Highways Code § 30880 *et seq.*), MTC is responsible for allocation of net revenues of state toll bridges located within the region. Pursuant to Streets and Highways Code § 30889, MTC may establish tolls for such bridges in order to generate net revenues provided that net revenues may not exceed the average net revenues available during fiscal year 1977-78 and 1978-79, except as may be adjusted annually according to the appropriate inflationary index as adopted by MTC. SB 620 (Public Utilities Code § 99310 *et seq.*) provides MTC with authority to allocate the regional share of the State Public Transportation Account.

MTC is responsible for meeting state and federal Transportation Improvement Program (TIP) requirements for the Bay Region. (Government Code § 65080 *et seq.* and 23 Code of Federal Regulations Section 450 Subpart B.) The Commission is the region's Metropolitan Planning Organization (MPO) and conducts the continuing, comprehensive, cooperative planning program necessary to maintain this region's eligibility for federal transportation funding. (23 Code of Federal Regulations Section 450 Subpart A.) MTC is the designated recipient of large urbanized area Federal Transit Administration (FTA) formula funds, such as 5307, 5339, and 5337. MTC is also designated other responsibilities for FTA funds by the California Department of Transportation (Caltrans), such as the 5303 planning funds, 5311, and 5310.

Through state law, MTC has programming responsibilities for Federal Highway Administration (FHWA) funds such as Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ). MTC is also responsible for submitting a Regional Transportation Improvement Program to the California Transportation Commission and Caltrans every two years.

MTC has conducted special planning studies at a multi-regional and subregional level. Examples include the Transit Connectivity Plan, the Transit Sustainability Project, and the Regional Goods Movement Study. MTC is jointly responsible with the Association of Bay Area Governments (ABAG) and the Bay Area Air Quality Management District (BAAQMD) for air quality planning to meet the requirements of the federal Clean Air Act, as amended, and shares with the BAAQMD the responsibility for air quality transportation control measures under the state Clean Air Act, as amended. MTC shares with ABAG the responsibility for preparing the SCS.

The Metropolitan Transportation Commission Service Authority for Freeways and Expressways (“MTC SAFE”) was created by legislation effective January 1, 1988 (Streets and Highways Code § 2550 *et seq.*), which authorized the creation of an MTC SAFE to provide for implementation, maintenance and operation of motorist-aid services through a call box program linked directly to the California Highway Patrol and a fleet of roving tow truck patrols, the Freeway Service Patrol. Under the law, MTC oversees the regional SAFE, which was officially convened in mid-1988.

The Bay Area Toll Authority (“BATA”) was created by legislation effective January 1, 1998 (Streets & Highways Code § 30950 *et seq.*) to administer the base \$1 toll on the San Francisco Bay Area’s seven state-owned toll bridges. Pursuant to additional legislation including SB 60, AB 1171, AB 144 and AB 1175 and voter-approved toll increases, tolls in addition to the \$1.00 base toll are collected and administered. Under the law, MTC serves as BATA.

In July, 2012 AB 57 (Beall) was chaptered. AB 57 amended Sections 66503 and 66504 of the Government Code to add, effective January 1, 2013, two additional voting seats on the commission and impose certain other requirements on commissioner appointments as further outlined in Part I of this Commission Procedures Manual.

In 2015 Congress enacted, and the President signed into law the FAST Act (23 U.S.C. §101). Title 23 U.S.C. §134 (d)(2) provides that a metropolitan planning organization shall consist of local officials, officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation, and appropriate

State officials. Title 23 U.S.C. §134 (d)(3)(B) provides that, subject to the bylaws or enabling statute of the metropolitan planning organization, a representative of a provider of public transportation may also serve as a representative of a local municipality.

In October 2019, AB 1487 (Chiu) was chaptered. AB 1487 added Title 6.8 to the Government Code, commencing with Government Code Section 64510, which created the Bay Area Housing Finance Authority (“BAHFA”) with jurisdiction extending throughout the San Francisco Bay Area and provided that BAHFA shall be governed by the same board that governs MTC.

For the purposes of this Commission Procedures Manual, the term “MTC” includes the four agencies: the Metropolitan Transportation Commission, the Metropolitan Transportation Commission Service Authority for Freeways and Expressways, the Bay Area Toll Authority and the Bay Area Housing Finance Authority. It also includes two joint powers authorities formed by MTC and BATA: the Bay Area Infrastructure Financing Authority (“BAIFA”), and the Bay Area Headquarters Authority (“BAHA”).



## I. THE COMMISSION AND COMMISSIONERS

1.01. Commissioners. Effective January 1, 2013, there are eighteen voting commissioners. The City and County of San Francisco and the Counties of Contra Costa and San Mateo, each have two commissioners, and the Counties of Alameda and Santa Clara each have three commissioners, appointed as follows: the Board of Supervisors of each county appoints one commissioner; in San Francisco, the Mayor appoints one commissioner; in each of the remaining counties, the City Selection Committee appoints one commissioner; and in the Counties of Alameda and Santa Clara, the Mayors of the Cities of Oakland and San Jose shall be self-appointed or shall appoint a member of their respective City Councils to serve as the third commissioner . The Counties of Marin, Napa, Solano, and Sonoma each have one commissioner who is appointed by the county's Board of Supervisors from a list of three nominees furnished by the Mayor's Selection Committee. The Association of Bay Area Governments appoints one commissioner who shall not be from the Counties of Alameda or Santa Clara or from the City and County of San Francisco. The San Francisco Bay Conservation and Development Commission appoints one commissioner, who shall be a resident of the City and County of San Francisco approved by the Mayor of San Francisco. All appointments are subject to Section 1.02.

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

The Commission's enabling legislation provides for three non-voting members, one appointed by the Secretary of the Business, Transportation and Housing Agency, and one each appointed by the United States Department of Transportation, and the United States Department of Housing and Urban Development.

1.02. Selection. The basis for selection of a commissioner is special familiarity with the problems and issues in the field of transportation. Elected or appointed public officers may serve as commissioners during their terms of public office. The effect of this is that such public officers are not prohibited from being commissioners; i.e., the two positions are not necessarily incompatible. No more than three voting members of the Commission shall be residents of the same county.

1.03. Term of Office. The term of office of a commissioner is four years. Since the initial term for commissioners commenced February 10, 1971, the organizational meeting date of the Commission, the four-year terms of commissioners shall commence quadrennially from that date. The current appointment term began February 10, 2019. The next appointment dates are February 10, 2023 and February 10, 2027. Appointments to fill a resignation or vacancy during a term shall be only for the balance of such term. Commissioners shall continue to serve as such until reappointed or until their successor is appointed; provided that, where a commissioner has been appointed as a public officer, the commissioner must vacate his/her Commission seat upon ceasing to hold such public office, unless the appointing authority consents to completion of the commissioner's term (Government Code Section 66504).

1.04. Oath of Office. Commissioners shall complete oath of office forms when they are appointed to the Commission, which are then notarized. The original is kept on file at the MTC offices.

1.05. Conflict of Interest Code. The Commission adopted a conflict of interest code by Resolution No. 1198, Revised (Appendix A), which was subsequently approved by the State of California Fair Political Practices Commission. Commissioners are required to file annual statements of economic interest and within thirty days of assuming or leaving office.

1.06. Alternates. There is no provision for voting alternates for the voting commissioners. Substitutes may sit on behalf of non-voting commissioners.

1.07. Reimbursement. Commissioners serve without compensation. Commissioners are entitled to receive reimbursement for actual and necessary expenses incurred in connection with the performance of their duties. In lieu of such reimbursement for attendance at Commission or committee meetings, each commissioner shall receive one hundred dollars (\$100.00) per meeting for a maximum of five (5) such meetings in any one calendar month, plus necessary travel expenses as authorized by the Commission pursuant to the rates and terms set forth in Appendix B to this manual. Commissioners may be reimbursed a separate per diem for each such meeting in any one day up to the monthly maximum reimbursement number of meetings. The monthly maximum is calculated and applied separately to MTC, BATA and BAHFA; provided however that for BAHFA a maximum of two monthly meetings shall be applicable. BAIFA and BAHA meeting per diem is applied and counts toward the BATA monthly maximum. No reimbursement applies to MTC SAFE meetings.

1.08. Travel Expenses. Commissioners shall be paid necessary traveling expenses as may be authorized from time to time by the Commission. The Commission policy for travel expenses is set forth in Appendix B to this manual. The policy applies to all MTC employees as well.

1.09. Orientation for New Commissioners. When a new commissioner is appointed to the Commission, the Secretary to the Commission will provide the commissioner, along with administrative materials, copies of the current major MTC, BATA, BAHFA, MTC SAFE, BAIFA and BAHA documents and an overview of the content of these documents. The Secretary will also arrange an orientation session for the new commissioner with the Executive Director and section managers.

## II. OFFICERS

2.01. Commission Officers. There are two (2) Commission officers: a Chair and a Vice-Chair. Any voting commissioner is eligible to hold the office of Chair or Vice-Chair. Non-voting commissioners are ineligible for such offices.

2.02. Term. The Chair and Vice-Chair shall serve two-year terms commencing upon elections at the regular Commission meeting in February of odd numbered years. A commissioner may serve as Chair or Vice-Chair without restriction as to number of terms. The Chair and Vice-Chair shall serve as such until their successors are elected.

2.03A. Nomination/Election of Commission Officers (New Commission Term). In years when new Commission terms begin, the following procedure for the nomination and election of Commission officers shall be followed:

- a. The Commission shall meet on February 10, or within five working days thereof, for a special meeting. The meeting date shall be set by the prior Commission.
- b. The existing Chair, if reappointed, or if not reappointed, the Vice-Chair, if reappointed, or if not reappointed, the reappointed commissioner with the longest continuous length of service, shall preside over the meeting, and is the Acting Chair until the election of new officers.
- c. The Acting Chair shall at this special meeting appoint an Ad Hoc Nominating Committee of commissioners subject to the confirmation of the Commission.
- d. The Ad Hoc Nominating Committee shall meet and send its report in writing to the Commission with the packet for the regular February meeting.
- e. The Acting Chair shall convene the regular February meeting, usually the fourth Wednesday of the month, at which the Ad Hoc Nominating Committee shall give its report as the first order of business. Additional nominations may be offered after the Committee report. Thereafter, nominations may be closed; but, if not closed, nominations shall remain open until the March meeting.
- f. The Commission shall elect a Chair and Vice-Chair at its regular February meeting, or as soon thereafter as possible after nominations are closed.
- g. Upon the election of new officers, the new Chair shall take over the gavel and conduct the remaining business of the meeting.

2.03B. Nomination/Election of Commission Officers (Mid-Commission Term.) The Chair shall appoint an Ad Hoc Nominating Committee of commissioners subject to the confirmation of the Commission at the regular Commission meeting in December of even-numbered years. The Ad Hoc Nominating Committee shall send its report in writing to the Commission with the packet for the regular January Commission meeting. Additional nominations may be offered after the Committee report. Thereafter, nominations may be closed; but, if not closed, nominations shall remain open until the February Commission meeting. The Commission shall elect a Chair and Vice-Chair at its regular February meeting as the first order of business, or as soon thereafter as possible.

2.04. Duties of Chair. The Chair shall preside at all meetings of the Commission, state each question for vote, announce the decision, and decide all questions of order subject to appeal to the Commission. The Chair is a voting ex-officio member of all standing committees of the Commission, with the exception of any joint committee formed with the Association of Bay Area Governments (“ABAG”). As an ex-officio member of a standing committee the Chair shall vote only when necessary to attain a quorum of voting members of a committee. In the case of joint committees formed with ABAG, the Chair if so appointed to such committee shall be a full voting member, authorized to vote whether or not there is a quorum. The Chair shall execute all resolutions adopted by the Commission, the approved minutes, and any other documents that may require the signature of the Chair.

The Chair shall appoint, subject to approval of the Commission, members of standing committees, and subsequent to September 28, 2016, the Chair shall designate, subject to approval of the Commission, the Transit Representative(s). In making committee and Transit Representative appointments/designations, the Chair shall, as much as possible, attempt to balance the representation of various areas of the region. The Chair shall select the Chair and Vice-Chair of each committee subject to approval of the Commission. The Chair should request individual commissioners to submit their preferences and areas of interest regarding appointment to

committees. The Chair shall also appoint, subject to the approval of the Commission, Commission members of special committees.

In years when a new Chair is elected, then current committee members, chairs, and vice chairs shall continue to serve as such until the new Chair makes new committee appointments. To the extent necessary to carry out committee business, the Chair may appoint temporary committee chairs, vice-chairs, and members, pending confirmation of committee appointments at the regular March Commission meeting.

The Chair shall approve, within the limits of the approved budget, commissioner's attendance and expenses at an out-of-region conference or any conference in which MTC has a substantial interest in being represented.

The Chair shall perform such functions as may be delegated by action of the Commission. Where circumstances warrant, the Chair may, in the absence of existing policy, act as necessary for the Commission between its scheduled meetings and shall report that action at the next Commission meeting.

The Chair shall select a temporary chair of a committee when that committee's chair and vice-chair are both unable to attend that committee's meeting(s).

2.05. Duties of Vice-Chair. The Vice-Chair shall assume the Chair's duties in his/her absence. The Vice-Chair is a voting ex-officio member of all standing committees of the Commission, with the exception of any joint committee formed with ABAG. As an ex-officio member of a standing committee the Vice-Chair shall vote only when necessary to attain a quorum of voting members of a committee. In the case of joint committees formed with ABAG, the Vice-Chair if so appointed to such committee shall be a full voting member, authorized to vote whether or not there is a quorum.

2.06. Chair Pro Tem. If both the Chair and Vice-Chair are or will be absent from a Commission meeting or other functions, or duties of the Chair must be performed (including, but not limited to, the execution of documents), the most senior member of the Commission shall perform such functions and duties.

2.07. Vacancies During Term of Office.

A. Chair. In the event the office of Chair is vacated during the term, the vacancy shall be filled for the unexpired balance of the term by the Vice-Chair.

B. Vice-Chair. In the event the office of Vice-Chair is vacated during the term, the vacancy may be filled for the unexpired balance of the term by a special election. If the vacancy is to be filled, an ad hoc nominating committee shall be appointed by the Chair, subject to the approval of the Commission at the next regular Commission meeting. At the Commission meeting following the meeting approving the ad hoc nominating committee, the ad hoc nominating committee shall present its written report which shall be included in the meeting packet sent to commissioners; additional nominations, if any, may be made by commissioners at the meeting; nominations shall thereafter be closed and the election for Vice-Chair held at that meeting.

C. Chair and Vice-Chair. In the event the office of Chair and Vice-Chair are both vacated simultaneously during their terms, the vacancy for Chair and Vice-Chair shall be filled in the same manner as the vacancy for Vice-Chair in paragraph B of this Subsection, with the ad hoc nominating committee being appointed by the Commission.

2.08 Staff Officers.

A. Executive Director. The Commission shall appoint an Executive Director who shall have charge of administering the affairs of the Commission subject to the Commission's direction and policies. The Executive Director shall in turn appoint, subject to approval of the Commission, such employees as may be necessary to carry out the functions of the Commission (Resolution No. 664). The Executive Director shall designate an employee to act as Secretary of the Commission for the purpose of keeping its minutes and resolutions.

B. Legal Counsel. The Executive Director shall appoint a Legal Counsel subject to the approval of the Commission. In addition to other duties, the Legal Counsel shall have a responsibility to directly advise the Commission and commissioners in the course of their duties (Resolution Nos. 663 and 664, Appendix C).

### III. COMMISSION MEETINGS AND CONDUCT OF BUSINESS

3.01. Principal Offices. The principal offices of the Commission shall be at the-Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105, or at such other location as may be determined by Commission action.

3.02. Regular Commission Meetings. Regular Commission meetings shall be on the fourth Wednesday of each month with the exception of the month of December when the regular meeting of the Commission shall be the third Wednesday of December and with the exception of the month of August which shall not have a regular Commission meeting. Unless otherwise scheduled, meetings regularly commence at 9:30 a.m. When a regular meeting falls upon a legal holiday, the date and time of such meeting shall be determined by the Commission no later than at its preceding regular meeting. Commission meetings shall be held in the Board Room, 375 Beale Street, San Francisco, CA 94105, in alternate locations within the region that are easily available to the public and accessible to persons with disabilities; provided that, if such an alternative location is chosen, it shall be publicly announced, if possible, at the preceding regular Commission meeting.

The Chair may cancel or reschedule a regular Commission meeting if a quorum cannot be obtained, or if there is insufficient business to warrant a meeting. Notice of cancellation of a meeting shall be given, if possible, not later than seven (7) days prior to the meeting date to those persons who receive formal notice of regular meetings.

3.03. Special Commission Meetings. The Chair may call special meetings of the Commission when warranted by the business of the Commission. In addition, upon written request of ten (10) Commissioners, a special meeting shall be held upon the call of the Chair.

3.04. Notice Regarding Commission Meetings. Notice of Commission meetings shall be given as follows:

A. Regular Meetings. Notice of all regular Commission meetings shall be given in compliance with applicable provisions of the Ralph M. Brown Act (Government Code Section 54950 *et seq.*, as may be amended from time to time; hereinafter "Brown Act"). The notice shall at



a minimum specify the date, hour, and location of the meeting and may be a preliminary agenda for the meeting. The final agenda shall be posted adjacent to the front door of the Bay Area Metro Center not later than 72 hours prior to the date of the meeting.

B. Special Meetings. Notice of special meetings shall be given in compliance with applicable provisions of the Brown Act. Notice of special meetings shall specify the date, time, and location of the meeting and the matters to be considered by the Commission. No matters other than those specified in the notice of special meetings may be considered. Notice of special meetings shall be given to those persons who receive notice of regular meetings. Unless otherwise provided by the Brown Act, at least twenty-four (24) hours' written notice shall be given by electronic or U.S. postal mail or personal delivery to each commissioner and to each local newspaper of general circulation, radio or television station requesting notice in writing, and by posting such notice in the MTC library.

C. Recipients of Notice. Notice of MTC meetings may be received by any person or organization requesting notice. Designated staff shall maintain a database of persons and organizations who have requested notice or to whom, in designated staff's judgment, notice shall be sent. The database is updated on an ongoing basis.

D. Brown Act. In providing notice of Commission meetings, MTC staff shall at all times comply at least with all minimum applicable notice requirements of the Brown Act.

3.05. Open Meetings. In accordance with the provisions of the Brown Act, all meetings of the Commission shall be open to the public except matters that may be discussed in closed session pursuant to the Brown Act. Members of the public shall have an opportunity to directly address the Commission on matters before it, subject to limitations on the total amount of time allocated for public testimony on particular issues and for each individual speaker.

3.06. Quorum. A majority of the appointed, voting commissioners shall constitute a quorum for any meeting of the Commission. When 18 voting commissioners have been appointed and seated, the quorum is ten (10) voting commissioners. No official action shall be taken by the Commission unless a quorum is present. A majority of the commissioners present and voting shall

be required to carry any action of the Commission; provided that, no action shall be valid unless approved by at least a majority of a quorum.

3.07. Voting. Voting shall be by voice; provided that a roll call shall be taken at the Chair's discretion or upon the request of one (1) commissioner.

3.08. Conduct of Meetings. Robert's Rules of Order, as revised, except when inconsistent with these procedures, law, or specific resolutions of the Commission, shall govern the conduct of meetings of the Commission and its established committees.

3.09. Agenda. The Commission may take no action on any item not appearing on the agenda except as allowed under the Brown Act. All items on Commission agendas shall be subject to action.

A preliminary agenda shall be distributed electronically or by regular or express mail prior to the date of the meeting, consistent with the Brown Act. (See Subsection 3.04, Notice Regarding Commission Meetings.) A final agenda will be prepared and posted adjacent to the front door of the Bay Area Metro Center in accordance with the Brown Act. Copies of the final agenda will be available at the meeting.

If, in the Chair's judgment, it is necessary to maintain the orderly flow of business, public comment may be restricted by any one or a combination of the following procedures:

1. limiting the time each speaker may testify per agenda item. The limit may not be less than one (1) minute for each speaker, and may range, at the discretion of the Chair, up to three (3) minutes per speaker.
2. requiring a speaker who plans to speak on more than one agenda item to combine his or her testimony on all agenda items to one appearance. The limit for a combined appearance may not be less than three (3) minutes per speaker, and may range, at the discretion of the Chair, up to seven (7) minutes per speaker.
3. establishing the maximum amount of time available during the meeting for public comment so as to permit the meeting agenda to be completed before the loss of a quorum; provided, however, that each speaker be permitted to speak at least one (1) minute.

4. establishing a single period of time during a meeting to take all public testimony before proceeding with the agenda, when there are multiple requests to speak on multiple items on the agenda.

5. rearranging the order of items on the agenda to accommodate public testimony.

Any decision of the Chair regarding the taking of public testimony made pursuant to the Commission Procedures Manual shall govern for the meeting unless overruled by a two-thirds vote of the quorum present.

The order of agenda items may also be changed, if, in the Chair's judgment, there are other reasons to do so.

3.10. Resolutions. Resolutions may be considered by the Commission at any regular or special Commission meetings. All resolutions shall be in writing.

A summary explanation of the purpose and content of each resolution shall be prepared and attached to the proposed resolution, but shall not be considered part of such resolution. The original of a resolution adopted by the Commission is the one signed by the Chair and shall be the official text of that resolution.

3.11. Regional Transportation Plan Revisions. Revisions of the Commission's adopted Regional Transportation Plan (RTP) are prepared as the need arises. Except for revisions approved by the Commission under emergency procedures, revisions to the RTP are considered by the Commission for adoption every four years. Review of proposed Plan revisions is assigned to a standing committee of the Commission, which shall make recommendations to the full Commission for Plan revision. Notice of proposed revisions will be provided in conformance with applicable law and the MTC Public Participation Plan, MTC Resolution No. 4174. Notice of availability of the text of proposed revisions of the RTP shall be sent to organizations and concerned citizens on the current Commission mailing list. Not earlier than twenty (20) days after this distribution of the proposed revisions, and at a time convenient to the public, no less than (2) public hearings shall be held in the region to receive comments, suggestions, and reactions to the proposed revisions. Additional hearings may be scheduled if necessary to allow opportunity for

public comment in parts of the region significantly affected by proposed revisions. These public hearings may be conducted by less than a quorum of the Commission. A transcript or summary of the public hearings shall be provided to all commissioners prior to their acting on the Plan revisions. Notice of the public hearings shall appear in major newspapers of the region and other media as appropriate at least thirty (30) days prior to the scheduled hearings.

3.12 Public Hearings. Public hearings shall be conducted in accordance with MTC's Public Participation Plan, MTC Resolution No. 4174.

3.13. Recording of Meetings. Commission meetings shall be recorded electronically and are available on the Commission's website at no cost and are archived for meetings occurring since 2004. Copies of any recordings (in accessible formats, for persons with disabilities) shall be made available to the public upon request. Further, any individual may record a Commission meeting or parts thereof, if such recording is done in a reasonable manner.

3.14. Minutes of Meetings. The Commission shall keep accurate minutes of all meetings and make them available to the public. Minutes shall include a record of attendance, a summary of motions, resolutions, consensus items, discussion on motions receiving a split vote and/or resulting in a direction to staff or a Commission committee, other business, and public comment. Minutes approved by the board at a succeeding meeting shall be the evidence of action taken at a prior meeting.

3.15. Public Information Materials. MTC staff will routinely prepare and provide all commissioners with general public informational material. Requests for specialized public information assistance for a specific commissioner will be handled on a time-available basis.

3.16 Meeting Conduct. In the event that any public meeting conducted by MTC is willfully interrupted or disrupted by a person or by a group or groups of persons so as to render the orderly conduct of the meeting unfeasible, the Chair may order the removal of those individuals who are willfully disrupting the meeting. Such individuals may be subject to arrest. 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 on matters appearing on the agenda.

#### IV. COMMISSION COMMITTEES

4.01. Types. Commission committees are designated as standing committees, special committees, or advisory committees.

4.02. Policy. It is the general policy of the Commission to receive comments from the public on specific items at committee meetings. Summaries of these comments shall be included in the committee minutes and forwarded to all commissioners.

4.03. Standing Committees. Each standing committee is charged with subject matter responsibility over specific element(s) of the Commission's overall mission and/or organizational functions. Standing committees shall be composed solely of commissioners. Non-voting commissioners may be appointed to standing committees. Notwithstanding that there may be a quorum of the Commission (10 or more commissioners commencing January 1, 2013) in attendance at a standing committee meeting, no standing committee may act for the full Commission unless the meeting is noticed, in accordance with the Brown Act, as a Commission meeting. Each standing committee shall be responsible for reviewing comments of appropriate MTC advisory committees and such comments shall accompany any standing committee recommendations to the Commission.

4.04. Special Committees. The Commission may establish special committees to supervise the development of a specific task or project. Membership of special committees is not limited to commissioners. Composition of special committees will depend upon the task to be performed and may involve the participation of private individuals or representatives of other public agencies.

4.05. Advisory Committees. Advisory committees are discussed in Section 4.14C.

4.06. Appointments to Committees.

A. Manner of Appointment. The Chair of the Commission, subject to the approval of the Commission, shall appoint members of standing committees and special committees to the extent that special committee appointments are the responsibility of MTC. The Commission Chair

shall designate the Chair and Vice-Chair of the standing committee, subject to approval of the Commission. Designation by the MTC Chair of special committee chairs and vice-chairs is subject to the approval of the Commission to the extent that these appointments are the responsibility of MTC. Appointments to advisory committees shall be made by the Commission in accordance with the Commission resolution establishing the particular advisory committee. In the event the Chair and Vice-Chair of a standing committee are not present at a standing committee meeting, the committee members present shall select a Chair Pro Tem for that meeting from among themselves.

B. Term. Subject to Section 2.04, appointments to standing committees shall be for the term of the Commission Chair. Appointments of commissioners to special committees shall be for the term of the Commission Chair. Other appointments to special committees shall be for a term dependent upon the function of the special committee as set forth in the resolution which governs the special committee. Appointments to advisory committees are for a term dependent upon the function of the advisory committee as set forth in the resolution establishing the particular advisory committee.

4.07. Quorum. The quorum for committees established by the Commission shall be a majority of the committee's non-ex-officio voting membership. Except as otherwise provided in Sections 2.04 and 2.05, if necessary to establish a quorum of a committee at a meeting, the Chair and Vice-Chair of the Commission, as ex-officio members of the committee, shall become voting members for that meeting. Unless otherwise approved by the Commission and except as otherwise provided in Sections 2.04 and 2.05, MTC standing committees shall have eight (8) voting members, as approved by the Commission, plus the MTC Chair and Vice-Chair as ex-officio, voting members.

Every member of the Commission who is not a voting member of a standing committee is an ad hoc non-voting member. Although a quorum of the Commission may be in attendance at a meeting of a standing committee, the committee may take action only on those matters delegated to it. The committee may not take any action as the full Commission unless a meeting has been previously noticed as a Commission meeting.

An ad hoc non-voting committee member who is also a voting member of the Commission may be designated by the committee chairperson as a voting member at a particular committee meeting if an additional voting member is needed for a committee quorum. In the case of joint committees formed with ABAG, additional provisions contained in Appendix E shall also apply.

4.08. Open Meetings. It is recognized that "legislative body" as defined in the Brown Act does not include committees composed solely of commissioners when they number less than a quorum of the Commission or a quorum of a standing committee. It is the intention of the Commission to apply the Brown Act to include all non-ad-hoc committees created by the Commission, not just those identified as advisory commissions or committees. All meetings of non-ad-hoc committees created by the Commission, with the exception of closed sessions permitted by the Brown Act, shall be open meetings properly announced in accordance with the provisions of the Brown Act.

4.09. Notice of Meetings. Notice of regular committee meetings shall be given consistent with applicable provisions of the Brown Act and posted adjacent to the front door of the Bay Area Metro Center not less than 72 hours, preceding the date of the meeting. If a special meeting is called on short notice, then notice shall comply with the requirements of Subsection 3.04 B of these procedures. The notice shall announce the date, time, and location of the meeting together with an agenda. This notice shall be sent to all commissioners and to media representatives, concerned individuals, and organizations who have filed a request for receipt of notice of committee meetings and posted in the MTC library. Special meetings of committees shall comply with the minimum notice provisions of the Brown Act. Notices of postponed or canceled committee meetings shall be posted adjacent to the front door of the Bay Area Metro Center not less than 72 hours prior to the regular date of the meeting and shall state the date, time, and location of the next committee meeting if possible. Notices of meetings held earlier than the regular meeting date shall be sent out and posted adjacent to the front door of the Bay Area Metro Center as soon as possible.

4.10. [Reserved]



4.11. Recording of Meetings. Standing and special committee meetings, if possible, shall be recorded electronically and follow the procedures as stated in Subsection 3.13 of this document.

4.12. Minutes of Committee Meetings. Minutes of all committee meetings shall be kept and made available to the public. Minutes shall include a record of attendance, a summary of motions, resolutions, consensus items, discussion on motions receiving a split vote and/or resulting in a direction to staff or a Commission committee, other business, and public comment.

4.13. Reimbursement and Travel Expenses. Commissioners who are members of standing or special committees shall be entitled to receive in lieu reimbursement for attendance at such committee meetings in accordance with Government Code Section 66504.1. Commissioners serving on standing and/or special committees shall also be entitled to receive necessary travel expenses in accordance with the Commission's current resolution in this regard. (See Appendix B.) Members of special committees appointed by the Commission and members of advisory committees appointed through Commission resolutions shall be reimbursed for their necessary travel expenses in accordance with the Commission's current procedures regarding this subject. (See Appendix D.)

Commissioners appointed by the Chair or the full Commission to represent MTC on committees other than those created by MTC shall be entitled to receive the MTC per diem and necessary travel expenses for attendance at such committee meetings. If the procedures of such committees require or permit the appointment of an alternate representative, MTC alternates to such committees may not claim per diem or travel expenses for any meeting at which the MTC commissioner is also present and claiming per diem.

4.14. Commission Committees.

A. Standing Committees. The current charters of the Commission's standing committees, as established by this Manual, are attached as Appendix E. Current Commission standing committees are as follows:

1. Administration Committee - is charged with the oversight of the operation and performance of the Commission staff including the development and oversight of agency personnel, financial policies, and management.

2. Programming and Allocations Committee - reviews projects seeking federal, state and regional funding approval for conformance with the Sustainable Communities Strategy/Regional Transportation Plan, adopts the region's multi-year program of funding priorities for federal, state and regional funds, and recommends allocation of various federal, state and regional funds among the various eligible claimants and applicants within the region.

3. Planning Committee - develops the region's annual transportation work program and program budget, reviews planning policies and issues, and together with ABAG, develops the Sustainable Communities Strategy, and proposes revisions to the Sustainable Communities Strategy/Regional Transportation Plan.

4. Operations Regional Network Management Committee - establishes, oversees and evaluates transportation system management and operational activities sponsored by MTC, SAFE and others, with an emphasis on regional public transportation and multi-modal mobility outcomes to enhance the customer experience.

5. Executive Committee - considers matters of urgency brought before it by the Chair between Commission meetings and other matters assigned to it by the Commission or the Chair.

B. Special Committees. Special committees are committees consisting of MTC commissioners and representatives of other organizations. Special committees are established, modified or disbanded by separate Commission action. By action of the Commission on August 26, 2020 a special Joint MTC ABAG Legislation Committee was hereby established to advise the Commission and ABAG in the legislative process and public information and public participation programs. Examples of additional current committees include, but are not limited to, the following:

1. Regional Airport Planning Committee - reorganized pursuant to MTC Resolution No. 3123 and is responsible for recommendations relating to the Regional Airport Element of the Regional Transportation Plan and the update of revisions relating to this element.

2. MTC/Bay Conservation and Development Commission (BCDC) Seaport Planning Advisory Committee - was established pursuant to a Memorandum of Understanding between BCDC and MTC (MTC Resolution No. 516) and is responsible for developing the legislatively-mandated Seaport Element to the Regional Transportation Plan and recommendations for revision of the Seaport Element of the BCDC Bay Plan

3. Mega-Region Working Group – was established in 2015 through Resolution 4209 to identify issues of common interest and recommend joint activities among metropolitan planning organizations in the Northern California mega-region.

C. Advisory Committees. Advisory committees consist of members of the public and/or staff from public agencies or private organizations. Advisory committees are established, modified or disbanded by separate Commission action. When appropriate, all upcoming vacancies on MTC advisory committees shall be posted on the Commission website. Prior to making appointments to such committees, thirty days shall be allowed to receive responses from citizens individuals who are interested in an appointment. Examples of current advisory committees include, but are not limited to, the following:

1. Policy Advisory Council – This advisory committee was established in November 2009 pursuant to MTC Resolution No. 3931 to advise the Commission on transportation policies in the San Francisco Bay Area, incorporating diverse perspectives relating to the environment, the economy and social equity. Its 27 members are appointed by the Commission, including 9 members, one from each Bay Area county, selected to represent interests related to the communities of color, environmental justice and low-income issues; 9 members, one from each Bay Area county, selected to represent the interests of disabled persons and seniors; and 9 members selected to represent interests related to the economy and the environment.

2. The Bay Area Partnership (The Partnership) - The Partnership is a consortium of local, state and federal agencies, including the top managers from agencies for transportation and protecting the region's environmental quality; intended to foster consensus in the implementation of TEA 21 and its successor statutes, develop agreed-upon funding and planning priorities, and implement plans and programs to better manage and operate the metropolitan transportation system.

3. Regional Transit Coordinating Council (RTCC) - Pursuant to Public Utilities Code § 29142.4, the Commission has established the RTCC to advise MTC with respect to its state and federal programs, to focus attention on transit coordination, and to encourage participation of transit operators' top management in MTC's deliberations. MTC Resolution No. 2467 establishes the RTCC.

4. Paratransit Coordinating Councils (PCCs) - established by MTC Resolution No. 468 in 1977 to require participation by counties in promoting the efficient use of limited paratransit services. Membership composition is established in MTC Resolution No. 1209.

NOTE: Special and advisory committees usually forward their recommendations to the Programming and Allocations Committee. Special issues can be referred to the appropriate MTC standing committee. The Joint MTC ABAG Legislation Committee forwards its recommendations directly to the Commission.

## V. MISCELLANEOUS

5.01 Authority. The Metropolitan Transportation Commission finds that these procedures are necessary to carry out the purposes of the Metropolitan Transportation Commission Act. These procedures are adopted pursuant to the Commission's authority under Government Code § 66506.

5.02 Emergency Notice Provision. In the event a postal strike or other calamity makes it impossible to give notice of meetings by mail as required in these procedures, notice of meetings of the Commission and its committees shall be given to commissioners and committee members, respectively, with such time and by such means as may be practical, which may include, but not be limited to, personal service, facsimile, email and posting at MTC's website. In such event, the general public and those requesting notice of Commission and committee meetings shall be notified, if possible, by publication of notice in a newspaper or newspapers of general circulation in the region. The timing and content of such published notice shall conform, if possible, to the requirements pertaining to mailed notice set forth in these procedures.

5.03 Meeting Protocol in Declared Emergencies. In the event the Governor imposes an emergency order related to a natural or man-made disaster, the provisions of Appendix F shall apply.

5.04 Severability. Should any part, term, portion, or provision of these procedures be finally decided to be in conflict with any law of the United States or the State of California or otherwise be ineffectual or unenforceable, the validity of the remaining parts, terms, portions, or provisions shall be deemed severable and shall not be affected thereby, providing such remaining portions or provisions can be construed to stand as the Commission intended.

Appendix E  
Resolution No. 1058

**Standing Committees' Structure/Joint MTC ABAG Legislation  
Committee Structure**

STANDING COMMITTEE: Administration

<u>FUNCTION</u>	<u>DELEGATED AUTHORITY</u>
1. Oversight of general operations and performance of agency.	Recommend to the Commission.
2. Review, adopt and oversee personnel policies.	Approval authority
3. Give policy guidance on meet and confer negotiations of staff salaries and benefits; recommend travel and per diem reimbursements of the Commission, standing committees and advisory committees and groups.	Recommend to the Commission
4. Review financial reports, audit reports, general stewardship of funds.	Approval authority
5. Review annual agency operating budget.	Recommend to the Commission
6. Authorize the execution of agency contracts, funding agreement and purchase orders not delegated to the Executive Director (except as otherwise delegated to the <b>Operations-Regional Network Management Committee</b> ). Details of litigation-related contracts may be reviewed in closed session and approved in open session, with the provision that contract amounts may be withheld from disclosure until the conclusion of the litigation.	Approval authority
7. Review the Commission Procedures Manual and Conflict of Interest Code.	Recommend to the Commission

COMPOSITION OF COMMITTEE MEMBERSHIP:

Membership: Commencing January 1, 2013, unless otherwise approved by the Commission, 8 voting commissioners including the Chair of the Committee.

The Administration Committee's regular meeting begins at ~~10:00 am~~ **or after 9:00 am** on the second Wednesday of each month, following the regular meeting of the BATA Oversight Committee. The meeting date and time is subject to change by the Committee as its workload warrants. ~~This~~ **Such change** shall not be deemed a postponement.

**STANDING COMMITTEE: Programming and Allocations Committee**

<u>FUNCTION</u>	<u>DELEGATED AUTHORITY</u>
1. Review all applications for state or federal funds.	Recommend to the Commission
2. Review all projects consistent with MTC's responsibilities under the Intergovernmental Review process.	Recommend to the Commission
3. Develop the annual proposed distribution of discretionary funds among eligible claimants for operating assistance.	Recommend to the Commission
4. Develop the annual Program of Projects for FTA Sections 9 and 18 for areas within the MTC region.	Recommend to the Commission
5. Conduct public hearings on Unmet Transit Needs to make required findings regarding allocations of Transportation Development Act funds for streets and roads purposes.	Recommend to the Commission
6. Review and evaluate applications or commitments for allocations of funds, including but not limited to Transportation Development Act, State Transit Assistance, 25% of 1/2¢ sales tax, and toll bridge net revenues.	Recommend to the Commission
7. Review revisions to MTC-approved annual grant applications and allocations for funds.	Approval authority for revisions that do not include new projects or do not exceed \$5 million in cost. Recommend to the Commission all other revisions.
8. Review and approve grant applications to external funding sources for MTC-sponsored programs.	Recommend to the Commission
9. Review, conduct public hearings on (as appropriate), and establish priorities for capital programs of projects for the rehabilitation, management and/or improvement of the regional transportation system.-	Recommend to the Commission adoption of the Transportation Improvement Programs (RTIP & TIP) and Transit Capital Priorities.



10. Review amendments to the Transit Capital Priorities and/or the Transportation Improvements Programs (RTIP and TIP).

Approval authority for revisions that do not include new projects or do not exceed \$5 million in cost. Recommend to the Commission all other revisions.

COMPOSITION OF COMMITTEE MEMBERSHIP:

Membership: Commencing January 1, 2013, unless otherwise approved by the Commission, 8 voting commissioners including the Chair of the Committee.

Programming and Allocations Committee's regular meeting begins at ~~10:30 am~~ or after 9:00 am on the second Wednesday of each month, following the regular meeting of the Administration Committee. The meeting date and time is subject to change by the Committee as its work load warrants. ~~This~~ Such change shall not be deemed a postponement.

STANDING COMMITTEE: Planning

<u>FUNCTION</u>	<u>DELEGATED AUTHORITY</u>
1. Develop the annual work program and program budget.	Recommend to the Commission
2. Monitor, direct and update work program and program budget - including the scope of consultant contract.	Approval authority within constraints of operating budgets. Recommend to the Commission for substantive work program, and recommend to the Administration Committee for fund approval for these substantive changes.
3. Review planning and policy issues, review recommendations on evaluations of these issues from advisory and special committees, and examine planning issues against the SCS/RTP.	Recommend MTC policies related to the Sustainable Communities Strategy/Regional Transportation Plan to the Commission.
4. Develop revisions to the Sustainable Communities Strategy/Regional Transportation Plan, deliberate on substance of planning and conduct public hearings.	Recommend adoption of revisions to the Sustainable Communities Strategy/Regional Transportation Plan to the Commission.
5. Coordinate the SCS/RTP with other regional plans, including but not limited to: the Bay Area Air Quality Plan, the Bay Area Seaport Plan; the Regional Airport Plan, and BCDC's Bay Plan.	Recommend MTC policies to the Commission.

COMPOSITION OF COMMITTEE MEMBERSHIP:

Membership: Commencing January 1, 2013, unless otherwise approved by the Commission, 8 voting commissioners including the Chair of the Committee.

Planning Committee's regular meeting begins at ~~9:30 am~~ or after 9:00 am on the second Friday of each month. The meeting date and time is subject to change by the Committee as its work load warrants. ~~This~~ Such change shall not be deemed a postponement.

STANDING COMMITTEE: **Operations-Regional Network Management**

FUNCTION

1. Establish, oversee and evaluate transportation system management and operational activities sponsored by MTC and other agencies, with an emphasis on public transportation and multi-modal mobility outcomes to enhance the customer experience. This function includes but is not limited to: customer-focused programs such as 511 and Clipper®, fare integration policy, bus transit priority, mapping and wayfinding, network management and accessibility, the highway and arterial operations programs, the agency's SAFE responsibilities related to call boxes, and the Freeway Service Patrol disaster preparedness and incident management activities.
2. Authorize the execution of agency contracts, funding agreements and purchase orders not delegated to the Executive Director that are necessary to conduct the system management, policy development and operations activities of MTC and MTC/SAFE.

DELEGATED AUTHORITY

Recommend to the Commission for establishing new activities or major changes to existing activities and policies. Approval authority for all other oversight and evaluation functions.

COMPOSITION OF COMMITTEE MEMBERSHIP

Membership: Commencing July 1, 2023, unless otherwise approved by the Commission, 8 voting commissioners including the Chair of the Committee and 3 non-voting members appointed at the discretion of the Chair of the Commission. The 3 non-voting members shall be 1 state representative and 2 transit agency board members.

The Regional Network Management Committee's regular meeting begins at ~~10:00 am~~ or after 9:00 am on the second Friday of each month. The meeting date and time is subject to change by the Committee as its workload warrants. This ~~Such change~~ shall not be deemed a postponement.

STANDING COMMITTEE: Executive

<u>FUNCTION</u>	<u>DELEGATED AUTHORITY</u>
1. Acts on matters of urgency brought before it by the Chair between Commission meetings.	Recommend to the Commission
2. Acts on other matters assigned by Commission or Chair.	Recommend to the Commission

COMPOSITION OF COMMITTEE MEMBERSHIP:

Commission Chair, Commission Vice Chair, immediate past Commission Chair, the Association of Bay Area Governments [ABAG] Representative, and the chairs of the following committees:

MTC Administration, Planning, Programming and Allocations and Regional Network Management Committees, the Joint MTC ABAG Legislation Committee (MTC member serving as Chair or Vice Chair depending on rotation), the Bay Area Infrastructure Financing Authority Network and Operations Committee Chair and the Bay Area Toll Authority Oversight Committee Chair.

*Note: If an individual member of the Executive Committee fits more than one membership category described above, their presence and vote only count once for quorum and voting purposes. The Executive Committee membership includes representation of chairs from committees of related entities; because the boards have the same membership, the Executive Committee remains a committee of the Commission only. Should Executive Committee membership as defined here constitute a quorum of the Commission as a whole, meetings shall be noticed in accordance with Brown Act requirements for the Commission.*

**SPECIAL JOINT COMMITTEE WITH ABAG: Joint MTC ABAG Legislation Committee**

<u>FUNCTION</u>	<u>DELEGATED AUTHORITY</u>
1. Develop specific legislative proposals.	Recommend to the Commission and the ABAG Executive Board, unless a proposal only impacts one agency, in which case the recommendation on that proposal will be referred only to the governing board of the agency impacted.
2. Develop MTC and ABAG policy positions on major legislative and regulatory proposals initiated-by others.	Recommend to the Commission and the ABAG Executive Board, except as provided above.
3. Represent the Commission and ABAG in the legislative process.	Represent the Commission and ABAG at legislative hearings and contacts with legislators.  In emergency situations where Commission and ABAG Executive Board action is not possible, the Chair of the Committee may, with the concurrence of the Commission Chair and the ABAG President, respond to legislative matters of importance to the Commission and ABAG.
4. Develop procedures for public information, press relations and citizen participation.	Referral to the Commission and the ABAG Executive Board.
5. Review, adopt and oversee public information, press relations and citizen participation programs.	Referral to the Commission and the ABAG Executive Board

**COMPOSITION OF COMMITTEE MEMBERSHIP:**

Membership: Commencing August 26, 2020, 9 voting commissioners (together with 2 non-voting commissioners, in the discretion of the Chair of the Commission) appointed by the Chair of the Commission, as confirmed by the Commission and 9 ABAG Executive Board members appointed by the ABAG President as confirmed by the ABAG Executive Board. All voting commissioners not appointed to the Joint MTC ABAG Legislation Committee shall be ad hoc nonvoting members. The total number of ABAG voting members shall be equal to the total number of MTC voting members. The ad hoc nonvoting members may be deputized to vote as necessary to create or maintain a quorum. The Chair and Vice Chair of the Committee shall be appointed by the Committee at its first meeting, with the Chair being either an ABAG member or an MTC member and the Vice Chair being from the other agency. Every two years thereafter, the appointments of the Chair and Vice Chair of the Committee shall be appointed by the Committee, but shall be rotated such that, for example, if the existing

Chair is from the MTC Board and the existing Vice Chair is from the ABAG Executive Board, the next Chair shall be from the ABAG Executive Board and the next Vice Chair shall be from the MTC Board.

The Joint MTC ABAG Legislation Committee's regular meeting begins at ~~11:00 am~~ or after 9:00 am on the second Friday of each month, following the regular meeting of the Planning Committee. The meeting date and time is subject to change by the Committee as its work load warrants. ~~This~~ Such change shall not be deemed a postponement.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 23-0549      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Commission Consent

**File created:** 3/30/2023      **In control:** Programming and Allocations Committee

**On agenda:** 5/10/2023      **Final action:**

**Title:** MTC Resolution Nos. 4202, Revised; 4505, Revised; and 4540, Revised. Various revisions to the One Bay Area Grant programs (OBAG 2 and 3) and Carbon Reduction Program (CRP), including deprogramming \$4.7 million from two projects in the OBAG 2 County Program.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [8c 23-0549 MTC Resolutions 4202 4505 4540 OBAG2&3 CRP Revisions.pdf](#)  
[2c 23-0549 MTC Resolutions 4202 4505 4540 OBAG2&3 CRP Revisions.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
MTC Resolution Nos. 4202, Revised; 4505, Revised; and 4540, Revised. Various revisions to the One Bay Area Grant programs (OBAG 2 and 3) and Carbon Reduction Program (CRP), including deprogramming \$4.7 million from two projects in the OBAG 2 County Program.

**Presenter:**  
Thomas Arndt

**Recommended Action:**  
Commission Approval

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

May 10, 2023

Agenda Item 2c - 23-0549

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

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**Subject:**

Various revisions to the One Bay Area Grant programs (OBAG 2 and 3) and Carbon Reduction Program (CRP), including further defining the projects and programs within the OBAG 3 Climate Initiatives program and redirecting \$4.7 million in the OBAG 2 County Program.

**Background:**

The OBAG 2 and 3 programs adopted by the Commission establish the policy and programming framework for investing federal Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement program (CMAQ) funds for FY 2017-18 through FY 2025-26. As part of the OBAG 3 regional investment strategy, MTC approved the policy and programming framework for investing federal Carbon Reduction Program (CRP) funds for FY 2021-22 through FY 2025-26.

This month, staff recommend various revisions to the CRP and OBAG 2 and 3 Regional and County & Local Programs as described below.

***CRP and OBAG 3 Regional Programs***

To facilitate the delivery of planning projects anticipated through the ongoing Mobility Hubs and Parking Program calls for projects, staff recommend reprogramming OBAG 3 Climate Initiatives funds for the following projects:

- \$2 million to MTC for Mobility Hubs Planning,
- \$500,000 to MTC for Mobility Hubs Technical Assistance,
- \$2 million to MTC for Parking Management Planning, and
- \$15 million for various Transportation Electrification initiatives as approved by the Joint MTC Planning and ABAG Administrative Committee in April.

After planning projects are selected by the Commission for the Mobility Hubs and Parking Management programs (anticipated in June), MTC can obligate funds from the categories above on behalf of awardees to reduce the delivery burden and minimize the total number of federal projects for ease of administration. To ensure that Climate Initiatives projects are matched with the most appropriate funding source, staff are also recommending swapping \$10 million in CRP funds currently programmed to Mobility Hubs with \$10 million in OBAG 3 Regional funds currently programmed to Electric Vehicles and Infrastructure.



In addition, staff recommend the following changes to the Regional Program:

- Reprogramming \$750,000 in OBAG 3 Regional Funds for Bay Trail capital project delivery to MTC for Bay Trail Implementation to support a broader range of Bay Trail implementation activities beyond capital project delivery, and
- Adding MTC as the project sponsor for the existing Priority Development Area (PDA) Planning and Technical Assistance Grants program, to reflect that MTC will be obligating these funds on behalf of awardees for ease of administration.

***OBAG 2 Regional and County Programs***

Staff recommend the following revisions within the County Program:

- Deprogram \$3.7 million in Santa Clara County Program funds from Santa Clara's Saratoga Creek Trail Phase project, which the sponsor has relinquished due to difficulties attaining permits from the required regulatory agencies. Santa Clara will not be moving forward with the project at this time. MTC staff are coordinating with the Santa Clara Valley Transportation Authority (VTA) to identify a use for the funds relinquished by Santa Clara that will meet OBAG 2 requirements and deadlines, and will return to the Commission with a recommendation in the coming months.
- Deprogram \$1 million in San Mateo County Program funds from San Carlos' US 101/Holly Street Bicycle and Pedestrian Overcrossing project, which the sponsor has relinquished due to difficulties securing additional grant funds to complete the project funding plan. As recommended by the City/County Association of Governments of San Mateo County (C/CAG), staff recommend reprogramming these funds to Pacifica's Sharp Park Priority Development Area Pedestrian Improvement project.

Within the Regional Connected Vehicles/Automated Vehicles program, staff recommend the following revisions to reflect the latest partnership agreement and implementation plan:

- Change the project sponsor from MTC to Santa Clara Valley Transportation Authority (VTA) for the Palo Alto Advanced Transit Passenger Management project, and
- Reprogram \$150,000 from MTC for Project Evaluations to VTA for the project above, as VTA will be completing the evaluation for this program component.

***OBAG 3 County & Local Program***

Staff recommend reprogramming \$21,540 within the San Francisco County & Local Program from BART's Elevator Modernization project to MTC's Regional Vanpool/Carpool Program. This revision would complete the funding swap approved by the Commission in March, which

swapped \$5 million in BART's OBAG 3 funds with \$5,021,540 in MTC's FTA 5307 funds from the Transit Capital Priorities (TCP) program.

Finally, staff recommend replacing San Rafael with MTC as the project sponsor for the City's two County & Local PDA Planning projects for the North San Rafael/Northgate and Southeast San Rafael/Canal Area PDAs. These funds will be obligated by MTC on behalf of the City for ease of administration, similar to the forthcoming PDA Planning Grants through the Regional Program.

**Issues:**

None.

**Recommendations:**

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

**Attachments:**

- MTC Resolution No. 4202, Revised, Attachments B-1 and B-2
- MTC Resolution No. 4505, Revised, Attachments B-1 and B-2
- MTC Resolution No. 4540, Revised, Attachment B



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Andrew B. Fremier

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

### ABSTRACT

Resolution No. 4202, Revised

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

The resolution includes the following attachments:

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

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

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

## ABSTRACT

MTC Resolution No. 4202, Revised

Page 2

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

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

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

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

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

## ABSTRACT

MTC Resolution No. 4202, Revised

Page 3

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

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

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

## ABSTRACT

MTC Resolution No. 4202, Revised

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

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

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

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

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

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

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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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MTC Resolution No. 4202, Revised

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

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

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

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

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

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On June 26, 2019, Attachment B-2 was revised to program \$822,000 in unprogrammed Safe Routes to School Program (SRTS) balances within the Contra Costa County Program to six existing projects; and to redirect \$251,000 within the San Mateo County Program from Atherton's Middlefield Road Class II Bike Lanes to its James Avenue Rehabilitation.

On July 24, 2019, Attachment A was revised to delegate authority to the Executive Director or designee to sign Letters of Understanding for the exchange of STP/CMAQ funds with other regions, within certain conditions and limitations, and to delegate to a Committee of the Commission the authority to approve exchanges beyond these conditions and limitations.

On September 25, 2019, Attachments B-1 and B-2 were revised to clarify that the \$300,000 programmed to Alameda County Transportation Commission (ACTC) within the Community Based Transportation Plan (CBTP) Updates program will be directed to its Congestion Management Agency (CMA) Planning program as part of an internal fund exchange within ACTC; redirect \$9.6 million from 511 Implementation to 511 Next Gen within the Bay Area 511 Traveler Information Program; within the Freeway Performance Program redirect \$625,000 in from MTC's SR 84 (US 101 to I-880) to the environmental phase of MTC's I-580 WB HOV Lane Extension project and change the project sponsor of the I-80/Central Ave. Interchange Improvements project from the Contra Costa Transportation Authority (CCTA) to City of Richmond; within the Innovative Deployment to Enhance Arterials (IDEA) program, clarify that LAVTA is a partner agency for the Dublin Category 2 IDEA project; within the Transportation Management Systems (TMS) program, change the name of the overall program to Connected Bay Area, redirect \$2 million from the Detection Technology Pilot project and \$1.8 million from the Performance-Based ITS Device Maintenance and Rehabilitation project to provide an additional \$3.8 million to the I-880 Communications Upgrade and Infrastructure Gap Closures project; within the Incident Management program, redirect \$1 million from MTC's I-880 Integrated Corridor Management (ICM) Central Segment to the Northern Segment; within the San Francisco County program, redirect \$3,366,000 from John Yehall Chin Elementary Safe Routes to School (SRTS) Improvement; and within the Santa Clara County program, redirect \$1 million from Los Altos' Miramonte Ave Bicycle and Pedestrian Access Improvements project to Cupertino's McClellan Rd Separated Bike Lane project, and program \$1,346,000 in unprogrammed discretionary balances to Campbell's Harriet Ave Sidewalk project and Los Gatos Shannon Rd Complete Streets project.

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On October 23, 2019, Attachment B-1 was revised to redirect \$3 million from MTC's Detection Technology Pilot project to establish the InterConnect Bay Area grant program within the Connected Bay Area program; direct \$5 million (\$4 million Solano County and \$1 million other North Bay counties) within the Housing Incentive Pool program to establish the Sub-HIP program, with specific projects to be recommended through future programming actions; and program \$1 million to BART for AB2923 Implementation from unprogrammed balances within the PDA Planning & Implementation program.

On November 20, 2019, Attachments B-1 and B-2 were revised to program \$6,023,000 in MTC exchange funds in accordance with MTC Resolution No. 3989 to 13 projects within the Priority Conservation Area (PCA) Grants program; and within the Contra Costa County program, redirect \$1,025,000 from Brentwood's Various Streets and Roads Preservation project to Pittsburg's Pavement Improvements project, redirect \$618,000 from San Pablo's Market Street Pavement Rehabilitation project to Giant Road Pavement Rehabilitation project; and revise the name of Walnut Creek's Ygnacio Valley Road Rehabilitation project to reflect the latest proposed scope of work.

On February 26, 2020, Attachments A, B-1, and B-2 were revised to program \$1 million to MTC for SR 37 corridor planning in Marin, Napa, Solano, and Sonoma Counties and \$3 million to MTC for I-80 corridor planning from the Carquinez Bridge to the San Francisco-Oakland Bay Bridge (SFOBB) Toll Plaza within the Freeway Performance Program; revise the name of the Concord Willow Pass Road Rehabilitation and Safe Routes to School project within the Contra Costa County Program to reflect the project's current scope; and clarify language within the OBAG 2 Project Selection Criteria and Programming Policy to reflect the Commission adoption of Housing Incentive Pool (HIP) program guidelines, MTC Resolution No. 4348.

On May 27, 2020, Attachment B-1 was revised to clarify the scope of MTC's Freeway Performance Program planning-only project on I-80 extends from Carquinez Bridge in Contra Costa to Fremont Street in San Francisco; change the sponsor for three projects within the Regional Priority Conservation Area (PCA) Grant program; and to redirect \$104,000 in the North Bay Priority PCA Grant program from Novato's Carmel Open Space Acquisition project to Novato's Hill Area National Recreation Area, as the former project has been cancelled.

On July 22, 2020, Attachment B-1 was revised to program \$5 million to five projects in Solano, Marin, Napa, and Sonoma Counties within the Housing Incentive Pool Pilot Program (Sub-HIP)

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

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

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

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

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

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

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

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

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

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MTC Resolution No. 4202, Revised

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

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

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

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

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

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

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

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

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

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reprogram \$3,351,000 of these funds to Los Gatos' Creek Trail to Highway 9 Trailhead Connection and \$807,000 to Cupertino's new Stevens Creek Boulevard Class IV Bike Lanes project; redirect funds within the Alameda County Program, including \$1,662,000 from Hayward's Winton Avenue Complete Streets project and \$225,000 from Emeryville's Slurry Seal of Frontage Road, 65<sup>th</sup> Street, and Powell Street projects, and reprogram \$620,000 of these funds to ACTC's Alameda County Safe Routes to School Non-Infrastructure Program, leaving an unprogrammed balance of \$1,267,000 within the Alameda County Program.

On June 22, 2022, Attachment B-1 was revised to deprogram \$400,000 from Cupertino's VTA Cores and Corridors PDA Plan, leaving an unprogrammed balance of \$400,000 within the PDA Planning & Implementation program; program \$100,000 in regional program balances to the Capitol Corridor Joint Powers Authority's (CCJPA's) State Route 84 Ardenwood Intermodal Bus Facility project within the Regional Strategic Investments program as part of a fund exchange agreement with CCJPA; and reprogram \$1,250,000 within the Safe and Seamless Mobility Quick-Strike program to MTC's Bay Bridge Forward project's preliminary engineering phase, including \$500,000 from MTC's Blue Ribbon Centralized Program Eligibility project and \$750,000 in remaining program balance from the Blue Ribbon Transit Recovery Action Plan.

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

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

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

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



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

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

On May 24, 2023, Attachments B-1 and B-2 were revised to reprogram \$150,000 within the Connected Vehicles/Automated Vehicles Regional Program from MTC's Project Evaluations to the Palo Alto Advanced Transit Passenger Management project, change the sponsor on the latter project from MTC to the Santa Clara Valley Transportation Authority (VTA), deprogram \$3,735,000 in Santa Clara County Program funds from Santa Clara's Saratoga Creek Trail Phase 1 project, and reprogram \$1,000,000 within the San Mateo County Program from San Carlos' US 101/Holly Street Bicycle and Pedestrian Overcrossing project to Pacifica's Sharp Park Priority Development Area Pedestrian Improvement 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,

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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, April 12, 2023, and May 10, 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



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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**  
**May 2023**

MTC Res. No. 4202 Attachment B-1  
 Adopted: 11/18/15-C

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

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
<b>OBAG 2 REGIONAL PROGRAMS</b>		<b>\$652,511,187</b>	<b>\$131,433,260</b>
<b>1. REGIONAL PLANNING ACTIVITIES</b>			
Regional Planning	MTC	\$9,555,000	
<b>1. REGIONAL PLANNING ACTIVITIES</b>		<b>\$9,555,000</b>	
<b>2. PAVEMENT MANAGEMENT PROGRAM</b>			
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	
<b>2. PAVEMENT MANAGEMENT PROGRAM</b>		<b>\$9,250,000</b>	
<b>3. PDA PLANNING &amp; IMPLEMENTATION</b>			
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	
San Jose: Urban Villages District Parking & Rezoning	MTC	\$120,000	

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<b>OBAG 2 REGIONAL PROGRAMS</b>			
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	
<b>3. PDA PLANNING &amp; IMPLEMENTATION</b>		<b>\$20,000,000</b>	
<b>4. CLIMATE INITIATIVES</b>			
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	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	TBD	\$101,760	
Targeted Transportation Alternatives	MTC	\$325,000	
Spare the Air Youth Program - 2	MTC	\$1,417,000	
<b>4. CLIMATE INITIATIVES</b>		<b>\$23,417,000</b>	
<b>5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT</b>			
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	
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	

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<b>OBAG 2 REGIONAL PROGRAMS</b>		<b>\$652,511,187</b>	<b>\$131,433,260</b>
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	
VTA: Veterans Admin. Palo Alto Medical Center	VTA	\$845,000	
Connected Vehicles/Automated Vehicles (CAV)	MTC	\$178,000	
VTA: Palo Alto Advanced Transit Passenger Management (Revised)	VTA	<b>\$976,000</b>	
SFCTA/TIMMA: Treasure Island Automated Shuttle Pilot	MTC	\$828,000	
Technical Advisory Services	MTC	\$268,000	
Project Evaluations (Revised)	MTC	<b>\$250,000</b>	
Shared Use Mobility	MTC	\$2,500,000	
Connected Bay Area			
TMS Implementation	MTC	\$2,910,000	
I-880 Communication Upgrade and Infrastructure Gap Closures	MTC/Caltrans	\$9,440,000	
Regional Communications Infrastructure Upgrade - MTC	MTC	\$4,150,000	
Regional Communications Infrastructure Upgrade - Caltrans	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	
<b>5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT</b>		<b>\$172,620,000</b>	<b>\$4,000,000</b>
<b>6. TRANSIT PRIORITIES</b>			
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	
Monterey Road Transit Lane	VTA	\$575,000	
<b>6. TRANSIT PRIORITIES</b>		<b>\$159,043,668</b>	<b>\$30,239,332</b>
<b>7. PRIORITY CONSERVATION AREA (PCA)</b>			



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<b>OBAG 2 REGIONAL PROGRAMS</b>		<b>\$652,511,187</b>	<b>\$131,433,260</b>
<b>Regional Peninsula, Southern and Eastern Counties PCA Grant Program</b>			
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	
<b>North Bay PCA Grant Program</b>			
Marin Co: Wilson Hill Road Rehab. (for Corte Madera: Paradise Dr MUP)	Marin County	\$312,000	
Marin Co: Wilson Hill Road Rehab	Marin County	\$869,000	
Novato: Nave Dr/Bell Marin Keys Rehabilitation (for Hill Recreation Area Imps.)	Novato	\$104,000	
Novato: Vineyard Rd Improvements (for Hill Recreation Area Imps.)	Novato	\$265,000	
National Parks Service: Fort Baker's Vista Point Trail	NPS	\$500,000	
NVTA: Vine Trail - St. Helena to Calistoga	NVTA	\$711,000	
Napa: Vine Trail - Soscol Ave Corridor	Napa	\$650,000	
Napa County: Silverado Trail Rehabilitation - Phase L	Napa County	\$689,000	
Solano County: Suisun Valley Farm-to-Market - Phase 3 Bike Imps	Solano County	\$2,050,000	
Sonoma County: Crocker Bridge Bike/Pedestrian Bridge	Sonoma County	\$1,280,000	
Sonoma County: Joe Rodota Trail Bridge Replacement	Sonoma County	\$770,000	
<b>7. PRIORITY CONSERVATION AREA (PCA)</b>		<b>\$9,976,000</b>	<b>\$6,949,000</b>
<b>8. BAY AREA HOUSING INITIATIVES</b>			
Bay Area Preservation Pilot (BAPP)	MTC		\$10,000,000
Housing Incentive Pool	TBD	\$25,000,000	
<b>Sub-HIP Pilot Program</b>			
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	
<b>8. BAY AREA HOUSING INITIATIVES</b>		<b>\$30,000,000</b>	<b>\$10,000,000</b>
<b>9. SAFE &amp; SEAMLESS MOBILITY QUICK-STRIKE</b>			
<b>County &amp; Local</b>			
<b>Alameda</b>			
CTA planning & programming (for Youth and Adult Bicycle Promotion & Education)	ACTC	\$160,000	
Alameda County Safe Routes to Schools	ACTC	\$1,500,000	
CTA planning & programming	ACTC	\$354,000	
AC Transit Tempo Quick Build Transit Lane Delineation	AC Transit	\$300,000	
AC Transit Quick Builds Transit Lanes	AC Transit	\$954,000	
Anita Avenue Safe and Accessible Route to School and Transit	Alameda County	\$2,000,000	
BART Fare Collection Equipment (for Oakland East Bay Greenway Segment II)	BART/Oakland		\$1,000,000
Fremont Boulevard/Walnut Avenue Protected Intersection	Fremont	\$1,271,000	
Fremont Boulevard/Grimmer Boulevard Protected Intersection	Fremont	\$1,415,000	
LAVTA Passenger Facilities Enhancements	LAVTA		\$2,000,000
Oakland 14th Street Complete Streets	Oakland		\$1,000,000
<b>Contra Costa</b>			



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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 05/24/23-C

**OBAG 2 Regional Programs Project List**

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
<b>OBAG 2 REGIONAL PROGRAMS</b>		<b>\$652,511,187</b>	<b>\$131,433,260</b>
CTA planning & programming	CCTA	\$242,000	
BART Fare Collection Equipment (for Lafayette Town Center Pathway and BART Bike Station Pi	BART / Lafayette		\$1,825,000
BART Fare Collection Equipment (for Bicycle, Pedestrian, and ADA Imps. at Pittsburg/Bay Point	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
<b>Marin</b>			
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	
<b>Napa</b>			
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	
<b>San Francisco</b>			
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	
<b>San Mateo</b>			
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
<b>Santa Clara</b>			
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
<b>Solano</b>			
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	
<b>Sonoma</b>			
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	
<b>Regional &amp; Corridor</b>			
<b>Regional Planning</b>			
FasTrak START Pilot Evaluation Study	MTC	\$900,000	
Diridon Station Planning & Studies	MTC	\$1,000,000	
<b>Regional and Corridor</b>			
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	

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

MTC Res. No. 4202 Attachment B-1  
 Adopted: 11/18/15-C

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

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
<b>OBAG 2 REGIONAL PROGRAMS</b>		<b>\$652,511,187</b>	<b>\$131,433,260</b>
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	
<b>9. SAFE &amp; SEAMLESS MOBILITY QUICK-STRIKE</b>		<b>\$54,466,764</b>	<b>\$34,593,076</b>
<b>10. REGIONAL STRATEGIC INVESTMENTS (RSI)</b>			
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	
<b>10. REGIONAL STRATEGIC INVESTMENTS (RSI)</b>		<b>\$164,182,755</b>	<b>\$45,651,852</b>
<b>OBAG 2 REGIONAL PROGRAMS</b>		<b>TOTAL: \$652,511,187</b>	<b>\$131,433,260</b>

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## MTC Resolution No. 4202

Adopted: 11/18/15-C

## OBAG 2 County Programs

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

## FY 2017-18 through FY 2021-22

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## May 2023

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10/28/22-C 11/16/22-C 05/24/23-C

## OBAG 2 County Programs Project List

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

**Attachment B-2**

MTC Res. No. 4202 Attachment B-2

**MTC Resolution No. 4202**

Adopted: 11/18/15-C

**OBAG 2 County Programs**

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

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**OBAG 2 County Programs Project List**

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



## MTC Resolution No. 4202

Adopted: 11/18/15-C

## OBAG 2 County Programs

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

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## OBAG 2 County Programs Project List

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

## MTC Resolution No. 4202

Adopted: 11/18/15-C

## OBAG 2 County Programs

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

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## OBAG 2 County Programs Project List

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

## MTC Resolution No. 4202

Adopted: 11/18/15-C

## OBAG 2 County Programs

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

## FY 2017-18 through FY 2021-22

12/20/17-C 02/28/18-C 05/23/18-C 06/27/18-C 09/26/18-C 12/19/18-C

## May 2023

01/23/19-C 06/26/19-C 09/25/19-C 11/20/19-C 02/26/20-C 09/23/20-C

07/28/21-C 11/17/21-C 12/15/21-C 02/23/22-C 04/27/22-C 05/25/22-C

10/28/22-C 11/16/22-C 05/24/23-C

## OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	STP/CMAQ
<b>OBAG 2 COUNTY PROGRAMS</b>		<b>\$385,512,000</b>
Santa Clara County: Capitol Expressway Rehabilitation	Santa Clara County	\$5,000,000
Santa Clara County: McKean Rd Pavement Rehabilitation	Santa Clara County	\$1,151,000
Saratoga: Prospect Rd Complete Streets	Saratoga	\$1,075,000
Saratoga: Saratoga Village Crosswalks & Sidewalks Rehabilitation	Saratoga	\$338,000
Sunnyvale: Bernardo Avenue Bicycle Underpass - EIR	Sunnyvale	\$500,000
Sunnyvale: East Sunnyvale Area Sense of Place Improvements	Sunnyvale	\$1,701,000
Sunnyvale: Fair Oaks Avenue Bikeway - Phase 2	Sunnyvale	\$782,000
Sunnyvale: Java Drive Road Diet & Bike Lanes	Sunnyvale	\$500,000
Sunnyvale: Lawrence Station Area Sidewalks & Bike Facilities	Sunnyvale	\$500,000
Sunnyvale: Peery Park Sense of Place Improvements	Sunnyvale	\$2,686,000
Sunnyvale: Traffic Signal Upgrades	Sunnyvale	\$2,566,000
VTA/Milpitas: Montague Exwy Pedestrian Overcrossing at Milpitas BART	VTA/Milpitas	\$3,560,000
<b>Unprogrammed Balance (Added)</b>		<b>\$3,735,000</b>
<b>SANTA CLARA COUNTY</b>	<b>TOTAL:</b>	<b>\$104,073,000</b>
<b>SOLANO COUNTY</b>		
CMA Planning Activities		
Planning Activities Base	STA	\$3,822,000
Planning Activities - Supplemental	STA	\$3,039,000
Federal Aid Secondary (FAS)		
Solano County: County Roads Paving	Solano County	\$506,000
Solano County: Farm to Market Phase 2 Imps	Solano County	\$1,000,000
Safe Routes To School (SRTS)		
Fairfield: Grange Middle School SRTS Imps	Fairfield	\$260,000
STA: Countywide SRTS Non-Infrastructure Program	STA	\$1,209,000
County Program		
Benicia: Park Rd Improvements	Benicia	\$2,731,000
Fairfield: Cadenasso Dr Repaving	Fairfield	\$1,394,000
Suisun City: Railroad Ave Repaving	Suisun City	\$491,000
STA: Vacaville Jepson Parkway Phase 1B/1C Bike Path	STA	\$3,064,000
STA: Solano Mobility Call Center	STA	\$1,537,000
Vacaville: VacaValley/I-505 Roundabouts	Vacaville	\$250,000
Vacaville: Local Streets Overlay	Vacaville	\$1,193,000
Vallejo: Sacramento St Rehabilitation	Vallejo	\$681,000
<b>SOLANO COUNTY</b>	<b>TOTAL:</b>	<b>\$21,177,000</b>
<b>SONOMA COUNTY</b>		
CMA Planning Activities		
Planning Activities Base	SCTA	\$3,822,000
Planning Activities - Supplemental	SCTA	\$1,178,000
Federal Aid Secondary (FAS)		
Sonoma County: River Road Pavement Rehabilitation	Sonoma County	\$3,264,000
Safe Routes To School (SRTS)		
SCTA: Sonoma County Safe Routes To School (SRTS)	SCTA	\$1,655,000
County Program		
Cotati: E. Cotati Avenue Street Rehabilitation	Cotati	\$675,000
Healdsburg: Healdsburg Avenue Road Diet	Healdsburg	\$600,000
Petaluma: Petaluma Boulevard South Road Diet	Petaluma	\$2,916,000
SMART: Petaluma SMART Pathway	SMART	\$400,000
Rohnert Park: Various Streets Rehabilitation	Rohnert Park	\$1,035,000
Santa Rosa: US 101 Bicycle and Pedestrian Bridge Overcrossing	Santa Rosa	\$1,418,000
Santa Rosa: Various Streets Rehabilitation	Santa Rosa	\$1,655,000
Sebastopol: Bodega Avenue Bike Lanes and Pavement Rehabilitation	Sebastopol	\$1,195,000
Sonoma (City) : New Fryer Creek Bicycle and Pedestrian Bridge	Sonoma (City)	\$501,000
Sonoma County: Various County Roads Rehabilitation	Sonoma County	\$2,600,000

**Attachment B-2**  
**MTC Resolution No. 4202**  
**OBAG 2 County Programs**  
**FY 2017-18 through FY 2021-22**  
**May 2023**

MTC Res. No. 4202 Attachment B-2

Adopted: 11/18/15-C

Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C 11/15/17-C  
 12/20/17-C 02/28/18-C 05/23/18-C 06/27/18-C 09/26/18-C 12/19/18-C  
 01/23/19-C 06/26/19-C 09/25/19-C 11/20/19-C 02/26/20-C 09/23/20-C  
 07/28/21-C 11/17/21-C 12/15/21-C 02/23/22-C 04/27/22-C 05/25/22-C  
 10/28/22-C 11/16/22-C 05/24/23-C

**OBAG 2 County Programs Project List**

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



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 05/24/23-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.

On May 24, 2023, Attachments B-1 and B-2 were revised to reprogram \$750,000 in Regional Program funds from MTC's Bay Trail Project Delivery to MTC's Bay Trail Implementation, reprogram \$23,800,000 to various projects and programs within the Climate Initiatives Program, reprogram \$21,540 in County & Local Program funds from BART's Elevator Modernization Phase 1.3 project to MTC's Regional Carpool/Vanpool project, and revise the sponsor for Priority Development Area (PDA) Planning projects in both the County & Local and Regional Programs to MTC.

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, April 12, 2023, and May 10, 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 black ink, consisting of a large, stylized 'A' followed by a long horizontal line extending to the right.

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Alfredo Pedroza, Chair

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

**Attachment B-1**  
**MTC Resolution No. 4505**  
**OBAG 3 Regional Programs**  
**FY 2022-23 through FY 2025-26**  
**May 2023**

MTC Res. No. 4505 Attachment B-1  
 Adopted: 01/26/22-C  
 Revised: 02/23/22-C 06/22/22-C 09/28/22-C 10/26/22-C 11/16/22-C  
 01/25/23-C 02/22/23-C 03/22/23-C 05/24/23-C

**OBAG 3 Regional Programs Project List**

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Total Other
<b>OBAG 3 REGIONAL PROGRAMS</b>		<b>\$383,000,000</b>	<b>\$75,940,000</b>
<b>1. PLANNING AND PROGRAM IMPLEMENTATION</b>			
Planning and Program Implementation			
Regional Planning Activities	MTC	\$8,300,000	
Program and Project Implementation	MTC	<b>\$37,200,000</b>	
Program and Project Implementation - Transit Transformation	MTC	\$4,000,000	
<b>1. PLANNING AND PROGRAM IMPLEMENTATION</b>		<b>\$49,500,000</b>	
<b>2. GROWTH FRAMEWORK IMPLEMENTATION</b>			
Growth Framework Implementation			
PDA Planning and Technical Assistance Grants (Revised)	<u>MTC</u>	<b>\$23,000,000</b>	
Priority Production Area (PPA) Pilot Program	TBD	\$2,000,000	
<b>2. GROWTH FRAMEWORK IMPLEMENTATION</b>		<b>\$25,000,000</b>	
<b>3. CLIMATE, CONSERVATION, AND RESILIENCE</b>			
Climate Initiatives			
Mobility Hubs			
Mobility Hubs (Revised)	TBD	<b>\$300,000</b>	<b>\$30,000,000</b>
<u>Mobility Hubs Planning (Added)</u>	<u>MTC</u>	<b>\$2,000,000</b>	
<u>Mobility Hubs Technical Assistance (Added)</u>	<u>MTC</u>	<b>\$500,000</b>	
Transportation Electrification			
<u>Charging Infrastructure: Regional Technical Assistance Program</u> <u>Electric Vehicles and Infrastructure (Revised)</u>	TBD		<b>\$20,000,000</b>
<u>Charging Infrastructure: Transit Station Public Charging Program (Added)</u>	<u>TBD</u>		<b>\$10,000,000</b>
Electric Bikeshare: Bay Wheels Bikeshare E-bike Expansion	MTC	\$4,060,000	\$15,940,000
<u>Local Public Fleet Electrification: Planning Assistance (Added)</u>	<u>TBD</u>	<b>\$10,000,000</b>	
<u>Planning &amp; Program Strategy: Local Action Planning (Added)</u>	<u>TBD</u>	<b>\$4,500,000</b>	
<u>Planning &amp; Program Strategy: Regional Program Strategy (Added)</u>	<u>TBD</u>	<b>\$500,000</b>	
Parking Management			
Parking Management (Revised)	TBD	<b>\$4,000,000</b>	
<u>Parking Management Planning (Added)</u>	<u>MTC</u>	<b>\$2,000,000</b>	
Regional Transportation Demand Management (TDM)			
Commuter Benefits Program	MTC	\$8,400,000	
Commuter Benefits Program - Air District	BAAQMD	\$1,600,000	
Regional Carpool/Vanpool Program	MTC	\$3,400,000	
Bike to Work & Spare the Air Youth	MTC	\$4,800,000	
511 Traveler Information Services	MTC	\$14,000,000	
Regional TDM Balance	MTC	\$4,000,000	
Priority Conservation Area (PCA) Grant Program			
PCA Grant Program	TBD	\$18,000,000	
<b>3. CLIMATE, CONSERVATION, AND RESILIENCE</b>		<b>\$82,060,000</b>	<b>\$75,940,000</b>
<b>4. COMPLETE STREETS AND COMMUNITY CHOICE</b>			
Healthy, Safe, and Sustainable Streets			
Regional Vision Zero/Safety Program			
Local Roadway Safety Plan Development & TA Balance	MTC	\$2,720,000	
CCTA: Local Roadway Safety Plan Development	MTC	\$630,000	
NVTA: Local Roadway Safety Plan Development	MTC	\$250,000	
C/CAG: Local Roadway Safety Plan Development	MTC	\$400,000	
Bay Area Vision Zero Data System	MTC	\$2,000,000	
Regional Safety Program Coordination and Outreach	MTC	\$2,000,000	
Regional Pavement & Asset Management Program			
Pavement Technical Assistance Program (PTAP)	MTC	\$10,000,000	
Pavement Management Program (PMP)	MTC	\$3,000,000	
Regional Active Transportation Plan (AT Plan) Implementation			
Active Transportation Technical Assistance Program	MTC	\$300,000	
Bay Trail Planning	MTC	\$1,500,000	

**Attachment B-1**  
**MTC Resolution No. 4505**  
**OBAG 3 Regional Programs**  
**FY 2022-23 through FY 2025-26**  
**May 2023**

MTC Res. No. 4505 Attachment B-1  
 Adopted: 01/26/22-C  
 Revised: 02/23/22-C 06/22/22-C 09/28/22-C 10/26/22-C 11/16/22-C  
 01/25/23-C 02/22/23-C 03/22/23-C 05/24/23-C

**OBAG 3 Regional Programs Project List**

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Total Other
<b>OBAG 3 REGIONAL PROGRAMS</b>		<b>\$383,000,000</b>	<b>\$75,940,000</b>
<del>Bay Trail Project Delivery (Removed)</del>	<del>MTC</del>	<del>\$750,000</del>	
<b>Bay Trail Implementation (Added)</b>	<b>MTC</b>	<b>\$750,000</b>	
Bay Trail Technical Assistance	MTC	\$250,000	
Bay Skyway: West Oakland Link	MTC	\$1,900,000	
Bay Skyway: Yerba Buena Island Multi-Use Path	SFCTA	\$4,100,000	
Regional AT Plan Implementation Balance	TBD	\$6,200,000	
<b>Community Choice</b>			
ACTC: Community-Based Transportation Plans	MTC	\$600,000	
CCTA: Community-Based Transportation Plans	MTC	\$450,000	
TAM: Community-Based Transportation Plans	MTC	\$150,000	
NVTA: Community-Based Transportation Plans	MTC	\$150,000	
SFCTA: Community-Based Transportation Plans	MTC	\$370,000	
C/CAG: Community-Based Transportation Plans	MTC	\$245,000	
VTA: Community-Based Transportation Plans	MTC	\$600,000	
STA: Community-Based Transportation Plans	MTC	\$190,000	
SCTA: Community-Based Transportation Plans	MTC	\$245,000	
Project implementation, technical assistance, engagement	TBD	\$15,000,000	
<b>4. COMPLETE STREETS AND COMMUNITY CHOICE</b>		<b>\$54,000,000</b>	
<b>5. MULTIMODAL SYSTEMS OPERATIONS AND PERFORMANCE</b>			
<b>Transit Transformation Action Plan</b>			
Transit Priority - Highway Investments	MTC	\$13,000,000	
Transit Priority - Arterial Investments	TBD	\$15,000,000	
Mapping & Wayfinding	TBD	\$3,600,000	
<b>Multimodal Systems Programs</b>			
Clipper C2 Capital (Loan for RM3)	MTC	\$30,000,000	
Forward Programs	MTC	\$21,800,000	
Bay Bridge Forward I-80/Powell I/C Transit Access	MTC	\$1,200,000	
Resilient SR 37	MTC	\$10,000,000	
Design Alternative Assessments/Corridor Studies	MTC	\$4,000,000	
Adaptive Ramp Metering Implementation	MTC	\$4,000,000	
Optimized Freeway Corridor Operations	MTC	\$6,000,000	
Multimodal Arterial Operations	MTC	\$6,500,000	
Shared Connected/Automated Vehicles and Technology	MTC	\$1,000,000	
Regional ITS Architecture	MTC	\$2,000,000	
Express Lanes Studies and Pilots (Non-Infrastructure)	MTC	\$2,000,000	
Connected Bay Area/Incident Management	MTC	\$28,400,000	
SR 29 American Canyon Operational and Multimodal Imps	NVTA	\$1,000,000	
SamTrans Preventative Maintenance (for SamTrans ROW Repayment)	SamTrans	\$7,000,000	
<b>5. MULTIMODAL SYSTEMS OPERATIONS AND PERFORMANCE</b>		<b>\$156,500,000</b>	
<b>NON-FEDERAL EXCHANGE ADJUSTMENT</b>		<b>\$15,940,000</b>	
<b>OBAG 3 REGIONAL PROGRAMS</b>	<b>TOTAL:</b>	<b>\$383,000,000</b>	<b>\$75,940,000</b>

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-4505\_ongoing\_OBAG3\[tmp-4505\_Attachment-B-1\_May.xlsx]May 2023



**Attachment B-2**  
**MTC Resolution No. 4505**  
**OBAG 3 County & Local Programs**  
**FY 2022-23 through FY 2025-26**  
**May 2023**

MTC Res. No. 4505 Attachment B-2  
 Adopted: 01/26/22-C  
 Revised: 06/22/22-C 09/28/22 10/26/22-C 01/25/23-C 03/22/23-C  
 05/24/23-C

**OBAG 3 County & Local Programs Project List**

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ
<b>OBAG 3 COUNTY &amp; LOCAL PROGRAMS</b>		<b>\$383,000,000</b>
<b>ALAMEDA COUNTY</b>		
CTA Planning Activities		
Planning Activities Base	MTC	\$4,905,000
Planning Activities Supplemental	ACTC	\$2,600,000
County/Local Program		
Fruitvale Corridor	AC Transit	\$2,000,000
San Pablo Avenue Bus and Bike Lanes	ACTC	\$10,000,000
San Pablo Avenue Parallel Bike Network	ACTC	\$10,000,000
San Pablo Avenue Safety/Bus Bulbs Project	ACTC	\$10,000,000
SRTS Non-Infrastructure Program	ACTC	\$8,883,000
Central Avenue/Fourth Street/Ballena Blvd Roundabout	Alameda	\$2,325,000
Mission Boulevard Phase III Corridor Improvements	Alameda County	\$4,950,000
West Oakland Link	MTC/BATA	\$4,200,000
Upper San Lorenzo Creekway Trail	Alameda County	\$9,621,000
Old Town Streetscape	Newark	\$5,141,000
<b>ALAMEDA COUNTY</b>		<b>\$74,625,000</b>
<b>CONTRA COSTA COUNTY</b>		
CTA Planning Activities		
Planning Activities Base	MTC	\$4,087,000
County/Local Program		
Countywide Smart Signals	CCTA	\$26,555,000
SRTS Non-Infrastructure Program	CCTA	\$3,665,000
Galindo Street Multimodal Corridor	Concord	\$3,361,000
Willow Pass Road Bikeway Connection	Concord	\$830,000
School Street Class I Multiuse Facility	Lafayette	\$750,000
Bay Trail Gap Closure at Tennent Avenue	Pinole	\$1,020,000
Delta De Anza Multimodal Trail Safety Improvements	Pittsburg	\$4,427,000
Bayview to BART	Richmond	\$1,675,000
McBryde Avenue Safe Routes to Parks	Richmond	\$1,028,000
Safe Routes to School Infrastructure Improvements	Walnut Creek	\$7,050,000
<b>CONTRA COSTA COUNTY</b>		<b>\$54,448,000</b>
<b>MARIN COUNTY</b>		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,446,000
Planning Activities Supplemental	TAM	\$400,000
County/Local Program		
Paradise Drive	Corte Madera	\$2,056,000
Transit Corridor Improvements	MCTD	\$1,600,000
<b>San Rafael: North San Rafael/Northgate Area PDA Study (Revised)</b>	<b>San Rafael MTC</b>	<b>\$797,000</b>
<b>San Rafael: SE San Rafael/Canal Area PDA Study (Revised)</b>	<b>San Rafael MTC</b>	<b>\$797,000</b>
Second and Fourth Street Intersection Improvements	San Rafael	\$3,051,000
Bridgeway Bike Lane Project – Princess Street to Richardson	Sausalito	\$505,000
SMART Pathway: Great Redwood Trail – Novato	SMART	\$1,000,000
<b>MARIN COUNTY</b>		<b>\$13,652,000</b>
<b>NAPA COUNTY</b>		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,446,000
County/Local Program		

**Attachment B-2**  
**MTC Resolution No. 4505**  
**OBAG 3 County & Local Programs**  
**FY 2022-23 through FY 2025-26**  
**May 2023**

MTC Res. No. 4505 Attachment B-2  
 Adopted: 01/26/22-C  
 Revised: 06/22/22-C 09/28/22 10/26/22-C 01/25/23-C 03/22/23-C  
 05/24/23-C

**OBAG 3 County & Local Programs Project List**

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ
<b>OBAG 3 COUNTY &amp; LOCAL PROGRAMS</b>		<b>\$383,000,000</b>
Green Island Road Class 1	American Canyon	\$1,000,000
Silverado Trail Five-Way Intersection Improvements	Napa	\$2,000,000
SR 29 American Canyon Operational and Multimodal Imps	NVTA	\$2,000,000
Main Street St. Helena Pedestrian Improvements	St. Helena	\$1,206,000
<b>NAPA COUNTY</b>		<b>\$9,652,000</b>
<b>SAN FRANCISCO COUNTY</b>		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,624,000
Planning Activities Supplemental	SFCTA	\$2,200,000
County/Local Program		
Elevator Modernization, Phase 1.3 (Revised)	BART	<b>\$8,278,460</b>
Regional Carpool/Vanpool (for BART Elevator Modernization Phase 1.3) (Revised)	MTC	<b>\$5,021,540</b>
Yerba Buena Island Multi-use Pathway (Added)	SFCTA	\$3,000,000
SFMTA Light Rail Vehicles (for SFCTA West Side Bridges)	SFMTA	\$14,899,000
SRTS Non-Infrastructure Program	SFMTA	\$7,082,000
29 Sunset Improvement	SFMTA	\$5,976,000
Central Embarcadero Safety	SFMTA	\$6,320,000
<b>SAN FRANCISCO COUNTY</b>		<b>\$56,401,000</b>
<b>SAN MATEO COUNTY</b>		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,450,000
Planning Activities Supplemental	C/CAG	\$2,300,000
County/Local Program		
Rollins Road Bicycle and Pedestrian Improvement	Burlingame	\$3,100,000
El Camino Real Complete Street, Mission Rd to SSF	Colma	\$4,640,000
SRTS Non-Infrastructure Program	C/CAG	\$2,120,000
Middle Ave Caltrain Pedestrian and Bicycle Undercrossing	Menlo Park	\$5,000,000
Roosevelt Avenue Traffic Calming Project	Redwood City	\$3,400,000
Bay Road Complete Street Rehabilitation	San Mateo County	\$3,807,000
19th Ave/Fashion Island Blvd Complete Street Class IV	SMCTA	\$3,375,000
School St/Spruce Ave and Hillside Blvd Safety and Access Imps	South San Francisco	\$3,128,000
<b>SAN MATEO COUNTY</b>		<b>\$34,320,000</b>
<b>SANTA CLARA COUNTY</b>		
CTA Planning Activities		
Planning Activities Base	MTC	\$5,307,000
Planning Activities Supplemental	VTA	\$4,693,000
County/Local Program		
N San Antonio Road Protected Bikeway	Los Altos	\$7,298,000
Monterey Road Traffic, Bicycle, & Pedestrian Improvements	Morgan Hill	\$3,921,000
El Camino Real / El Monte / Escuela Intersection Imps	Mountain View	\$2,400,000
Middlefield Road Complete Streets	Mountain View	\$2,406,000
Moffett Boulevard Complete Streets	Mountain View	\$3,500,000
Jackson Avenue Complete Streets	San Jose	\$3,300,000
Julian & St. James Livable Streets Couplet Conversion	San Jose	\$12,974,000
Signalized Intersections Pedestrian Safety Improvements	San Jose	\$6,300,000
Story-Keys Complete Streets	San Jose	\$32,730,000
White Road Pedestrian Safety Improvements	San Jose	\$3,382,000
Central Santa Clara Bicycle and Pedestrian Improvement	Santa Clara	\$9,029,000

**Attachment B-2**  
**MTC Resolution No. 4505**  
**OBAG 3 County & Local Programs**  
**FY 2022-23 through FY 2025-26**  
**May 2023**

MTC Res. No. 4505 Attachment B-2  
 Adopted: 01/26/22-C  
 Revised: 06/22/22-C 09/28/22 10/26/22-C 01/25/23-C 03/22/23-C  
 05/24/23-C

**OBAG 3 County & Local Programs Project List**

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ
<b>OBAG 3 COUNTY &amp; LOCAL PROGRAMS</b>		<b>\$383,000,000</b>
<b>SANTA CLARA COUNTY</b>		<b>\$97,240,000</b>
<b>SOLANO COUNTY</b>		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,446,000
Planning Activities Supplemental	STA	\$4,044,000
County/Local Program		
East Fifth Street PDA - Affordable Housing Streetscape Imps	Benicia	\$261,000
Linear Park Node 4 Safe Routes to School and Transit	Fairfield	\$2,239,000
Travis Safe Routes to School and Transit	Fairfield	\$3,960,000
Solano 360 Transit Center Phase 1	Solano County	\$2,101,000
Solano Mobility Call Center and Employer Commuter Program	STA	\$1,500,000
SRTS Non-Infrastructure Program	STA	\$1,000,000
Sacramento Street Road Diet – Phase II	Vallejo	\$850,000
<b>SOLANO COUNTY</b>		<b>\$19,401,000</b>
<b>SONOMA COUNTY</b>		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,446,000
Planning Activities Supplemental	SCTA	\$2,229,000
County/Local Program		
Grove Street Neighborhood Plan Implementation	Healdsburg	\$2,217,000
Hwy 101 Bike/Ped Overcrossing at Copeland Creek	Rohnert Park	\$3,350,000
Downtown Connectivity for Housing Density Intensification	Santa Rosa	\$2,588,000
Hwy 101 Hearn Ave Multi-Use Pathway and Pavement Rehab	Santa Rosa	\$1,321,000
SRTS Non-Infrastructure Program	SCTA	\$1,910,000
SMART Pathway: Great Redwood Trail – Santa Rosa	SMART	\$2,000,000
Todd Rd and Standish Ave Intersection Improvements	Sonoma County	\$2,200,000
Downtown Bike/Ped US 101 Crossing - Underpass Widening	Windsor	\$2,000,000
<b>SONOMA COUNTY</b>		<b>\$23,261,000</b>
<b>UNPROGRAMMED BALANCE</b>		
<b>OBAG 3 COUNTY &amp; LOCAL PROGRAMS</b>	<b>TOTAL:</b>	<b>\$383,000,000</b>

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Date: October 26, 2022  
W.I.: 1512  
Referred by: PAC  
Revised: 05/24/23-C

ABSTRACT

Resolution No. 4540

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

The resolution includes the following attachments:

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

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

On May 24, 2023, Attachment A was revised to reprogram \$10,000,000 from MTC's Electric Vehicles and Infrastructure program to MTC's Mobility Hubs program.

Further discussion of the project selection criteria and programming policy is contained in memorandums to the Programming and Allocations Committee dated October 12, 2022 and May 10, 2023.

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

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

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4540

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

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

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

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

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

WHEREAS, MTC, in cooperation with Caltrans, transit operators, the Bay Area Air Quality Management District (BAAQMD), Bay Area County Transportation Agencies (CTAs), counties, cities, and interested stakeholders, has developed policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set forth in Attachments A and B of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the policies set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership and interested stakeholders, will develop a program

of projects to be funded with these funds for inclusion in the federal TIP, as set forth in Attachment B of this Resolution, incorporated herein as though set forth at length; and

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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

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Alfredo Pedroza, Chair

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

**Attachment B  
MTC Resolution No. 4540  
Carbon Reduction Program  
FY 2021-22 through FY 2025-26  
May 2023**

MTC Res. No. 4540 Attachment B  
Adopted: 10/26/22-C  
Revised: 05/24/23-C

**CRP Project List**

<b>PROJECT CATEGORY AND TITLE</b>	<b>SPONSOR</b>	<b>CRP</b>	<b>Other</b>
<b>CARBON REDUCTION PROGRAM</b>			
<b>CLIMATE INITIATIVES</b>			
Mobility Hubs (Revised)	TBD	<u>\$30,000,000</u>	<u>\$2,800,000</u>
Electric Vehicles and Infrastructure (Revised)	TBD	<u>\$30,000,000</u>	<u>\$35,000,000</u>
<b>CLIMATE INITIATIVES</b>		<b>\$60,000,000</b>	<b>\$37,800,000</b>
<b>CARBON REDUCTION PROGRAM</b>		<b>\$60,000,000</b>	<b>\$37,800,000</b>

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# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 23-0581      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Commission Consent

**File created:** 4/6/2023      **In control:** Programming and Allocations Committee

**On agenda:** 5/10/2023      **Final action:**

**Title:** MTC Resolution No. 4347, Revised. Lifeline Transportation Program Cycle 5 Program of Projects

Revision to the Lifeline Transportation Program (LTP) Cycle 5 Program of Projects to redirect \$120,000 from the Porter Street Crossing Improvements to the Broadway Street Improvements project.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [8d 23-0581 MTC Resolution 4347 Lifeline Transportation Program.pdf](#)  
[2d 23-0581 MTC Resolution 4347 Lifeline Transportation Program.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

MTC Resolution No. 4347, Revised. Lifeline Transportation Program Cycle 5 Program of Projects

Revision to the Lifeline Transportation Program (LTP) Cycle 5 Program of Projects to redirect \$120,000 from the Porter Street Crossing Improvements to the Broadway Street Improvements project.

**Presenter:**

Melanie Choy

**Recommended Action:**

Commission Approval

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

May 10, 2023

Agenda Item 2d - 23-0581

**MTC Resolution 4347, Revised.****Lifeline Transportation Program Cycle 5 Program of Projects**

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**Subject:**

Revision to the Lifeline Transportation Program (LTP) Cycle 5 Program of Projects to redirect \$120,000 from the Porter Street Crossing Improvements to the Broadway Street Improvements project.

**Background:**

Since 2005, MTC's Lifeline Transportation Program (LTP) has been supporting projects that improve mobility for the region's low-income communities. The program is administered in coordination with the region's transit agencies and nine county transportation agencies (CTAs). Under LTP Cycle 5 (2018), \$400,000 was set aside to implement the projects included in the City of Vallejo's (City) Community Based Transportation Plan (CBTP). A total of three (3) projects were funded in Cycle 5. One of the projects, the Porter Street Crossing Improvements, is being funded by a private developer and as a result, the City is requesting that the LTP funds be reprogrammed to another high priority CBTP project. The City is requesting to reprogram the \$120,000 in State Transit Assistance funding from the Porter Street Crossing Improvements, to the Broadway Street Improvements project. The Broadway Street Improvements would construct a paved sidewalk on the west side of Broadway St. between Delaware St. and Texas St. to increase pedestrian safety.

Staff recommends reprogramming \$120,000 in State Transit Assistance (STA) funds from the City of Vallejo's Porter Street Crossing Improvements to the Broadway Street Improvements project in the LTP Cycle 5 program.

**Issues:**

None identified.

**Recommendations:**

Refer MTC Resolution No. 4347, Revised to the Commission for approval.

**Attachments:**

- Attachment A: MTC Resolution No. 4347, Revised

A handwritten signature in blue ink that reads "Andrew B. Fremier". The signature is written in a cursive style with a large initial "A".

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Andrew B. Fremier

Date: July 25, 2018  
W.I.: 1311  
Referred by: PAC  
Revised: 12/19/18-C 06/26/19-C  
01/22/20-C 02/24/21-C  
05/24/23-C

ABSTRACT

Resolution No. 4347, Revised

This resolution adopts the FY2016-17 through FY2017-18 Program of Projects for MTC's Cycle 5 Lifeline Transportation Program, funded with State Transit Assistance (STA) and FTA Section 5307 Urbanized Area funds.

The evaluation criteria established in Resolution No. 4309 were used by the local entities administering the program to develop the program of projects.

The following attachments are provided with this resolution:

Attachment A — Cycle 5 Lifeline Transportation Program of Projects -  
FY2016 - 17 and FY2017-18

This resolution was amended on December 19, 2018 to program additional projects resulting from increased State Transit Assistance (STA) for Lifeline Cycle 5, and to program approximately \$5 million for Santa Clara County projects.

This resolution was amended on June 26, 2019 to program additional projects resulting from increased State Transit Assistance (STA) for Lifeline Cycle 5, and to program \$391,151 in State Transit Assistance funds to Marin Transit, which involves a funding exchange with local Measure AA funds through the Transportation Authority of Marin.

This resolution was amended on January 22, 2020 to program \$600,000 in State Transit Assistance funds from the Participatory Budgeting (PB) Pilot Reserve to the San Francisco Municipal Transportation Agency's Bayview Community Based Transportation Plan Participatory Budgeting Pilot – Bayview Transit Assistants project.

This resolution was amended on February 24, 2021 to program \$400,000 in State Transit Assistance funds from the Participatory Budgeting (PB) Pilot Reserve to the Solano Transportation Authority's City of Vallejo Community Based Transportation Plan Participatory Budgeting Pilot Projects: SolTrans – Bus Stop and Shelter Lighting Improvements, Additional Bus Shelters and Benches at SolTrans Bus Stops, SolTrans System Maps at Bus Shelters, and Bus Stop Landscape Improvements; and City of Vallejo (via Solano Transportation Authority) – Redwood St. Mid-Block Crosswalk Improvements, and Porter St. New Sidewalk and Street Crossing Improvements.

This resolution was amended on May 24, 2023 to reprogram \$120,000 in State Transit Assistance (STA) funds from the Porter Street Crossing Improvements project to the Broadway Street Improvements project.

Further discussion of this action is contained in the Programming and Allocations Committee summary sheets dated July 11, 2018, December 12, 2018, June 12, 2019, January 8, 2020, February 10, 2021, and May 10, 2023.

Date: July 25, 2018  
W.I.: 1311  
Referred by: PAC

RE: Cycle 5 Lifeline Transportation Program of Projects – FY2016-17 and FY2017-18

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4347

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

WHEREAS, MTC adopted Resolution No. 4309, which establishes program guidelines to be used for the funding and oversight of the Cycle 5 Lifeline Transportation Program, Fiscal Years 2016-17 and 2017-18; and


WHEREAS, MTC used the process and criteria set forth in Attachment A of Resolution No. 4309 to fund a Program of Projects for the Cycle 5 Lifeline Transportation Program with State Transit Assistance (STA) and Section 5307 Urbanized Area funds; and

WHEREAS, the Cycle 5 Lifeline Transportation Program of Projects is set forth in Attachment A of this resolution, attached hereto and incorporated herein as though set forth at length; now therefore be it

RESOLVED, that MTC approves the Program of Projects for the Cycle 5 Lifeline Transportation Program, as set forth in Attachment A of this resolution; and be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required, to the Governor, Caltrans, and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, appearing to read "Jake Mackenzie", written over a horizontal line.

Jake Mackenzie, Chair

The above resolution was entered into by  
the Metropolitan Transportation Commission  
at a regular meeting of the Commission  
held in San Francisco, California, on July 25, 2018.

### Cycle 5 Lifeline Transportation Program of Projects (FY2016-17 and FY2017-18)

#	Project	Project Sponsor	Project Description					TOTAL Lifeline Funding	Notes
				STA (95%) <sup>1</sup>	STA (5% Conting.) <sup>1</sup>	STA (add'l revenue) <sup>4</sup>	5307		
<b>Alameda County</b>									
1	Preservation of Existing Services in Communities of Concern	AC Transit	The project aims to continue and improve transit service to several key Communities of Concern in the southern, central and northern portions of Alameda County. The routes (Route 20, 40, 51A, 51B, 72, 800, and 801) serve low-income communities that have been identified because of spatial gaps in service in the Community Based Transportation Plan (CBTP).	2,051,426	83,748		1,514,825	3,649,999	
2	Route 14 Operating Assistance	LAVTA	Wheels Route 14 provides service between the North Livermore Low Income Community and a variety of essential destinations including shopping, employment, healthcare, and direct regional rail connections via the Livermore Transit Center/ACE station and Dublin/Pleasanton BART station.	320,000				320,000	
3	Coliseum BART Elevator Renovation Project	BART	Renovation of two elevators at the Coliseum BART Station as part of Phase 1 for the Elevator Renovation Program. The project addresses the growing needs of aging equipment to provide safe, reliable, and operational elevators in an area servicing a community that is roughly 30% low-income.	720,000		104,940		824,940	(8)
4	Operations Support for Route 2	Union City Transit	The Route 2 is the main east-west route in the area that connects the Union City Intermodal Station with job centers along the Whipple Road corridor, which includes a lot of manufacturing and distribution facilities. The route provides vital lifeline public transportation access for the Decoto neighborhood, an established Community of Concern in Union City.	182,512		104,940		287,452	(8)

<b>County Bid Target</b>	<b>3,273,938</b>	<b>83,748</b>	<b>209,881</b>	<b>1,514,825</b>	
<b>Proposed Programming</b>	<b>3,273,938</b>	<b>83,748</b>	<b>209,880</b>	<b>1,514,825</b>	<b>5,082,391</b>
<b>Unprogrammed Balance</b>	-	-	1	-	1

<b>Contra Costa County</b>									
5	Preserve Operations in Central County Communities of Concern	County Connection (CCCTA)	Maintain existing services on routes in low income areas in Central Contra Costa County. The identified routes link low-income riders with employment centers, schools, retail and services.	752,666			14,057	766,723	
6	Pittsburg Bay Point Elevator Replacement	BART	Renovation of two elevators at the Pittsburg/Bay Point/Antioch BART Station as part of the Elevator Renovation Program. The project addresses the growing needs of aging equipment to provide safe, reliable, and operational elevators in an area servicing a Community of Concern.	-			954,259	954,259	
7	Preserve Operations in West County Communities of Concern	AC Transit	Maintain existing service on Lines 71, 76, 376, 800. These routes provide basic transportation services to AC Transit riders, 70 percent of whom are low income. All lines serve and/or are predominantly located in Communities of Concern. All lines presently provide service to employment, services, retail, schools, health care and coordination to BART stations. Funding this project would preserve existing headways and service span.	1,090,123				1,090,123	
8	Contra Costa College Connection: Increase Frequency on C3 Operations	WestCAT	Increase frequency on Route C3, which operates between Hercules Transit Center and Contra Costa College in San Pablo. The Lifeline funding under this grant would allow WestCAT to decrease headways from 60 minutes to 30 minutes. WestCAT estimates the increased service will increase low income ridership 35-40% or approximately 26,000 new low income passenger trips annually.	250,000				250,000	
9	Preserve Operating Support for Routes 200 and 201	Tri Delta Transit	Route 200 operates between the Pittsburg/Bay Point BART Station, the veterans/county hospitals, and the county/court buildings in Martinez. Route 201 is a lifeline service operating between Pittsburg/Bay Point BART and Concord with stops at Mt. Diablo High School and John Muir Medical Center.		53,534	123,947		177,481	(10)

<b>County Bid Target</b>	<b>2,092,789</b>	<b>53,534</b>	<b>123,947</b>	<b>968,316</b>	
<b>Proposed Programming</b>	<b>2,092,789</b>	<b>53,534</b>	<b>123,947</b>	<b>968,316</b>	<b>3,238,586</b>



### Cycle 5 Lifeline Transportation Program of Projects (FY2016-17 and FY2017-18)

#	Project	Project Sponsor	Project Description					TOTAL Lifeline Funding	Notes
				STA (95%) <sup>1</sup>	STA (5% Conting.) <sup>1</sup>	STA (add'l revenue) <sup>4</sup>	5307		
<b>Unprogrammed Balance</b>				-	-	-	-	-	
<b>Marin County</b>									
10	Bus Stop Improvements	Marin Transit	This project will fund bus stop improvements and real time transit information signs in the Canal neighborhood of San Rafael and additional real time transit information signs at high usage stops in the City of Novato.	24,545	1,292		174,163	200,000	
11	<u>Route 36 (funding exchange project)</u>	Marin Transit	<u>This project will support operations for Route 36 between Marin City and Canal that provides mobility for low-income residents (Funding exchange for three projects: Marin Transit's School Transportation Service in Novato, Marin County's Drake/Cole Pedestrian Improvements, and City of San Rafael's Canal Neighborhood Crosswalk Improvements.</u>	351,867	8,337	30,947		391,151	(11)
<b>County Bid Target</b>				<b>376,412</b>	<b>9,629</b>	<b>30,947</b>	<b>174,163</b>	<b>591,151</b>	
<b>Proposed Programming</b>				<b>376,412</b>	<b>9,629</b>	<b>30,947</b>	<b>174,163</b>	<b>591,151</b>	
<b>Unprogrammed Balance</b>				-	-	-	-	-	
<b>Napa County</b>									
12	Imola Avenue/SR 29 Express Bus Improvement	Napa Valley Transportation Agency (NVTA)	Rehabilitation of the Park and Ride facility; and bicycle and pedestrian facilities on State Route 29 (SR-29) and Imola Avenue; northbound and southbound on/off ramps to serve Vine Transit express buses. Improvements will allow Vine Route 29, which provides service to the Vallejo Ferry Terminal and the El Cerrito del Norte BART station, to operate on the corridor.	295,846	7,567	20,911	150,398	474,722	(8)
<b>County Bid Target</b>				<b>295,846</b>	<b>7,567</b>	<b>20,911</b>	<b>150,398</b>		
<b>Proposed Programming</b>				<b>295,846</b>	<b>7,567</b>	<b>20,911</b>	<b>150,398</b>	<b>474,722</b>	
<b>Unprogrammed Balance</b>				-	-	-	-	-	
<b>San Francisco County</b>									
13	Expanding and Continuing Late Night Transit Service to Communities in Need	SFMTA	SFMTA will provide new late night service on the L Owl line along the Embarcadero to Fisherman's Wharf and continue providing Owl service on key segments of the 44 O'Shaughnessy line, 48 Quintara/24th Street Muni lines. This service provides transit access from a Community of Concern to activity centers.	1,732,392	44,315		801,563	2,578,270	
14	Wheelchair Accessible Taxi Incentive Program	SFMTA	This program provides financial incentives to increase the supply of accessible wheelchair ramp taxis available through the Paratransit program. The additional ramp taxis will be in general circulation, increasing mobility options citywide for wheelchair users.			75,000			(6)
15	Enhanced Shop-a-Round and Van Gogh Recreational Shuttle Service	SFMTA	SFMTA will provide Shop-Around Shuttle service that seeks to provide group van transportation to and from grocery stores with driver assistance in carrying grocery bags for seniors and individuals with disabilities who do not meet ADA program requirements. It provides service seven days a week with two pick-up times available on the weekdays.			32,462			(6)
<b>County Bid Target</b>				<b>1,732,392</b>	<b>44,315</b>	<b>107,462</b>	<b>801,563</b>		
<b>Proposed Programming</b>				<b>1,732,392</b>	<b>44,315</b>	<b>107,462</b>	<b>801,563</b>	<b>2,685,732</b>	
<b>Unprogrammed Balance</b>				-	-	-	-	-	

**Cycle 5 Lifeline Transportation Program of Projects (FY2016-17 and FY2017-18)**

#	Project	Project Sponsor	Project Description					TOTAL Lifeline Funding	Notes
				STA (95%) <sup>1</sup>	STA (5% Conting.) <sup>1</sup>	STA (add'l revenue) <sup>4</sup>	5307		

San Mateo County										
14	Daly City Bayshore Shuttle	City of Daly City (via SamTrans)	Provide a circulator shuttle service connecting the Bayshore neighborhood in Daly City with transit and important destinations in the western portion of Daly City. The shuttle is free for passengers and operates for 14 hours, Monday through Friday, providing 11 round trips.	300,000					300,000	
16	Operating Support for Expanded Route 17 Service	SamTrans	This project will continue funding the operation of existing Lifeline funded expanded fixed route service for SamTrans Route 17 on the Coastsides of San Mateo County. The expanded service provides service to Montara, additional peak commute period service, Sunday service, and later evening hours 7 days a week.	338,312					338,312	
17	Operating Support for SamCoast Service	SamTrans	This project will continue funding the operation of SamCoast, a general public demand response system on the Coastsides of San Mateo County centered in Pescadero.	203,220		25,420			228,640	(5)
18	San Mateo County Transportation Assistance for Low-Income Residents	Human Services Agency (via SamTrans)	The Transportation Assistance Program (TAP) will provide fares for public transportation (such as bus tickets or tokens and possibly bus passes) to low-income families and individuals who are receiving homeless and safety net services from a network of countywide provider agencies. The transportation assistance will assist clients with their transportation needs related to Self-Sufficiency and Family Strengthening activities such as: employment search, employment workshops, job interviews, emergency and health related needs, family counseling, trips to referral agencies, trips to homeless shelters, and housing search.	200,000		36,000			236,000	(5)
19	DriveForward Vehicle Loan Program, San Mateo County	Peninsula Family Services (via VTA)	The DriveForward Vehicle Loan Program provides low-interest auto loans to individuals who are unable to access affordably-priced consumer loan financing. The loans, coupled with financial education credit repair assistance, help address transportation barriers so that individuals can pursue efforts at self-sufficiency, including work, education, asset building, and job training.				275,000		275,000	
20	Menlo Park Crosstown Shuttle	City of Menlo Park (via SamTrans)	The Menlo Park Crosstown Shuttle is a proposed expansion to the current "Midday Shuttle" (M1-Menlo Midday and M2-BelleHaven routes), which has been providing the Belle Haven community and other neighborhoods with reliable local transit since 1998. The shuttle primarily serves the low-income community by providing all-day access to essential destinations not otherwise available.	150,000	30,480	13,865			194,345	(7)
21	Fixed Route 280	SamTrans	Route 280 provides vital connections which serve Communities of Concern between East Palo Alto, the Stanford Shopping Center, and the Palo Alto Caltrain Station. Route 280 provides residents of East Palo Alto access to public transit options for completing work trips without the use of an automobile.				276,311		276,311	

<b>County Bid Target</b>	<b>1,191,532</b>	<b>30,480</b>	<b>75,285</b>	<b>551,311</b>	
<b>Proposed Programming</b>	<b>1,191,532</b>	<b>30,480</b>	<b>75,285</b>	<b>551,311</b>	<b>1,848,608</b>
<b>Unprogrammed Balance</b>	-	-	-	-	-

**Santa Clara County**

**Cycle 5 Lifeline Transportation Program of Projects (FY2016-17 and FY2017-18)**

#	Project	Project Sponsor	Project Description					TOTAL Lifeline Funding	Notes
				STA (95%) <sup>1</sup>	STA (5% Conting.) <sup>1</sup>	STA (add'l revenue) <sup>4</sup>	5307		
21	Bus Stop Enhancement Program	Valley Transportation Authority	This program will provide up to 100 new bus shelters, ADA enhancements, upgraded stop amenities such as benches, lighting, trash receptacles, and digital real-time displays at various bus stops located along high ridership corridors and in Community-Based Transportation Plan study areas.	2,405,763	40,815	101,083	1,581,482	<b>4,129,143</b>	(2)
22	Mobility Assistance Program (MAP)	Valley Transportation Authority	This program seeks to provide several reduced cost and no-cost transportation options to all qualified low-income individuals and families in Santa Clara County with an emphasis on CalWORKSs Program participants, older adult workers, and disabled and low income individuals. Programs include door-to-door rides, supporting public transit use with a focus on residents of MTC's designated Communities of Concern.	785,345	40,815	101,082		<b>927,242</b>	(2)

<b>County Bid Target</b>	<b>3,191,108</b>	<b>81,630</b>	<b>202,165</b>	<b>1,581,482</b>	
<b>Proposed Programming</b>	<b>3,191,108</b>	<b>81,630</b>	<b>202,165</b>	<b>1,581,482</b>	<b>5,056,385</b>
<b>Unprogrammed Balance</b>	-	-	-	-	-

<b>Solano County</b>										
23	Reduced Fare Local Taxi Program	Fairfield and Suisun Transit	The reduced fare Taxi Program provides a subsidized taxi for seniors or people with disability residing in Fairfield or Suisun City.	141,836					<b>141,836</b>	
24	SolTrans Route 1 - Maintain Lifeline Fixed Route Service	SolTrans	The funding request is for SolTrans fixed route 1 which services the communities of concern in Vallejo.	600,000					<b>600,000</b>	
25	Solano County Intercity Taxi Scrip Program	Solano Transportation Authority	The Intercity Taxi Card Program provides a subsidized taxi for seniors or people with disability residing in Solano County.	200,000					<b>200,000</b>	
26	SolanoExpress Blue Line Expanded Service (Fairfield)	Fairfield and Suisun Transit	The project will help fund expanded service for the new Solano Express Blue line which services several communities of concern between Pleasant Hill Bart and Downtown Sacramento.				236,460		<b>236,460</b>	
27	SolanoExpress Blue Line Expanded Service (Vacaville)	Fairfield and Suisun Transit	The project will help fund expanded service for the new Solano Express Blue line which services several communities of concern between Pleasant Hill Bart and Downtown Sacramento.				102,657		<b>102,657</b>	
28	SolTrans Route 2 - Maintain Lifeline Fixed Route Service (Vallejo)	Fairfield and Suisun Transit	The funding request is for SolTrans Fixed Route 2 which services the communities of concern in Vallejo.				300,929		<b>300,929</b>	
29	Solano Express	Fairfield and Suisun Transit and Solano County Transit (SolTrans)	The funding request is for Intercity Transit Service Blue, Green, Yellow, 80 and 85 servicing communities of concern.		24,093	53,375			<b>77,468</b>	(9)

<b>County Bid Target</b>	<b>941,836</b>	<b>24,093</b>	<b>53,376</b>	<b>640,046</b>	
<b>Proposed Programming</b>	<b>941,836</b>	<b>24,093</b>	<b>53,375</b>	<b>640,046</b>	<b>1,659,350</b>
<b>Unprogrammed Balance</b>	-	-	<b>1</b>	-	<b>1</b>

<b>Sonoma County</b>										
30	Petaluma Transit Weekend Service	Petaluma Transit	Project will support continued fixed route bus service on Saturday and Sunday for one year, in order to meet the needs of riders who have employment and other weekend travel needs.	132,107	3,361	8,004	51,053		<b>194,525</b>	(5)
31	Lifeline Route Operations	Santa Rosa CityBus	Project will support continued operations of Santa Rosa CityBus Lifeline routes serving the Roseland Community of Concern in the City of Santa Rosa.	383,261	9,804	23,167	148,112		<b>564,344</b>	(5)
32	CNG Bus Purchase	Sonoma County Transit	Project will assist with the purchase of one compressed natural gas (CNG) transit coach. The new CNG buses would be deployed on routes primarily serving the Healdsburg, Lower Russian River and Sonoma-Springs CBTP areas. The timely replacement of Sonoma County Transit's CNG buses ensures comfortable and reliable public transit service throughout the fixed-route system.				223,995		<b>223,995</b>	

**Cycle 5 Lifeline Transportation Program of Projects (FY2016-17 and FY2017-18)**

#	Project	Project Sponsor	Project Description					TOTAL Lifeline Funding	Notes
				STA (95%) <sup>1</sup>	STA (5% Conting.) <sup>1</sup>	STA (add'l revenue) <sup>4</sup>	5307		
33	Feeder Bus Service in Healdsburg, Lower Russian River and Sonoma-Springs Areas	Sonoma County Transit	Project will continue peak commute feeder bus service on routes providing service within the Healdsburg, Lower Russian River and Sonoma – Springs CBTP areas. SCT routes 52, 53, 54, and 56 provide feeder bus connections to SMART's passenger rail service and enhanced peak commute service between various outlying low-income areas and where the majority of jobs and services are located within the cities of Santa Rosa and Petaluma.	579,621	14,845	35,019		629,485	(5)
<b>County Bid Target</b>				<b>1,094,989</b>	<b>28,010</b>	<b>66,190</b>	<b>423,160</b>	<b>1,612,349</b>	
<b>Proposed Programming</b>				<b>1,094,989</b>	<b>28,010</b>	<b>66,190</b>	<b>423,160</b>	<b>1,612,349</b>	
<b>Unprogrammed Balance</b>				<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Multi-County &amp; Regional Projects <sup>3</sup></b>									
34	Bayview Community Based Transportation Plan Participatory Budgeting Pilot - Bayview Transit Assistants	San Francisco Municipal Transportation Agency (SFMTA)	The SFMTA will fund three new Transit Assistant positions through the Muni Transit Assistance Program (MTAP). Transit Assistants (TAs) aid transit riders, answer questions about transit service, deter vandalism, act as an unarmed safety presence on transit lines, and de-escalate conflicts between riders. TAs work in teams of two and their hours of operation are 10AM to 6PM. The three TA positions will be hired on a 3-year contract and will ride on the 29 Sunset, the 44 O'Shaughnessy, and the T-Third lines. The TAs funded through this project will be hired from the Bayview.	600,000				600,000	(12)
35	Vallejo Community Based Transportation Plan Participatory Budgeting Pilot: SolTrans Bus Stop Improvements and System Maps	SolTrans	1) Bus Stop and Shelter Lighting Improvements - Install additional solar lighting throughout the SolTrans bus system. This project would fund adding solar lighting to approximately 10 bus stops. 2) Additional Bus Shelters and Benches at SolTrans Bus Stops - Install at least 5 additional shelters with benches and at least 10 additional benches at bus stops that currently don't have them throughout Vallejo that serve the communities of concern. 3) SolTrans System Maps at Bus Shelters - Install SolTrans 4' x 4' system route maps at 2-3 dozen of the busiest bus stop shelters. These maps would show the SolTrans bus routes. 4) Bus Stop Landscape Improvements - This project would fund new landscaping at approximately 20 bus stops.	230,000				230,000	(13)
36	Vallejo Community Based Transportation Plan Participatory Budgeting Pilot - Redwood St. Mid-Block Crosswalk Improvements	City of Vallejo (via Solano Transportation Authority)	Upgrade the existing crosswalk and signing to increase visibility between Sonoma Blvd. and Sacramento Street. This is a mid-block crosswalk on a curve connecting housing and retail. This project will re-stripe the crosswalk and install a more visible flashing beacon.	50,000				50,000	(13)
37	Vallejo Community Based Transportation Plan Participatory Budgeting Pilot - Broadway Street Improvements.	City of Vallejo (via Solano Transportation Authority)	Construct a paved sidewalk on the westside of Broadway St between Delaware St and Texas St.	120,000				120,000	(14)
<b>Multi-County &amp; Regional Target</b>				<b>1,000,000</b>					
<b>Proposed Programming</b>				<b>1,000,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,000,000</b>	
<b>Unprogrammed Balance</b>				<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Regional Grand Totals</b>									
<b>Lifeline Program Revenue Sources</b>				<b>15,190,842</b>	<b>363,006</b>	<b>890,164</b>	<b>6,805,264</b>	<b>23,249,276</b>	
<b>Total Proposed Programming</b>				<b>15,190,842</b>	<b>363,006</b>	<b>890,162</b>	<b>6,805,264</b>	<b>23,249,274</b>	
<b>Unprogrammed Balance</b>				<b>-</b>	<b>-</b>	<b>2</b>	<b>-</b>	<b>2</b>	

### Cycle 5 Lifeline Transportation Program of Projects (FY2016-17 and FY2017-18)

#	Project	Project Sponsor	Project Description				TOTAL Lifeline Funding	Notes
				STA (95%) <sup>1</sup>	STA (5% Conting.) <sup>1</sup>	STA (add'l revenue) <sup>4</sup>		

**Notes**

- (1) Because the FY 18 actual STA amounts will be confirmed by the State Controller after July 2018, only 95 percent of each county's STA amount will be available to be claimed by project sponsors until further notice. The County Lifeline Program Administrators programmed 95 percent of their county's STA amount, and then developed a contingency plan for the remaining five percent should it be available. Some agencies have contingencies unprogrammed.
- (2) On 12/19/18, Santa Clara County projects are being programmed.
- (3) Funds are being reserved for each PB Pilot program as listed. Specific projects will be amended and add into this Cycle 5 program, once projects have been recommended through the PB Pilot program process.
- (4) On 12/19/18, additional State Transit Assistance funds have been added to program due to higher than anticipated diesel sales tax revenue as a result of Senate Bill 1.
- (5) On 12/19/18, additional STA funds are being programmed to existing projects.
- (6) On 12/19/18, additional STA funds are being programmed to new projects in San Francisco County.
- (7) On 12/19/18, the 5% STA contingency and additional STA funds are being programmed to existing project in San Mateo County.
- (8) On 06/26/19, additional STA funds are being programmed to existing projects: \$104,940 for Coliseum BART Elevator Renovation, \$104, 940 for Operations Support for Route 2, and \$20,911 for Imola Avenue/SR 29 projects.
- (9) On 06/26/19, 5% STA contingency and additional STA funds are being programmed to new projects: \$77,468 for Solano Express in Solano County.
- (10) On 06/26/19, additional STA funds (\$123,947) and 5% STA contingency (\$53,534) are being programmed to a new project, Preserve Operating Support for Routes 200 and 201. The programming of \$53,534 in 5% STA contingency is conditioned on CCTA Board approval.
- (11) On 06/26/19, additional STA funds and remaining unprogrammed STA and 5% contingency funds are being programmed to Route 36 (funding exchange). The Marin County Lifeline Program Administrator (Transportation Authority of Marin (TAM) had originally programmed in STA funds \$75,151 for the School Transportation Service in Novato, \$68,000 for the Drake/Cole Pedestrian Improvements, and \$248,000 for Canal Neighborhood Crosswalk Improvements, but these three projects were found to be ineligible for STA funds. As a result, TAM pursued and approved a funding exchange with Marin Transit. Marin Transit will receive \$391,151 in STA funds for Route 36 and in exchange will give TAM, Measure AA Sales Tax Strategy 4: Local Busfunds to fully fund the three Lifeline projects.
- (12) On 01/22/20, Participatory Budgeting Pilot projects for San Francisco's Bayview Hunter's Point Community Based Transportation Plan were recommended and added into this Cycle 5 program, through the PB Pilot program process. The San Francisco Municipal Transportation Agency (SFMTA) will fund three new Transit Assistant (TA) positions through the Muni Transit Assistance Program (MTAP). The three TA positions will be hired on a 3-year contract and will ride on the 29 Sunset, the 44 O'Shaughnessy, and the T-Third lines.
- (13) On 2/24/21, Participatory Budgeting Pilot projects for Solano Transportation Authority and City of Vallejo Community Based Transportation Plan were recommended and added into this Cycle 5 program.



# Metropolitan Transportation Commission

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San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 23-0564      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Commission Consent

**File created:** 4/4/2023      **In control:** Programming and Allocations Committee

**On agenda:** 5/10/2023      **Final action:**

**Title:** Regional Measure 2 (RM2) and Regional Measure 3 (RM3) Capital Programs: Semi-Annual Update.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [8e 23-0564 RM2 RM3 Capital Programs Semi-Annual Update.pdf](#)  
[2e 23-0564 RM2 RM3 Capital Programs Semi-Annual Update.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Regional Measure 2 (RM2) and Regional Measure 3 (RM3) Capital Programs: Semi-Annual Update.

**Presenter:**  
Anne Spevack

**Recommended Action:**  
Information

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

May 10, 2023

Agenda Item 2e - 23-0564

**Regional Measure 2 (RM2) and Regional Measure 3 (RM3) Capital Programs: Semi-Annual Update**

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**Subject:**

Semi-annual update on the progress of projects that have received Regional Measure 2 (RM2) capital funds and projects issued Regional Measure 3 (RM3) Letters of No Prejudice (LONPs).

**Background:****RM2 Capital Program**

RM2 was passed by the voters in March 2004 and the Commission began allocating funds in July 2004. Attached is the latest semiannual report for the RM2 capital program.

Allocation/Expenditure Status

The RM2 Capital Program has a total program amount of approximately \$1.6 billion. As of April 2023, MTC has approved \$1.58 billion in capital allocations, of which \$1.54 billion has been expended (97% of the total amount available).

Project Status

The majority of projects are completed or are on track and under construction. Staff continues to work with sponsors to move projects with remaining unallocated funds toward construction.

**RM3 Capital Program**

Bay Area voters approved Regional Measure 3 (RM3) on June 5, 2018, and on December 19, 2018, the Bay Area Toll Authority (BATA) adopted a toll schedule phasing in the resulting toll increase. The first and second dollars of the toll increase were implemented on January 1, 2019 and January 1, 2022, respectively. Lawsuits challenging RM3 were dismissed by the State Supreme Court earlier this year, finally resolving the litigation in favor of RM3. The Bay Area Toll Authority released the toll funds held in escrow and terminated the escrow agreement in March 2023. The Commission has not yet begun making allocations of RM3 funds, but expects to begin as early as June 2023.

Until RM3 allocations can be made, MTC continues to issue and monitor LONPs allowing projects to progress with alternative fund sources while preserving eligibility for RM3 reimbursement when the funds are made available.

Twenty-one RM3 projects have been issued LONPs totaling \$600 million. Most projects with LONPs are proceeding with phases funded by the RM3 replacement source, including some projects under construction. However, some transit projects have been unable to proceed even with the LONP and are awaiting allocation of RM3 funds to continue with the approved scope.

Most project sponsors with LONPs are expected to request conversions to RM3 allocations as soon as MTC begins making allocations. Over \$180 million has been spent against the RM3 LONPs, and it is expected that sponsors will request reimbursements for this amount soon after the LONPs are converted to RM3 allocations.

**Issues:**

None identified.

**Recommendations:**

Information

**Attachments:**

- Attachment A: RM2 Semi-Annual Report
- Attachment B: RM3 Letters of No Prejudice Summary



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Andrew B. Fremier



## Regional Measure 2 (RM2) Capital Program Semi-Annual Update

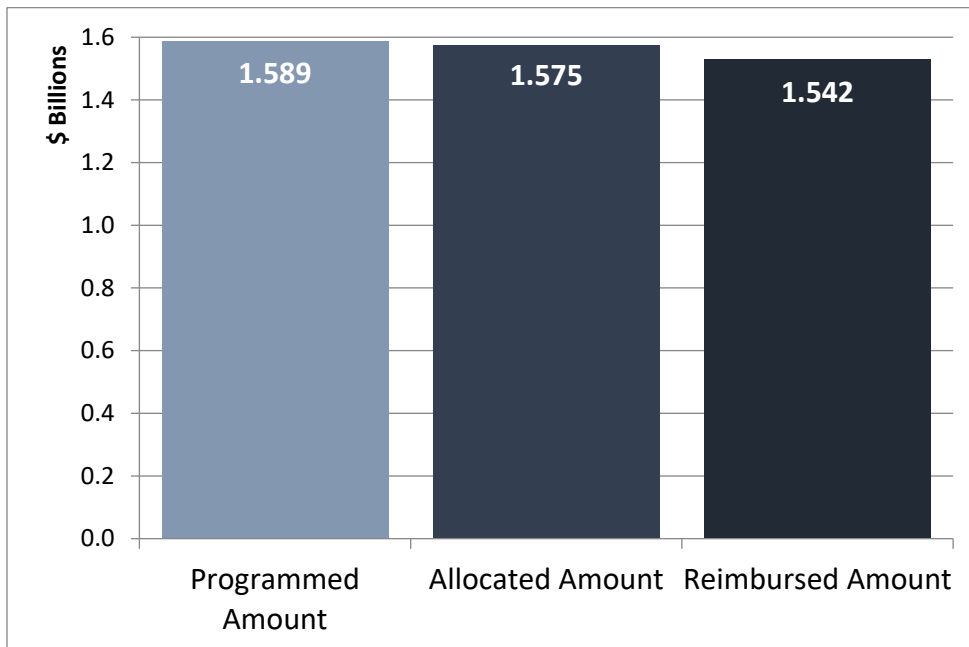
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This report summarizes the status of the RM2 capital program and highlights ongoing and recently completed RM2-funded projects.

### Capital Program Summary

Of the \$1.59 billion RM2 capital program, 99% of the funds have been allocated to projects and 97% of the funds have been reimbursed.

Figure 1: RM2 Capital Program Summary



The remaining \$14 million not yet allocated includes the following projects:

- Express Bus South (Dumbarton Reserve) (\$5M)
- Bay Bridge Forward (\$3M)
- LAVTA Shared Autonomous Vehicle Pilot (\$2.5M; new subproject as of 2021)
- LAVTA Rapid Bus Stop Improvements (\$2M; new subproject as of 2021)
- BART/Muni Connection (\$1.5 M)

Staff are working with project sponsors to move these projects towards readiness for RM2 allocation. The \$32 million allocated but not yet reimbursed includes the following projects:

- Bay Bridge Forward (\$11M - includes funds from RM2 Project 29 and RM2 Project 38; includes funding for new subproject added in 2020)
- Dublin/Pleasanton Parking Garage (\$7M)
- Richmond Parkway Park & Ride (\$2M)
- Blue Ribbon Task Force Initiatives (\$2M; new subproject added in 2020)
- Irvington BART Station (\$2M)
- Dumbarton Bus Replacement (\$2M)
- BART Extension to Warm Springs (\$1M)
- Clipper Next Generation (\$1M)
- BART/Muni Connection (\$1M)
- \$3M in smaller allocations across other ongoing projects

Staff are working with project sponsors to track project progress and redirect project savings as appropriate. Most projects are on track to be completed as planned, with most ongoing projects under or entering construction or in closeout. Some projects are still recovering from COVID-19 related delays and cost increases. Staff will continue to monitor projects to assess and minimize risks, including project delays and funding shortfalls, and to provide opportunities for meaningful scope changes.

### **Project Highlights**

The following are highlights of the projects covered by this year-end report, which includes both projects reporting semi-annually and annually.

#### Projects Completed or Substantially Completed this Period

- The RM2-funded segment of the Transportation Authority of Marin's **North-South Greenway Gap Closure Project** is complete and the multi-use pathway is open to the public
- The RM2 funded portion of the BART **Railcar Replacement Project** has been completed and closed out. Delivery of the next phase of railcars continues.



*North-South Greenway Segment over  
Corte Madera Creek opened July 2022*

#### Projects in Construction/Implementation

- Construction progressed on the **I-80/I-680/Hwy-12 Interchange Project** and **I-80 HOV Lanes** in Solano County
- **The Next Generation Clipper System** continued rollout, including testing of new equipment
- Caltrain has worked to resolve a funding gap on the **Peninsula Corridor Electrification Project** and is continuing installation of the electrification infrastructure and delivery of electric trainsets, four of which have been received on Caltrain property
- Construction began on the **Dublin/Pleasanton BART Parking Garage**

#### Projects in Design and Engineering

- Design continued to advance on **Bay Bridge Forward** and **Bay Bridge Forward 2020** projects, and **Irvington Station**

#### **Look Ahead**

Most remaining projects are in construction or starting construction within the next two years. Staff will continue to work with project sponsors to monitor ongoing projects, close out completed projects, and allocate remaining funds.

**Regional Measure 3 (RM3) Capital Program Semi-Annual Update – Letters of No Prejudice (LONP)**

21 projects have been issued LONPs **totaling \$600 million** to allow projects to progress with alternative fund sources while preserving eligibility for RM3 reimbursement when the funds are made available. The list of projects that have been issued an LONP is below, organized by commission approval date. A \$2 million increase to the LONP to CCTA for the Mokelumne Trail Bicycle/Pedestrian Overcrossing at SR-4 (RM3 Project 34.1) is being proposed for Commission approval this month.

RM3 Project Number	Sponsor	Project Title	LONP Phase	Amount (\$M)	Commission Approval Date
5.1	WETA	Mission Bay Ferry Landing	Construction	25.0	Mar-20
3.1	ACTC	Goods Movement GoPort 7th St Grade Separation	Construction	55.0	May-20
30	ACTC	I-680/SR-84 Interchange Reconstruction and SR-84 Expressway Widening	Construction	85.0	May-20
21	STA	I-80/I-680/SR-12 Interchange	Construction	18.8	Jul-20
25.1	TAM	US-101/I-580 Direct Connector	Planning/Env	5.6	Jul-20
7.1	SMART	SMART System Extension to Windsor and Healdsburg	Construction	5.0	Oct-20
20.1	TAM	US-101 Marin-Sonoma Narrows, Marin Segment	ROW	7.1	Dec-20
19.1	CCTA	I-680/SR-4 Interchange Improvement Phase 1 and 2A	Final Design	8.0	Feb-21
34.1	CCTA	Mokelumne Trail Bicycle/Pedestrian Overcrossing of SR-4	Construction	11.0	Feb-21
29.1	ACTC	SR-262 (Mission Blvd) Cross Connector	Environmental	10.0	Apr-21
22	STA	I-80 Westbound Truck Scales	PS&E	5.3	Apr-21
20.1	TAM	US-101 Marin-Sonoma Narrows, Marin Segment	Construction	80.9	Apr-21
2.1	STA	I-80 Express Lanes in Solano County	Construction	70.4	Apr-21
26.1	NVTA	Vine Transit Maintenance Facility	Construction	20.0	Jun-21
2.2	BAIFA	I-80 Express Lanes in Solano County (Toll System)	Construction	31.3	Jul-21
2.3	ACTC	I-680 Southbound Express Lane in Alameda County	Construction	80.0	Sep-21
28	MTC	Next-Generation Clipper Transit Fare Payment System	PS&E/CON	30.0	Feb-22
18.1	SMCTA	Highway 101/State Route 92 Interchange: Area Improvements Project	ROW	0.025	Mar-22
18.2	SMCTA	Highway 101/State Route 92 Interchange: Direct Connector Project	Environmental	2.0	Mar-22
27.1	NVTA	SR 29 Improvement Project - Soscol Junction	Construction	20.0	Apr-22
16	VTA	San Jose Diridon Station Project	PS&E/CON	30.0	Nov-22
<b>Total</b>				600.4	



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 23-0551      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Commission Consent

**File created:** 3/30/2023      **In control:** Programming and Allocations Committee

**On agenda:** 5/10/2023      **Final action:**

**Title:** MTC Resolution No. 4412, Revised. Regional Measure 3 Letter of No Prejudice (LONP) of \$2 million to the Contra Costa Transportation Authority (CCTA) for construction of the Mokelumne Trail Bicycle/Pedestrian Overcrossing at SR-4.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [8f 23-0551 MTC Resolution 4412 RM3 LONP Mokelumne Trail.pdf](#)  
[2f 23-0551 MTC Resolution 4412 RM3 LONP Mokelumne Trail.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

MTC Resolution No. 4412, Revised. Regional Measure 3 Letter of No Prejudice (LONP) of \$2 million to the Contra Costa Transportation Authority (CCTA) for construction of the Mokelumne Trail Bicycle/Pedestrian Overcrossing at SR-4.

**Presenter:**

Anne Spevack

**Recommended Action:**

Commission Approval

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

May 10, 2023

Agenda Item 2f - 23-0551

**MTC Resolution No. 4412, Revised**

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**Subject:**

Regional Measure 3 Letter of No Prejudice (LONP) for \$2 million to the Contra Costa Transportation Authority (CCTA) for construction of the Mokelumne Trail Bicycle/Pedestrian Overcrossing at SR-4.

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

Bay Area voters approved Regional Measure 3 (RM3) on June 5, 2018, and on December 19, 2018, the Bay Area Toll Authority (BATA) adopted a toll schedule phasing in the resulting toll increase. The first and second dollars of the toll increase were implemented on January 1, 2019 and January 1, 2022, respectively. Collected RM3 revenue has been held in an escrow account while litigation was resolved. Given the recent ruling in favor of RM3, the Bay Area Toll Authority released the toll funds held in escrow and terminated the escrow agreement in March 2023. However, MTC has not yet begun making RM3 allocations, and this LONP is necessary until allocations are available. In December 2019, MTC approved a Letter of No Prejudice (LONP) process as part of the overall RM3 Policies and Procedures to allow project sponsors to move projects forward with alternate funds, at-risk, while maintaining RM3 eligibility if and when RM3 funds are available.

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

**Mokelumne Trail Bicycle/Pedestrian Overcrossing at SR-4 in Contra Costa County**

CCTA is the project sponsor for RM3 Project 34, the East Contra Costa Intermodal Transit Center, which includes a total of \$15 million for the construction of the transit center and connected Mokelumne Trail Bicycle/Pedestrian Overcrossing at SR-4. In February 2021, MTC approved and issued an \$11 million LONP for construction of the Mokelumne Trail component

in the City of Brentwood. CCTA has submitted a LONP request for an additional \$2 million for the construction phase of the Mokelumne Trail Bicycle/Pedestrian Overcrossing at State Route 4. This request will bring the total RM3 LONP amount for this project to \$13 million.

This project will bridge an existing gap in the Mokelumne Trail to connect bike paths in the cities of Brentwood and Antioch, and will also serve the future East Contra Costa County Intermodal Transit Center. Construction costs have increased due to identification of a bird nesting site, unusual wet weather conditions, and design issues. The additional \$2 million in RM3 eligibility will cover the increased construction cost.

RM3 Project 34 funds are eligible for both the Mokelumne Trail and the future East Contra Costa County Intermodal Transit Center. CCTA is prioritizing completing the Mokelumne Trail with RM3 funds; remaining funds will be used for future work on the transit center, which remains largely unfunded.

#### **LONP Funding Source**

The RM3 Policies and Procedures require that the project sponsor provides a non-RM3 source of funding to cover the portion that would be covered by RM3 funds, and that a plan be provided in case the RM3 funds never become available. In lieu of RM3 funds at this time, CCTA will use additional Measure J funds to cover the additional \$2 million cost increase until RM3 funds are available for reimbursement.

Staff has reviewed the Initial Project Report and LONP request and recommend issuing the LONP. Issuing the LONP will preserve the eligibility of activities related to the above-mentioned project in Contra Costa County occurring after the issuance of the LONP for future RM3 allocation and reimbursement when RM3 funds are available.

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

#### **Issues:**

**None**

**Recommendations:**

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

**Attachments:**

- MTC Resolution No. 4412, Revised

A handwritten signature in blue ink that reads "Andrew B. Fremier". The signature is written in a cursive, flowing style.

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Andrew B. Fremier



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

ABSTRACT

MTC Resolution No. 4412, Revised

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

This resolution includes the following attachments:

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

ABSTRACT

MTC Resolution 4412, Revised

Page 2

Attachment K – I-80 Westbound Truck Scales Project (Solano Transportation Authority)  
LONP Summary

Attachment L – US-101 Marin-Sonoma Narrows Project (Transportation Authority of  
Marin) LONP Summary

Attachment M – I-80 Express Lanes Project (Solano Transportation Authority) LONP  
Summary

Attachment N – Vine Transit Maintenance Facility (Napa Valley Transportation  
Authority) LONP Summary

Attachment O – I-80 Express Lanes Project Toll System (Bay Area Infrastructure  
Financing Authority) LONP Summary

Attachment P – I-680 Southbound Express Lane (ACTC) LONP Summary

Attachment Q – Next Generation Clipper Regional Fare Payment System Integrator  
(MTC) LONP Summary

Attachment R – Highway 101/State Route 92 Interchange Area Improvement Project  
(San Mateo County Transportation Authority) LONP Summary

Attachment S – Highway 101/State Route 92 Interchange Direct Connector Project (San  
Mateo County Transportation Authority) LONP Summary

Attachment T – State Route 29 Improvement Project (Napa Valley Transportation  
Authority) LONP Summary

Attachment U – San José Diridon Station Project (Santa Clara Valley Transportation  
Authority) LONP Summary

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

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

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

## ABSTRACT

MTC Resolution 4412, Revised

Page 3

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

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

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

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

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

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

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

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

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

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

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

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

This resolution was revised by Commission Action on February 22, 2023 to amend Attachment D, LONP Summary for the I-80/680/SR-12 Interchange Project in Solano County.

This resolution was revised by Commission Action on May 24, 2023 to amend Attachment I, LONP Summary for the Mokelumne Trail Bicycle/Pedestrian Overcrossing at SR-4 in Contra Costa County.

Additional discussion of this allocation is contained in the Programming and Allocations Committee Summary sheets dated March 11, 2020, May 13, 2020, July 10, 2020, October 14, 2020, December 9, 2020, February 10, 2021, April 14, 2021, June 9, 2021, July 14, 2021, September 8, 2021, January 12, 2022, February 9, 2022, March 9, 2022, April 13, 2022, June 8, 2022, November 9, 2022, February 8, 2023, and May 10, 2023.

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

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

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 4412

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Scott Haggerty, Chair

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



## Regional Measure 3

### Letter of No Prejudice Project Summary

#### Project Information

<b>RM3 Project Number</b>	34.1	
<b>Project Title</b>	Mokelumne Trail Bicycle/Pedestrian Overcrossing At SR-4 (under the East Contra Costa Intermodal Transit Center Project)	
<b>Lead Sponsor(s)</b>	<b>Other Sponsor(s)</b>	<b>Implementing Agency</b>
Contra Costa Transportation Authority (CCTA)		CCTA
<b>Legislated Project Description</b>	<b>RM3 Legislated Funding (in \$1,000s)</b>	
(34) East Contra Costa County Transit Intermodal Center. Fund the construction of a Transit Intermodal Center in Brentwood enhancing access to eBART and Mokelumne Bike Trail/Pedestrian Overcrossing at State Route 4. The project sponsor is the Contra Costa Transportation Authority. Fifteen million dollars (\$15,000,000).	\$15,000	
<b>Sponsor Programming and LONP Request Action</b>		
The Contra Costa Transportation Authority approved Resolution No. 21-07-P on 2/17/2021, programming \$11,000,000 of the RM3 East Contra Costa Intermodal Transit Center to the Mokelumne Trail Bicycle/Pedestrian Overcrossing project and approving a \$11,000,000 RM3 request. The Contra Costa Transportation Authority approved Resolution No. 23-13-P on 4/19/2023, programming an additional \$2,000,000 of the RM3 East Contra Costa Intermodal Transit Center to the Mokelumne trail Bicycle/Pedestrian Overcrossing project and approving an RM3 request for the additional \$2,000,000.		
<b>Detailed Project Description</b>		
The Mokelumne Bicycle/Pedestrian Overcrossing will close a gap between the existing Mokelumne Trail segments east and west of SR-4, south of the Lone Tree Way interchange. The overcrossing will include a multi-span bridge with columns in the SR-4 median. Bridge approaches will be constructed from earthen embankments. The trail overcrossing will be 18.5 feet wide to accommodate two directions of bicycle and pedestrian travel, including the safety barriers.		
<b>LONP Phase</b>	<b>LONP Amount (in \$1,000s)</b>	<b>LONP Approval Date</b>
CON	\$11,000	24-Feb-21
CON	\$2,000	24-May-23
<b>Scope - Activities eligible for future allocation and reimbursement if RM3 funds become available</b>		
The LONP preserves future RM3 eligibility for costs related to the construction of the Mokelumne Bike Trail/Pedestrian Overcrossing incurred after the LONP approval date.		
<b>Conditions - In addition to the successful outcome of RM3 litigation, eligibility for future allocation and reimbursement is conditioned upon the following:</b>		
1	None	





## Regional Measure 3

### Letter of No Prejudice Project Summary

#### Project Funding Plan and Schedule

<b>RM3 Project Number</b>	34.1
<b>Project Title</b>	Mokelumne Trail Bicycle/Pedestrian Overcrossing At SR-4 (under the East Contra Costa Intermodal Transit Center Project)
<b>RM3 Replacement Funding Source</b>	East Contra Costa Regional Fee and Financing Authority (ECCRFFA) loan and Contra Costa County Measure J

#### Project Funding Plan

#### Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV				Oct-17	Oct-18
	ENV Subtotal		\$ -		
PSE	BART	Yes	\$ 200	Oct-17	Jan-21
	Measure J	Yes	\$ 763		
	PSE Subtotal		\$ 963		
ROW	ECCRFFA	Yes	\$ 1,270	Jun-18	Aug-22
	Measure J	Yes	\$ 64		
	ROW Subtotal		\$ 1,334		
CON	ECCRFFA (RM3 Replacement)	Yes	\$ 11,000	Mar-22	Sep-23
	Measure J (RM3 Replacement)	Yes	\$ 2,000		
	Measure J		\$ 2		
	CON Subtotal		\$ 13,002		
<b>Capital Funding Total</b>			<b>\$ 15,299</b>		



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 23-0550      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Commission Consent

**File created:** 3/30/2023      **In control:** Programming and Allocations Committee

**On agenda:** 5/10/2023      **Final action:**

**Title:** MTC Resolution Nos. 4523, Revised, and 4524, Revised. Allocation of \$8.1 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:** [8g\\_23-0550\\_MTC\\_Resolution\\_4523\\_4524\\_TDA\\_STA\\_Allocations.pdf](#)  
[2g\\_23-0550\\_MTC\\_Resolution\\_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 \$8.1 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**

May 10, 2023

Agenda Item 2g - 23-0550

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

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**Subject:**

Allocation of \$8.1 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 Entity<sup>1</sup>** (amounts in millions)

<b>Entity</b>	<b>TDA (Res. 4523)</b>	<b>STA (Res. 4524)</b>	<b>Grand Total</b>
Petaluma	\$1.6	\$1.1	<b>\$2.7</b>
SMART		\$2.3	<b>\$2.3</b>
VTA		\$3.1	<b>\$3.1</b>
<b>Grand Total</b>	<b>\$1.6</b>	<b>\$6.5.</b>	<b>\$8.1</b>

*Note that amounts may not sum due to rounding*

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<sup>1</sup> 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 Petaluma Transit and SMART, the operators that are receiving allocations for the first time this fiscal year, is provided in Attachment A.

**Issues:**

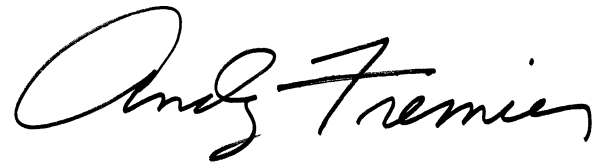
None identified.

**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



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Andrew B. Fremier

## Attachment A – Transit Operator Budget Summary

### Petaluma Transit

Adopted Operating Budget	\$ 4.3 million
Increase in Budget compared to FY2021-22	6%
Projected Ridership (Estimated FY2022-23 as a percentage of FY2018-19 actual)	74%
Total Proposed FY2022-23 Operating Allocation	\$2.8 million
Proportion of Operating Budget Funded with Allocations	64%
Estimated Covid Relief Funding at the End of FY2022-23	\$ -

### Budget and Operating Highlights

Petaluma Transit provides fixed-route and paratransit bus service for the city of Petaluma. Fixed-route service is comprised of six alignments supported by a fleet of 14 low-floor transit motorbuses. On- demand paratransit service is supported by a fleet of 11 cut-a-way buses. Petaluma Transit serves a market of suburban citywide travel, and coordinates with regional services provided by Golden Gate Transit, Santa Rosa City Bus, Sonoma County Transportation Authority (SCTA), and Sonoma Marin Area Rail Transit (SMART). The service area covers the 14 square miles that make up the city limits of Petaluma. Of the 136 Petaluma Transit bus stops, over 50% are shared with the aforementioned operators, promoting greater regional connectivity. Aside from service adjustments to accommodate student riders returning to the classroom, no major service changes were made nor are anticipated for FY2022-23. All services are contracted to MV Transportation, a third-party contractor.

Petaluma Transit's projected ridership recovery is strong in the region at 74% of pre-Covid ridership in FY2022-23. TDA and STA funds make up a large portion of operating revenue at over 60%. Another significant source of revenue is the Measure M ¼ cent sales tax which contributes over 10% of operating revenue. Overall, the operating budget has increased by 6% due to cost escalation and inflationary impacts. As a result, Petaluma Transit will continue to explore cost-efficiency measures to reduce operations costs for the remainder of FY2022-23.

New developments in service include the K-12 Free Fare Program. In October 2022, Petaluma Transit in conjunction with SCTA was awarded funding through the Sonoma County Climate Resiliency Fund to provide free transit to K-12 grade students. This program will run for a two-year period starting July 1, 2023. Additionally, the procurement of electric buses began this year

using TDA capital and LCTOP funds to replace two fixed-route diesel motorbuses with zero-emission battery electric buses. TDA capital funds will also be used to support the replacement of two paratransit vans with new cut-a-way gas vans.

**Sonoma-Marin Area Rail Transit (SMART)**

Adopted Operating Budget	\$23.9 million
Increase in Budget compares to FY2021-22	6%
Projected Ridership (Estimated FY2022-23 as a percentage of FY2018-19 actual)	83%
Total Proposed FY2022-23 Operating Allocation	\$2.83 million
Proportion of Operating Budget Funded with Allocations	12%
Estimated Covid Relief Funding at the End of FY2022-23	\$ -

**Budget and Operating Highlights**

Sonoma-Marin Area Rail Transit District (SMART) is a two-way passenger and freight rail system that services both Marin and Sonoma County. SMART serves a market of suburban, local, and inter-county travel as well as providing connection to ferry service at Larkspur Station which is within walking distance of the Larkspur Ferry terminal. The service is comprised of 45 miles of rail and 12 passenger stations beginning at the Sonoma County Airport and ending in Larkspur. Plans for service extension north are underway with a new station in Windsor that is under construction, with an estimated opening year of 2025. Running parallel with its right-of-way, SMART and partner agencies have constructed 25 miles of class 1 pathway, with another 14 miles fully funded for construction. The pathway connects to 10 of SMART’s rail stations providing first and last miles access to the rail system. SMART has installed automated counters at 9 locations on the SMART pathway which showed 65,000 pathway users in the first month of opening.

SMART has strong projected ridership recovery for the region at 83% of pre-COVID-19 ridership by FY2022-23. Fare revenue and STA funding make up a small portion of total revenue at 3% and 3.5%, respectively. A significant portion of revenue comes from Measure Q which is a sales and use tax of one quarter of a percent (¼ cent), making up roughly 60% of estimated revenue for the service. In March of 2022 SMART began operating freight services and

anticipates an estimated \$5.5 million in revenue generation from this service. Overall, SMART's budget has decreased by 2%.

SMART has planned for new passenger service to the town of Windsor, three miles north of the current service area, starting in 2025.. SMART intends to facilitate ridership growth by adding on-demand service at the end of line station in Sonoma County, as well as possibly adding additional evening service on Fridays and Saturdays.

SMART has encountered numerous challenges since it started operation in late 2017, including forest fires, the COVID-19 pandemic, and uncertainty over extension of the Measure Q sales tax which will expire in FY2028-29. Despite these challenges, SMART has been experiencing high ridership recovery and a strong rebound of Measure Q sales tax revenues.

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  
05/24/23-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.

On May 24, 2023, Attachment A was revised to allocate funds to Petaluma Transit.

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, April 12, 2023, and May 10, 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 read 'AP', with a long horizontal line extending to the right.

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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	05/24/23-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	Note
<b>5801 - PUC 99233.7, 99275 Community Transit Service - Operations</b>						
VTA	Paratransit Operations	6,880,509	01	06/22/22	Santa Clara County	
AC Transit	Paratransit Operations	5,109,152	02	06/22/22	Alameda	
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	(12,613,592)	01	12/21/22	Santa Clara County	
	<b>Subtotal</b>	<b>3,499,260</b>				
<b>5802 - PUC 99260A Transit - Operations</b>						
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	Transit Operations	10,774,214	07	06/22/22	AC Transit - Contra Costa D1	
LAVTA	Transit Operations	10,610,799	08	06/22/22	LAVTA	
Sonoma County	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	
						MTC finds that these
						Article 4.5 funds can
						be used to better
						advantage for Article 4
						purposes.
SFMTA	Transit Operations	2,224,196	35	11/16/22	San Francisco	
VTA	Transit Operations	134,069,291	03	12/21/22	County	
LAVTA	Transit Operations	59,469	37	03/22/23	Santa Clara County	
WestCAT	Transit Operations	147,931	38	03/22/23	BART - Alameda	
Union City	Transit Operations	3,789,969	39	04/26/23	BART - Contra Costa	
Petaluma	Transit Operations	1,616,458	43	05/24/23	Union City	
	<b>Subtotal</b>	<b>571,764,125</b>			Petaluma	
<b>5803 - PUC 99260A Transit - Capital</b>						
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	5,046,153	27	11/16/22	Vallejo/Benicia	
Union City	Capital	2,841,624	40	04/26/23	Union City	
	<b>Subtotal</b>	<b>42,283,719</b>				
<b>5807 - PUC 99400C Transit - Operations</b>						
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	
	<b>Subtotal</b>	<b>5,059,118</b>				
<b>5812 - PUC 99400D Planning and Administration - Operations</b>						
NVTA	Planning & Administration	3,362,200	12	06/22/22	NVTA	
	<b>Subtotal</b>	<b>3,362,200</b>				
	<b>Total</b>	<b>625,968,422</b>				

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 03/22/23-C  
10/26/22-C 04/26/23-C  
11/16/22-C 05/24/23-C  
12/21/22-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, Attachment A was revised 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, Attachment A was revised to allocate funds to San Francisco Municipal Transportation Agency (SFMTA).

On December 21, 2022, Attachment A was revised to allocate funds to Solano Transit Authority (STA) and Santa Clara Valley Transportation Authority (VTA).

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 26, 2023, Attachment A was revised to allocate funds to Bay Area Rapid Transit (BART) and San Francisco Municipal Transportation Agency (SFMTA).

On May 10, 2023 Attachment A was revised to allocate funds to Sonoma-Marin Area Rail Transit, and Santa Clara Valley Transit Authority (VTA).



**ABSTRACT**

MTC Resolution No. 4524, Revised

Page 2

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, April 12, 2023, May 10, 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



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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  
                  05/24/23-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	Note
<b>5820 - CCR 6730A Operations - Population-based County Block Grant</b>						
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	
	<b>Subtotal</b>	<b>19,553,341</b>				
<b>5820 - CCR 6730A Operations - Population-based MTC Coordination</b>						
					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	
	<b>Subtotal</b>	<b>20,256,000</b>				
<b>5820 - CCR 6730A Operations - Population-based TAP</b>						
BART	Clipper BayPass	1,089,451	18	10/26/22	TAP	
	<b>Subtotal</b>	<b>1,089,451</b>				
<b>5820 - CCR 6730A Operations - Revenue-based</b>						
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	38,510,243	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
SMART	Transit Operations	2,291,573	29	05/24/23	SMART
Petaluma	Transit Operations	1,110,910	31	05/24/23	Petaluma Transit
<b>Subtotal</b>		<b>227,153,294</b>			

**5821 - CCR 6730B Capital - Population-based Lifeline**

VTA	ADA Transition Plan Project	3,038,505	30	05/24/23	Santa Clara
<b>Subtotal</b>		<b>3,038,505</b>			

**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
<b>Subtotal</b>		<b>2,000,000</b>			

**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
<b>Subtotal</b>		<b>3,283,162</b>			

**5822 - CCR 6731C Paratransit - Operations - Population-based County Block Grant**

VTA	Paratransit Operations	1,870,260	06	06/22/22	Santa Clara County
VTA	Paratransit Operations	3,953,168	06	12/21/22	Santa Clara County
SFMTA	Paratransit Operations	1,659,985	28	04/26/23	SFMTA
<b>Subtotal</b>		<b>7,483,413</b>			

**Total 281,857,166**

Date: June 22, 2022  
Referred by: PAC

Attachment B  
Resolution No. 4524  
Page 1 of 2

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

**FINDINGS**

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

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

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

Notes:

The following requirements are suspended for FY 2022-23:

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



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 22-1768      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Commission Consent

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

**On agenda:** 5/10/2023      **Final action:**

**Title:** MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-10.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [8h 22-1768 MTC Resolution 4545 TIP Amendment 2023-10.pdf](#)  
[2h 22-1768 MTC Resolution 4545 TIP Amendment 2023-10.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-10.

**Presenter:**  
Adam Crenshaw

**Recommended Action:**  
Commission Approval



**Metropolitan Transportation Commission  
Programming and Allocations Committee**

May 10, 2023

Agenda Item 2h - 22-1768

**MTC Resolution No. 4545, Revised**

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**Subject:**

2023 Transportation Improvement Program (TIP) Amendment 2023-10.

**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 2023-10 makes revisions to 65 projects with a net funding increase of approximately \$2.4 billion. Among other changes this revision will:

- Add 48 new projects and update the funding plans of eight existing projects to reflect the programming of One Bay Area Grant (OBAG) 3 funds;
- Add one new OBAG 2 funded project;
- Reflect the award of federal earmark funding to Menlo Park's Middle Ave Pedestrian and Bicycle Undercrossing, Caltrain's Fencing for Right of Way, and Caltrain's Electrification projects;
- Add the Valley Link Rail System - Phase 1 project to the TIP, and
- Update the funding plans of three Transit Capital Priorities funded projects.

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:**

This Amendment contains changes that are contingent upon Commission approval of programming changes included in Programming and Allocations Committee Agenda Item 2c. Only items approved by the Committee will be forwarded to the Commission.

**Recommendations:**

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

**Attachments:**

- Attachment 1: Summary Report of Amended Projects for TIP Amendment 2023-10
- MTC Resolution No. 4545, Revised



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Andrew B. Fremier

**TIP Revision Summary  
2023-10**

**Attachment 1**

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
<b>System: Local Road</b>					
ALA130030	Metropolitan Transportation Commission (MTC)	West Oakland Link	Update the funding plan to add \$17.6M ATP, \$6.1M CMAQ, \$3.8M local, and \$28.1M in RTP-LRP funds and remove \$1.8M in RM1 funds; and update the project name.	\$53,800,000	147.4%
ALA190022	Alameda County	E14th St/Mission Blvd Corridor Improvements	Update the funding plan to change the fund source of \$15.6M in FY27 RTP, FY22 \$1.2M in Salestax, and \$8.1M in FY22 General fund to \$7.1M in FY24 ATP-FED and \$17.8M in FY24 ATP-ST funds. Also, update the funding plan to add \$4.9M in FY24 CMAQ and \$2.7M in FY24 SB1 funds.	\$7,700,000	28.2%
ALA230008	Alameda County Transportation Commission (ACTC)	San Pablo Avenue Bus/Bike Lanes	Update the funding plan to change the fund source of \$11.2M in FY27 RTP to \$10M in FY26 CMAQ, \$1.2M in Local, and add \$1.6M in Local funds. Also updated project title.	\$1,601,000	2.2%
ALA230009	Alameda County Transportation Commission (ACTC)	San Pablo Ave Safety and Bus Bulb Improvements	Update funding plan to add \$10M other federal (SS4A), \$10M CMAQ, \$9M in ATP State Only funds, and \$2.4M local funds and remove \$22M in RTP-LRP funds	\$9,400,000	37.9%
ALA230010	Alameda County Transportation Commission (ACTC)	San Pablo Ave Parallel Bike Improvements	Update the funding plan to change the fund source of \$14.9M in FY27 RTP to \$10M in FY24 STP, \$2.9M in FY24 Other Local, and \$2M in FY23 Salestax, add \$500K in FY23 Other Local and \$5M in FY24 Other Federal (SS4A) funds and reprogram \$1.1M in Salestax to prior years.	\$5,494,000	32.7%
ALA230203	Newark	Old Town Streetscape and Complete Streets	Amend a new project into the TIP with \$5.1M in STP and \$4.7M in Local Match funds	\$9,847,000	~%
ALA230205	Alameda County	Upper San Lorenzo Creekway Trail	Amend a new project into the TIP with \$9.6M in STP and \$5.2M in Local Match funds	\$14,882,776	~%
CC-230202	Contra Costa Transportation Authority (CCTA)	CCTA - Countywide Smart Signals	Amend a new project into the TIP with \$1.5M in CMAQ PE and \$189K Local funds, \$25.1M in CMAQ CON and \$2.5M Other State funds, and \$842K in SB1 funds, \$690K in Local Salestax PE funds	\$30,774,422	~%
CC-230204	Richmond	McBryde Avenue Safe Routes to Parks	Amend a new project into the TIP with \$1M in STP with Toll Credits in lieu of match and \$183K in Local PE funds	\$1,210,606	~%
CC-230205	Richmond	Bayview to BART	Amend a new project into the TIP with \$1.7M in STP with Toll Credits in lieu of match and \$229K in Local PE funds	\$1,904,121	~%
CC-230206	Walnut Creek	Walnut Creek Safe Routes to School Infrastructure	Amend a new project into the TIP with \$7M in STP CON funds with Toll Credits in lieu of match and \$1.4M in Local PE funds	\$8,450,000	~%
CC-230208	Contra Costa Transportation Authority (CCTA)	Contra Costa Countywide Safe Routes to School	Amend a new project into the TIP with \$3.7M in STP and \$689K in Local Match funds	\$4,354,226	~%
CC-230209	Concord	Galindo Street Multimodal Corridor Project	Amend a new project into the TIP with \$3.4M in CMAQ and \$840K in Local funds	\$4,201,330	~%
CC-230210	Lafayette	School Street Class I Multiuse Facility	Amend a new project into the TIP with \$750K in STP and \$3.1M in Earmarks with toll credits in lieu of match and \$775K in Local funds	\$4,625,000	~%
CC-230211	Concord	Willow Pass Road Bike Lane Connection	Amend a new project into the TIP with \$830K in STP, \$2.8M in RTP-LRP and \$583K in Local	\$4,139,840	~%
MRN170027	Marin County	Wilson Hill Rd Rehab	Update the scope of the project to reflect that work will only be done on Wilson Hill Rd	\$0	0.0%

**TIP Revision Summary  
2023-10**

**Attachment 1**

<b>TIP ID</b>	<b>Sponsor</b>	<b>Project Name</b>	<b>Description of Change</b>	<b>Funding Change (\$)</b>	<b>Funding Change (%)</b>
MRN230201	San Rafael	San Rafael 2nd and 4th Street Intersection Improve	Amend a new project into the TIP with \$3M in CMAQ and \$1M in Local funds	\$4,070,039	~%
MRN230203	Sausalito	Bridgeway Bike Lanes - Princess to Richardson	Amend a new project into the TIP with \$505K in CMAQ and \$65K in Local funds	\$570,429	~%
MRN230204	Corte Madera	Paradise Drive Complete Streets	Amend a new project into the TIP with \$2M in STP and \$267K in Local funds	\$2,323,000	~%
SCL210026	San Jose	Julian and St. James Couplet Conversion	Update the funding plan to change the fund source of \$12M in FY27 RTP to \$13M in FY26 CMAQ, add \$974K in FY26 CMAQ and \$3.2M in Local funds and update the scope to include improvements on 3rd St	\$4,217,000	28.8%
SCL230204	Morgan Hill	Monterey Road Traffic, Bicycle, and Pedestrian Imp	Amend a new project into the TIP with \$3.9M in STP and \$510K in Local funds	\$4,431,000	~%
SCL230205	Santa Clara (City)	Central Santa Clara Bicycle and Pedestrian Improve	Amend a new project into the TIP with \$9M in STP and \$2.3M in Local funds	\$11,309,000	~%
SCL230206	Los Altos	N San Antonio Rd Complete Streets Project	Amend a new project into the TIP with \$1.1M in STP PE and \$280K Local funds and \$6.2M in STP CON and \$1.5M Local funds	\$9,122,524	~%
SCL230207	San Jose	White Road Complete Streets Safety Improvements	Amend a new project into the TIP with \$3.4M in CMAQ, \$846K in Local and \$70M in RTP-LRP	\$74,228,000	~%
SCL230208	San Jose	Jackson Ave Complete Streets	Amend a new project into the TIP with \$3.3M in CMAQ, \$825K in Local, and \$46M in RTP-LRP funds	\$50,125,000	~%
SCL230209	San Jose	Signalized Intersections Pedestrian Safety Improve	Amend a new project into the TIP with \$1.5M in CMAQ PE and \$375K Local funds and \$4.8M in CMAQ CON and \$1.2M in Local funds	\$7,875,000	~%
SCL230210	San Jose	Story Keyes Complete Streets	Amend a new project into the TIP with \$32.7M in CMAQ, \$3.6M in ATP and \$8.7M in Local	\$45,087,500	~%
SCL230211	Mountain View	Moffett Boulevard Complete Streets	Amend a new project into the TIP with \$3.5M STP and \$1M local funds	\$4,560,000	~%
SCL230212	Mountain View	Middlefield Road Complete Streets	Amend a new project into the TIP with \$2.4M STP and \$2.7M local funds	\$5,150,000	~%
SCL230213	Mountain View	El Camino Real/El Monte/Escuela Intersection Imps	Amend a new project into the TIP with \$2.4M STP and \$1.2M local funds	\$3,550,000	~%
SF-230201	San Francisco Municipal Transport Agency (SFMTA)	Central Embarcadero Safety Project	Amend a new project into the TIP with \$6.3M in CMAQ and \$4.4M in Local Match funds	\$10,695,000	~%
SM-230201	Burlingame	Rollins Road Bicycle and Pedestrian Improvement	Amend a new project into the TIP with \$300K in STP PE and \$200K Local funds and \$2.8M in STP CON and \$600K Local funds	\$3,900,000	~%
SM-230203	Menlo Park	Middle Avenue Pedestrian and Bicycle Undercrossing	Amend a new project into the TIP with \$5M in STP, \$4M in Earmark and \$6.1M in Local funds	\$15,130,000	~%
SM-230204	Redwood City	Roosevelt Avenue Traffic Calming project	Amend a new project into the TIP with \$280K in STP PE and \$70K Local funds and \$3.1M in STP CON and \$780K Local funds	\$4,250,000	~%
SM-230205	San Mateo County Transportation Authority	19th Avenue/Fashion Island Blvd	Amend a new project into the TIP with \$3.4M in CMAQ and \$4.5M in Local Match	\$7,880,000	~%

**TIP Revision Summary  
2023-10**

**Attachment 1**

<b>TIP ID</b>	<b>Sponsor</b>	<b>Project Name</b>	<b>Description of Change</b>	<b>Funding Change (\$)</b>	<b>Funding Change (%)</b>
SM-230206	South San Francisco	School St/Spruce Ave and Hillside Blvd Safety Imps	Amend a new project into the TIP with \$3.1M in STP CON funds with Toll Credits in lieu of match and \$815K in Local PE funds	\$3,943,000	~%
SM-230207	San Mateo County	Bay Road Complete Street Rehabilitation	Amend a new project into the TIP with \$3.8M STP and \$538K local funds	\$4,344,790	~%
SM-230208	Pacifica	Sharp Park PDA Improvements	Amend a new project into the TIP with \$1M STP and \$1.95M local funds	\$2,950,000	~%
SOL230201	Vallejo	Sacramento Street Road Diet - Phase II	Amend a new project into the TIP with \$850K in STP and \$125K in Local Match	\$975,000	~%
SOL230202	Benicia	East Fifth Street PDA - Affordable Housing Streets	Amend a new project into the TIP with \$261K in STP and \$34K in Local funds	\$295,000	~%
SOL230203	Fairfield	Travis Safe Routes to School and Transit	Amend a new project into the TIP with \$4M in STP and \$900K in TIRCP	\$4,860,000	~%
SOL230205	Fairfield	Linear Park Node 4 Safe Routes to School Improve	Amend a new project into the TIP with \$2.2M in CMAQ and \$400K in Other State (AB178) funds	\$2,639,000	~%
SON230201	Windsor	Downtown Bike/Ped US 101 Crossing Underpass Wide	Amend a new project into the TIP with \$2M CMAQ, \$1.5M local, and \$2M RTP-LRP funds	\$5,475,000	~%
SON230202	Sonoma County	Todd Road and Standish Avenue Intersection Improve	Amend a new project into the TIP with \$2.2M in STP CON funds with Toll Credits and \$360K in Local funds	\$2,560,000	~%
SON230203	Santa Rosa	Highway 101 Hearn Avenue Multi-Use Pathway and Pav	Amend a new project into the TIP with \$267K in STP PE and \$47K Local funds, \$29K in ROW Local funds, and \$1M in STP CON and \$221K in Local funds	\$1,618,000	~%
SON230204	Rohnert Park	Hwy. 101 Bike/Ped Overcrossing at Copeland Creek	Amend a new project into the TIP with \$3.4M in CMAQ, \$989K in Local funds, and \$27M in RTP-LRP funds	\$31,336,000	~%
SON230205	Healdsburg	Healdsburg: Grove Street Neighborhood Plan Impleme	Amend a new project into the TIP with \$2.2M in STP and \$638K in Local Match funds	\$2,855,000	~%
SON230206	Santa Rosa	Downtown Connectivity to Support Housing Density	Amend a new project into the TIP with \$2.6M in STP and \$456K in Local funds	\$3,044,000	~%
<b>System: Public Land Trail</b>					
CC-230203	Pittsburg	Pittsburg's Delta de Anza Multimodal Trail Safety	Amend a new project into the TIP with \$443K in CMAQ PE and \$82K Local funds, \$4M in CMAQ CON and \$516K Local funds	\$5,025,500	~%
CC-230207	Pinole	Bay Trail Gap Closure at Tennent Avenue	Amend a new project into the TIP with \$1M in STP and \$345K in Local funds	\$1,365,000	~%
<b>System: Region</b>					
REG170016	Metropolitan Transportation Commission (MTC)	Regional Planning - PDA Implementation	Update the funding plan to add \$24.6M in STP with toll credits.	\$24,594,000	123.4%
<b>System: State Highway</b>					
NAP230202	Napa Valley Transportation Authority	SR-29 American Canyon Operational and Multimodal I	Amend a new project into the TIP with \$3M STP and \$390K local funds	\$3,390,000	~%
SM-230202	Colma	El Camino Real Complete Streets Mission-Arlington	Amend a new project into the TIP with \$4.6M in STP and \$4M in Local funds	\$8,650,000	~%

**TIP Revision Summary  
2023-10**

**Attachment 1**

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
<b>System: Transit</b>					
ALA230204	Tri-Valley – San Joaquin Valley Regional Rail Authority	Valley Link Rail System (Phase 1)	Amend a new non-exempt project into the TIP with \$60M in AB1171 funds, \$5M in State Budget Earmarks (AB179) and \$1.8B in RTP-LRP	\$1,868,911,000	~%
ALA230206	Alameda Contra Costa Transit District (AC Transit)	Fruitvale Corridor	Amend a new project into the TIP with \$2M in CMAQ and \$259K in Local Match funds	\$2,259,121	~%
MRN150014	Golden Gate Bridge, Highway and Transit District	GGBHTD Ferry Major Components Rehab	Update the funding plan to add \$1M in 5337, \$367K in 5307, \$2.5M in FBP and \$980K in Local funds	\$4,902,120	16.6%
MRN210201	Marin County Transit District	MCTD ZEB Charging Infrastructure	Update the funding plan to add \$693K in FY23 CON 5307 and \$173K in FY23 CON Local funds	\$866,484	100.0%
MRN230202	Marin County Transit District	MCTD - Transit Corridor Improvements	Amend a new project into the TIP with \$1.6M in CMAQ and \$400K in Local funds	\$2,000,000	~%
SF-010028	Caltrain	Caltrain Electrification	Update the funding plan to program the award of a \$10M CPFCDs Earmark in FY23, add \$367M in TIRCP funds in FY23, add \$33.2M in New Starts funds in FY23, remove \$60M in Salestax Measure RR from FY22, remove \$140M in Bond-Rail funds in FY22, remove \$242K in General Fund from FY22, and remove \$210M from Other Local in FY22.	\$0	0.0%
SF-210005	San Francisco Municipal Transport Agency (SFMTA)	Transbay Terminal Mobility Hub - East Cut	Remove all funding and delete this project as it will not move forward as a federal project	-\$425,000	-100.0%
SF-230202	San Francisco Municipal Transport Agency (SFMTA)	29 Sunset Improvement Project	Amend a new project into the TIP with \$6M in CMAQ, \$2.9M in LCTOP, and \$4.8M in Local Match funds	\$13,661,392	~%
SM-210201	San Mateo County Transit District (SAMTRANS)	SamTrans South Base BEB Charging Infrastructure	Update the funding plan to change the program year and fund source for \$2.9M in CON funds from FY27 RTP-LRP to FY23 5307 and for \$727K in CON funds from FY27 RTP-LRP to FY23 Local funds	\$0	0.0%
SOL170009	Solano Transportation Authority (STA)	Solano Mobility Call Center	Update the funding plan to add \$1.5M in STP and \$172K in Local funds in FY24	\$1,672,050	87.5%
SOL230204	Solano County	Solano 360 Transit Center Phase 1	Amend a new project into the TIP with \$2.1M in CMAQ and \$273K in Local	\$2,374,000	~%
VAR230202	Caltrain	Fencing for Caltrain Right of Way	Amend a new exempt project into the TIP with \$800K in CPFCDs and \$104K in Local funds	\$904,000	~%
<b>Total Funding Change:</b>				\$2,437,902,270	

**TIP Revision Summary**

**Attachment 1**

	<b>Federal</b>	<b>State</b>	<b>Regional</b>	<b>Local</b>	<b>Total</b>	<b>2023 TIP Only</b>
<b>Current:</b>	\$1,052,049,430	\$890,000,000	\$65,930,000	\$734,234,147	\$2,742,213,577	\$17,400,021
<b>Proposed:</b>	\$1,427,101,978	\$1,180,347,178	\$124,041,000	\$2,448,625,691	\$5,180,115,847	\$946,078,424
<b>Delta:</b>	\$375,052,548	\$290,347,178	\$58,111,000	\$1,714,391,544	\$2,437,902,270	\$928,678,403

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  
05/24/23-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, April 12, 2023, and May 10, 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	18	\$117,200	4/21/2023	4/21/2023
2023-07	Amendment	3	\$56,362,031	3/22/2023	Pending
2023-08	Amendment	6	\$186,954,363	4/26/2023	Pending
2023-09	Admin. Mod	Pending	Pending	Pending	Pending
2023-10	Amendment	65	\$2,431,651,770	Pending	Pending
<b>Net Funding Change</b>		<b>205</b>	<b>\$3,236,310,629</b>		
<b>Absolute Funding Change</b>			<b>\$3,236,310,629</b>		



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<sub>2.5</sub>) standard in December 2009, and MTC must demonstrate conformance to this standard through an interim emissions test until a PM<sub>2.5</sub> 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 long horizontal line extending to the right.

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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  
05/24/23-C

Attachment B  
Resolution No. 4545  
Page 1 of 5

## 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

**Attachment B**  
**MTC Resolution No. 4545**  
**Page 2 of 5**

\$22 million in FTA discretionary funding. MTC's 2023 TIP, as revised with Revision No. 2023-01, 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:



**Attachment B**  
**MTC Resolution No. 4545**  
**Page 3 of 5**

- Updates the funding plan of SolTrans Bus Replacement project to reflect the award of Community Project Funding/Congressionally Directed Spending (CPFCDs) funds and programming changes in Congestion Management and Air Quality Improvement Program funds; and
- Updates the funding plan of Livermore Amador Valley Transit Authority's LAVTA and CCCTA Hydrogen Fueling Stations project to reflect the fund source change from the FHWA Highway Infrastructure Program (HIP) to Any Area State-Carbon Reduction Program (State-CRP) funds.

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

**Revision 2023-05** is an amendment that revises seven projects with a net funding increase of approximately \$10 million. The revision was referred by the Programming and Allocations Committee on February 8, 2023, and approved by the MTC Commission on February 22, 2023. Caltrans approval was received on April 24, 2023, and final federal approval is expected in May. 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 an administrative modification that revises 18 projects with a net funding increase of \$117,220. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on April 21, 2023. Among other changes, this revision:

- Updates the funding plan or implementing agency of five projects with Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funds;
- Updates the funding plan of BART's Transbay Core Capacity Improvements project to reflect the award of \$39.8 million in Federal Transit Administration (FTA) Capital Investment Grant (CIG) funding;
- Updates the funding plan of WETA's Ferry Major Component Rehab/Replacement project to reflect the award of \$2.1 million in repurposed earmark funding;
- Updates the funding plans and back-up listings of two grouped listings and updates the funding plans of four individually-listed projects to reflect the latest programming decisions in the Transit Capital Priorities (TCP) Program; and
- Updates the funding plans and back-up listings of three State Highway Operation and Protection Program (SHOPP) funded group listings to reflect the latest information from Caltrans.

**Attachment B**  
**MTC Resolution No. 4545**  
**Page 4 of 5**

The Administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$8.5 million in SHOPP funds, \$2.4 million in repurposed earmark funds, and \$39.8 million in CIG funds. MTC's 2023 TIP, as revised with Revision No. 2023-06, 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 2023-07** 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.

**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.

**Revision 2023-09** is a pending administrative modification.

**Revision 2023-10** is an amendment that revises 65 projects with a net funding increase of approximately \$2.4 billion. The revision was referred by the Programming and Allocations Committee on May 10, 2023, and approved by the MTC Commission on May 24, 2023. Caltrans approval is expected in June, and final federal approval is expected in July. Among other changes, this revision:

**Attachment B**  
**MTC Resolution No. 4545**  
**Page 5 of 5**

- Adds 48 new projects and updates the funding plans of eight existing projects to reflect the programming of One Bay Area Grant (OBAG) 3 funds;
- Adds one new OBAG 2 funded project;
- Reflects the award of federal earmark funding to Menlo Park's Middle Ave Pedestrian and Bicycle Undercrossing, Caltrain's Fencing for Right of Way, and Caltrain's Electrification projects;
- Adds the Valley Link Rail System - Phase 1 project to the TIP, and
- Updates the funding plans of three Transit Capital Priorities funded projects.

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

# Metropolitan Transportation Commission

## Legislation Details (With Text)

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**File #:** 23-0545      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Commission Consent  
**File created:** 3/30/2023      **In control:** Joint MTC Planning Committee with the ABAG  
Administrative Committee  
**On agenda:** 5/12/2023      **Final action:**  
**Title:** Federal Performance Target-Setting Update - May 2023  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [8i 23-0545 Summary Sheet Federal Performance Target-Setting Update.pdf](#)  
[3b 23-0545 Summary Sheet Federal Performance Target-Setting Update.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Federal Performance Target-Setting Update - May 2023

**Presenter:**  
Adam Noelting

**Recommended Action:**  
Information

**Attachments:**

**This item is being brought directly to the Commission for information as the Planning Committee did not meet.**

**Metropolitan Transportation Commission  
Planning Committee**

May 12, 2023

Agenda Item 3b

**Federal Performance Target-Setting Update – May 2023**

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**Subject:**

Update on performance measures related to State of Good Repair for Transit Assets; Transit Safety; and Environmental Sustainability, including past performance and near-term targets.

**Background:**

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) established a Transportation Performance Management program to orient transportation investment decision-making around national transportation goals, while also moving toward a performance-based planning and programming paradigm. Through this program, State Departments of Transportation (DOTs), Metropolitan Planning Organizations (MPOs), and transit agencies are responsible for setting targets for 28 performance measures covering the following federal goal areas: Safety; Infrastructure Condition; System Reliability; Freight Movement and Economic Vitality; Congestion Reduction; and Environmental Sustainability (status shown in Attachment A). Under MTC Resolution No. 4295 adopted in June 2017, the Planning Committee delegated authority for target-setting to staff, requiring regular consultation with stakeholders through MTC's working groups and semiannual updates to the committee going forward.

This memorandum summarizes MTC's target-setting actions for State of Good Repair for Transit Assets; Transit Safety; and Environmental Sustainability, and presents the methodology and rationale used to arrive at the targets. This will be the sixth 1-year performance period for performance measures related to State of Good Repair for Transit Assets, and the second for performance measures related to Transit Safety. This will be the second 4-year performance period for performance measures related to Environmental Sustainability.

**Issues:**

Bay Area transit operators have been facing the effects of the COVID-19 pandemic for more than three years now, which has led to a significant decrease in operating revenues due to lower fare revenues and changes in travel patterns. Despite this, the State of Good Repair for Transit

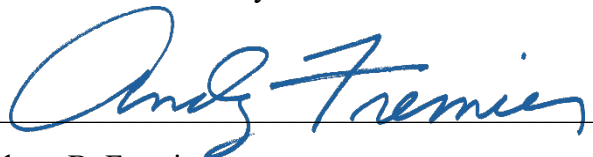
Assets has not yet been significantly affected since capital funding sources have not been negatively impacted, and some asset procurements are either underway or fully funded. However, the situation could change if local capital funding becomes scarce in the coming years. The ongoing effects of the pandemic on traveler behavior and transit revenues make it difficult to forecast near-term performance, posing a significant challenge for MPOs in setting achievable regional targets. While this is not unique to the Bay Area, federal regulations mandate that these targets must be regularly updated, and MPOs are not penalized for failing to meet them.

**Next Steps:**

In winter 2024, MTC will undertake the next round of target-setting for federal performance measures, starting with Safety measures. This will be followed by target-setting for Transit Safety and State of Good Repair for Transit Assets in spring 2024. MTC will also continue to monitor regional performance for all federal performance measures.

**Attachments:**

- Attachment A: List of Federally Required Performance Measures
- Attachment B: 2023 Target-Setting Summary: State of Good Repair for Transit Assets
- Attachment C: 2023 Targets for State of Good Repair for Transit Assets
- Attachment D: 2023 Target-Setting Methodology for Transit Safety
- Attachment E: 2023 Targets for Transit Safety
- Attachment F: 2023 Target-Setting Summary: Environmental Sustainability
- Attachment G: 2025 Targets for Environmental Sustainability

  
\_\_\_\_\_  
Andrew B. Fremier

List of Federally Required Performance Measures

Federal Goals & Programs	General Measures in Law	Final Performance Measures	Target-Setting Frequency	Target-Setting Due Dates	Current Status
Safety	Number of Fatalities on Roads	<b>1. Total number of road fatalities</b>	Annual	State: <b>in August</b> MPO: <b>in February</b>	MTC set the 2023 targets in February 2023. Six rounds of target-setting complete.
	Rate of Fatalities on Roads	<b>2. Road fatalities per 100 million vehicle miles traveled</b>	Annual	State: <b>in August</b> MPO: <b>in February</b>	
	Number of Serious Injuries on Roads	<b>3. Total number of serious injuries on roads</b>	Annual	State: <b>in August</b> MPO: <b>in February</b>	
	Rate of Serious Injuries on Roads	<b>4. Serious injuries on roads per 100 million vehicle miles traveled</b>	Annual	State: <b>in August</b> MPO: <b>in February</b>	
	Non-Motorized Safety on Roads	<b>5. Combined total number of non-motorized fatalities and serious injuries</b>	Annual	State: <b>in August</b> MPO: <b>in February</b>	

Federal Goals & Programs	General Measures in Law	Final Performance Measures	Target-Setting Frequency	Target-Setting Due Dates	Current Status
	Safety of Public Transit Systems	<p><b>6. Total number of reportable transit fatalities</b></p> <p><b>7. Reportable transit fatalities per revenue vehicle miles by mode</b> (<i>example below</i>)</p> <ul style="list-style-type: none"> <li><i>a. Motor bus</i></li> <li><i>b. Light rail</i></li> <li><i>c. etc.</i></li> </ul> <p><b>8. Total number of reportable transit injuries</b></p> <p><b>9. Reportable transit injuries per revenue vehicle miles by mode</b></p> <p><b>10. Total number of reportable transit safety events</b></p> <p><b>11. Reportable transit safety events per revenue vehicle miles by mode</b></p> <p><b>12. Mean distance between major mechanical failures by mode</b></p>	Annual	Operators: <b>in July</b> MPO: <b>in January</b>	MTC set the 2023 targets in April 2023. Two rounds of target-setting complete.
Infrastructure Condition	Pavement Condition on	<b>13. Percentage of pavements on the Interstate Highway System in good condition</b>	Every 4 years	State: <b>May 2022</b> MPO: <b>November 2022</b>	MTC set the 2025 targets



Federal Goals & Programs	General Measures in Law	Final Performance Measures	Target-Setting Frequency	Target-Setting Due Dates	Current Status
	the Interstate Highway System	<b>14. Percentage of pavements on the Interstate Highway System in poor condition</b>			in February 2023. Two rounds of target-setting complete.
	Pavement Condition on the National Highway System	<b>15. Percentage of pavements on the non-Interstate National Highway System in good condition</b> <b>16. Percentage of pavements on the non-Interstate National Highway System in poor condition</b>	Every 4 years	State: <b>May 2022</b> MPO: <b>November 2022</b>	
	Bridge Condition on the National Highway System	<b>17. Percentage of National Highway System bridges by deck area classified in good condition</b> <b>18. Percentage of National Highway System bridges by deck area classified in poor condition</b>	Every 4 years	State: <b>May 2022</b> MPO: <b>November 2022</b>	
	State of Good Repair for	<b>19. Percentage of revenue vehicles that have met or exceeded their useful life benchmark by asset class (example below)</b>	Annual	Operators: <b>in October</b> MPO: <b>in April</b>	MTC set the 2023 targets in April 2023.

Federal Goals & Programs	General Measures in Law	Final Performance Measures	Target-Setting Frequency	Target-Setting Due Dates	Current Status
	Public Transit Assets	<p><i>a. Motor bus</i></p> <p><i>b. Light rail vehicle</i></p> <p><i>c. etc.</i></p> <p><b>20. Percentage of facilities within a condition rating below fair by asset class (example below)</b></p> <p><i>a. Administrative and maintenance facilities</i></p> <p><i>b. Passenger facilities</i></p> <p><b>21. Percentage of guideway directional route-miles with performance restrictions</b></p> <p><b>22. Percentage of non-revenue vehicles that have met or exceeded their useful life benchmark</b></p>			Five rounds of target-setting complete.
System Performance	Performance of the Interstate System	<b>23. Percentage of person-miles traveled on the Interstate Highway System that are reliable</b>	Every 4 years	State: <b>December 2022</b> MPO: <b>June 2023</b>	MTC set the 2025 targets in February

Federal Goals & Programs	General Measures in Law	Final Performance Measures	Target-Setting Frequency	Target-Setting Due Dates	Current Status
	Performance of the National Highway System	<p><b>24. Percentage of person-miles traveled on the non-Interstate National Highway System that are reliable</b></p> <p><del>25. Percent change in National Highway System tailpipe CO<sub>2</sub> emissions compared to 2017 baseline (eliminated by FHWA in spring 2018)</del></p>	Every 4 years	State: <b>December 2022</b> MPO: <b>June 2023</b>	2023. Two rounds of target-setting complete.
Freight Movement and Economic Vitality	Freight Movement on the Interstate System	<b>26. Interstate Highway System truck travel reliability index</b>	Every 4 years	State: <b>December 2022</b> MPO: <b>June 2023</b>	MTC set the 2025 targets in February 2023. Two rounds of target-setting complete.
Congestion Reduction	Traffic Congestion	<p><b>27. Annual hours of peak-hour excessive delay per capita by urbanized area</b></p> <p><i>a. San Francisco-Oakland UA</i></p>	Every 4 years	State: <b>December 2022</b> MPO: <b>June 2023</b>	MTC set the 2025 targets in February 2023. Two

Federal Goals & Programs	General Measures in Law	Final Performance Measures	Target-Setting Frequency	Target-Setting Due Dates	Current Status
		<p><i>b. San Jose UA</i></p> <p><i>c. Concord UA**</i></p> <p><i>d. Santa Rosa UA**</i></p> <p><i>e. Antioch UA**</i></p> <p><b>28. Percent of non-single occupant vehicle travel by urbanized area</b></p> <p><i>a. San Francisco-Oakland UA</i></p> <p><i>b. San Jose UA</i></p> <p><i>c. Concord UA**</i></p> <p><i>d. Santa Rosa UA**</i></p> <p><i>e. Antioch UA**</i></p> <p>** = not required during 1<sup>st</sup> target-setting cycle</p>			<p>rounds of target-setting complete.</p>
Environmental Sustainability	On-Road Mobile Source Emissions	<p><b>29. Total emissions reductions from Congestion Mitigation and Air Quality (CMAQ) Improvement Program funded projects by pollutant</b></p>	Every 4 years	<p>State: <b>December 2022</b></p> <p>MPO: <b>June 2023</b></p>	<p>MTC set the 2025 targets in May 2023.</p> <p>Two rounds of</p>

Federal Goals & Programs	General Measures in Law	Final Performance Measures	Target-Setting Frequency	Target-Setting Due Dates	Current Status
		<ul style="list-style-type: none"> <li>a. <i>PM<sub>2.5</sub></i></li> <li>b. <i>PM<sub>10</sub></i></li> <li>c. <i>CO</i></li> <li>d. <i>VOC</i></li> <li>e. <i>NO<sub>x</sub></i></li> </ul>			target-setting complete.
Reduced Project Delivery Delays	<i>none</i>	<i>none</i> (neither MAP-21 nor FAST included performance measures for this goal)	N/A	N/A	N/A

**2023 Target-Setting Summary: State of Good Repair for Transit Assets**

**Overview**

The transit asset management (TAM) final rule published by FTA in July 2016 established a National TAM System in accordance with MAP-21. The rule contained new requirements for public transit providers, and designated recipients such as MTC. The major requirements of the rule include:

- 1) **State of Good Repair Performance Targets** – Targets must be set for each applicable asset including Rolling Stock, Equipment, Infrastructure, and Facilities. The final rule establishes state of good repair standards and performance measures as shown below:

<b>Asset Category</b>	<b>Performance Measure</b>
Rolling Stock: All revenue vehicles	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their Useful Life Benchmark (ULB)
Facilities: All buildings or structures and parking facilities	Percentage of facilities within an asset class, rated below condition 3 (fair or adequate) on FTA’s Transit Economic Requirements Model (TERM) scale
Infrastructure: Only rail fixed guideway, tracks, signals and systems	Percentage of guideway directional route-miles with performance restrictions
Equipment: Only non-revenue vehicles (e.g., maintenance, administrative, or training)	Percentage of non-revenue vehicles that have either met or exceeded their ULB

In the case of rolling stock and facilities, the major asset categories are further broken down into distinct asset classes, with targets required for each asset class. Facilities are separated into administrative and maintenance facilities and passenger facilities, while revenue vehicles are separated into 18 sub-categories (e.g., light rail vehicle, bus, ferry, etc.)

Note that over time some targets improve relative to existing performance measures if there is funding available to replace or repair assets that are in poor condition. On the other hand, if there

is no funding available to replace or repair assets, targets can worsen due to these assets aging another year and exceeding their useful lives.

- 2) **Development of TAM Plans** – Tier I operators (rail operators and any operators with 101 or more vehicles) must do their own TAM plan consisting of nine required elements. Tier II operators (operators with 100 vehicles or less) may do their own plan or participate in a group plan. There are only four required elements to the TAM plan for Tier II operators.
- 3) **Reporting** – Operators must report annually to FTA on state of good repair targets, asset conditions, and progress made towards meeting set targets.

The TAM Rule required transit providers to set State of Good Repair for Transit Assets performance targets by October 1<sup>st</sup> of each year. The Planning Rule requires that each MPO establish targets no later than 180 days after the date on which the transit providers establish their performance targets. Therefore, staff developed targets to meet the year 2023 target-setting deadline of April 1<sup>st</sup> for State of Good Repair for Transit Assets.

### **Target-Setting Approach and Rationale**

To set State of Good Repair for Transit Assets performance targets, MTC staff assessed the current condition of operators' assets using data from the Regional Transit Capital Inventory (RTCI). The RTCI is a comprehensive regional database of the transit assets that are owned by transit agencies across the region. MTC developed the RTCI in order to collect consistent and comparable data on the region's transit capital assets and associated replacement and rehabilitation costs from each operator.

To set the target for each asset category, MTC staff provided each operator with existing performance measures (by asset class) for their asset inventory included in the RTCI and requested that each operator conduct an analysis of expected funding from all sources for the coming fiscal year that will be used to repair or replace transit assets. Operators used this assessment to predict which vehicle assets would be replaced or repaired and presented MTC with a target percentage of assets expected not to be in a state of good repair by the end of the fiscal year.

Staff worked with the operators to keep the targets realistic and to base them on reasonable financial projections. For vehicles and infrastructure, MTC staff consolidated the targets for all

operators to identify a regional target for each asset class. With respect to facilities, prior targets had been set using the age of the facility as a proxy for its condition to determine the percentage of all regional transit facilities assets estimated to be out of a state of good repair. Operators' methodology has improved in the last couple of years due to new TAM Plan requirements. Operators are required to conduct physical inspections of their facilities to determine their condition rather than relying on the age of the facilities alone. As a result, most of the facilities' targets reflect the actual condition of the assets.

### Review of 2022 Performance

The Bay Area met its performance targets for non-revenue vehicles, while it fell short of its target for revenue vehicles, facilities, and infrastructure. As current federal regulations stand, there is no penalty for not meeting the 2022 targets.

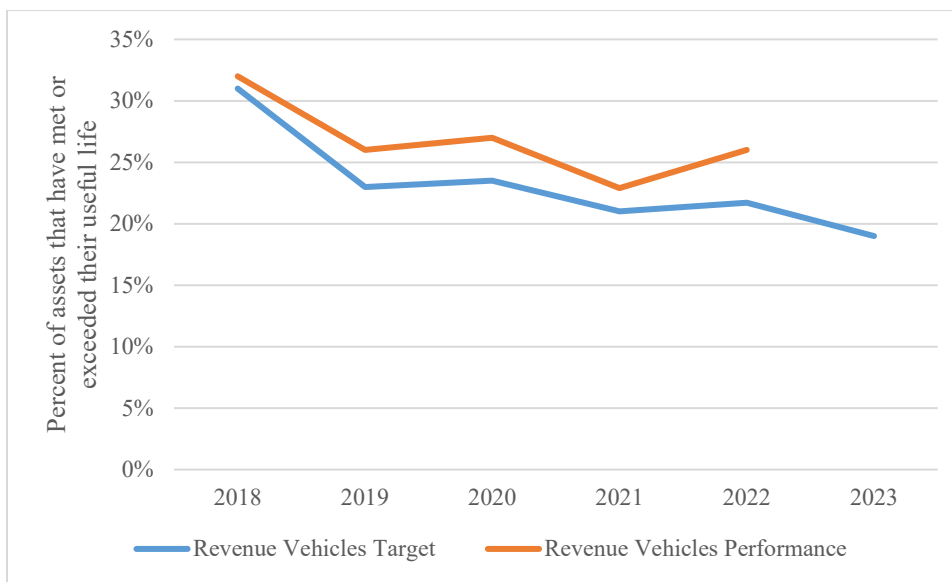


Figure 1: Revenue vehicles State of Good Repair for Transit Assets targets and performance

Over the past four years, the share of revenue vehicles that are not in a state of good repair has decreased, reflecting MTC's regional priority to replace such vehicles. This trend is evident in Figure 1. In 2022, approximately 26 percent of revenue vehicles met or exceeded their useful lives, which exceeds the 22 percent target for that year, but represents a decrease from the 32 percent figure in 2018. The fleet replacements, including BART's Fleet of the Future and SFMTA's new Light Rail Vehicles, have been instrumental in this improvement. The 2023 target anticipates further improvement in the condition of revenue vehicle assets over the next year.



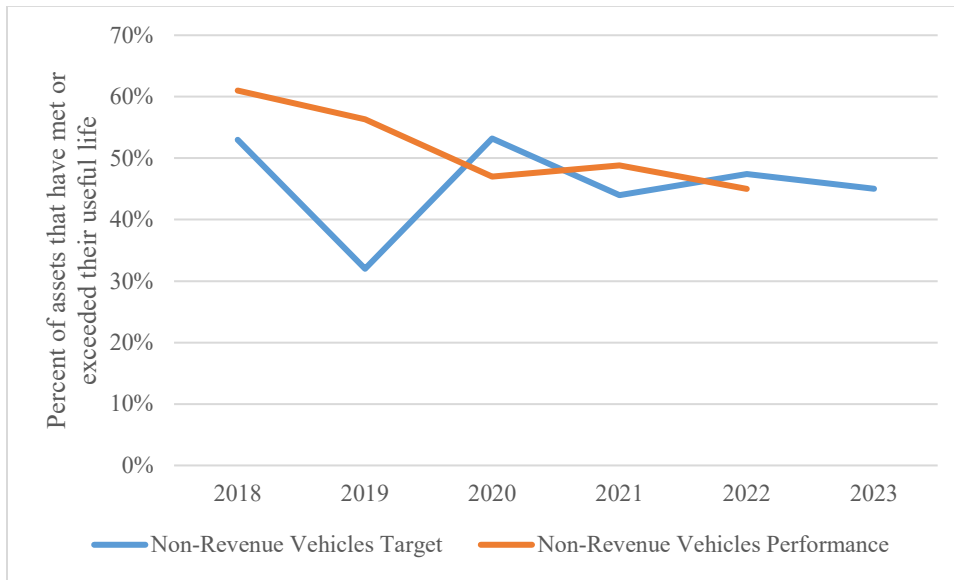


Figure 2: Non-revenue vehicles State of Good Repair for Transit Assets targets and performance. Similarly, the share of non-revenue vehicles that have exceeded their useful life has decreased over the last four years. This trend is illustrated in Figure 2, below. The target for 2023 assumes that this condition will remain relatively stable over the coming year.

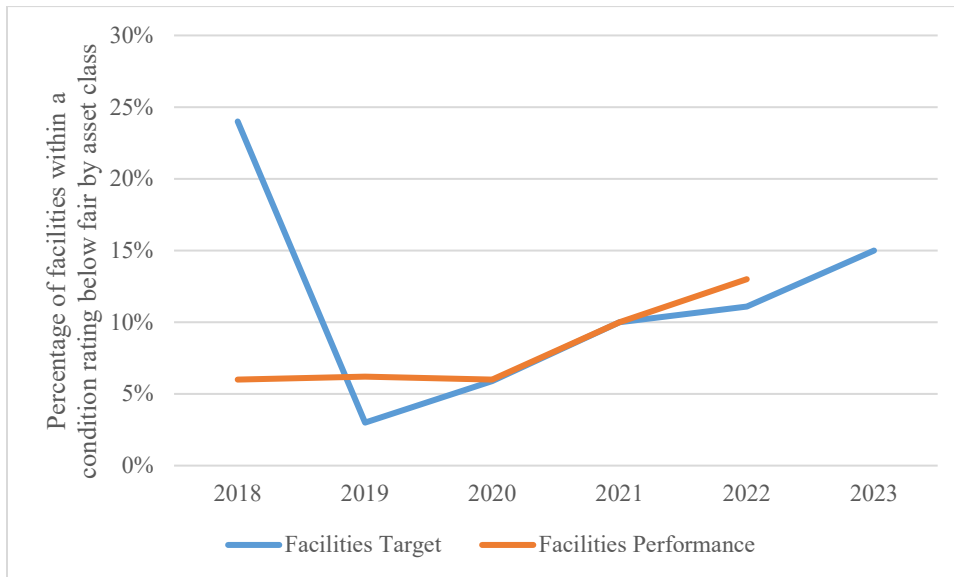


Figure 3: Facilities State of Good Repair for Transit Assets targets and performance. Between 2021 and 2022, the condition of facilities deteriorated, and approximately 13 percent of facilities scored below 3 on FTA’s TERM facility condition rating scale, as depicted in Figure 3. The condition of facilities is projected to decline slightly in the next year.

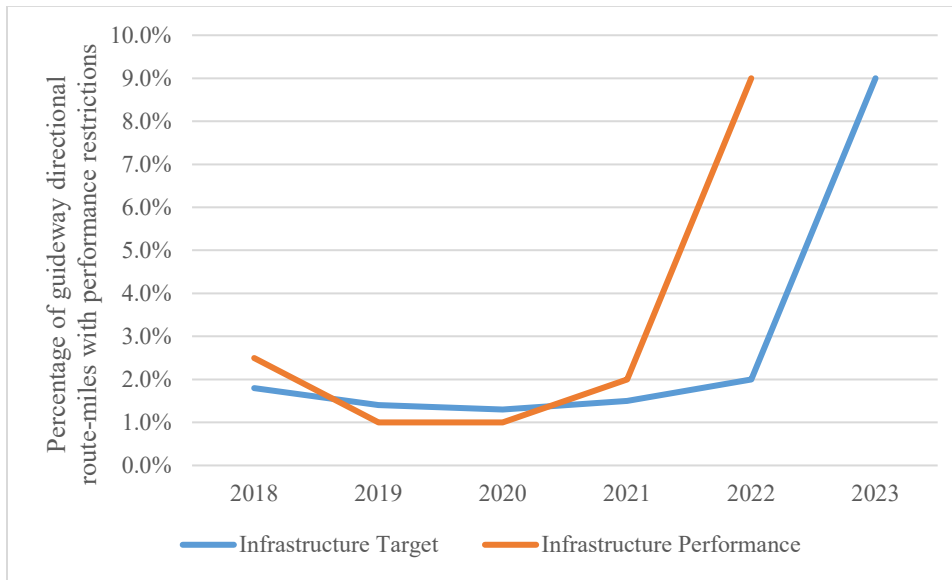


Figure 4: Infrastructure State of Good Repair for Transit Assets targets and performance

In 2022, the region did not achieve its guideway target, as depicted in Figure 4. The percentage of route directional miles with speed or operational restrictions rose from 2 percent to 9 percent between 2021 and 2022, exceeding the target of 2 percent. An analysis of funding availability and asset maintenance needs suggests that performance is likely to remain stable from 2022 to 2023, with a target of 9 percent in 2022 reflecting a realistic expectation for performance. It is worth noting that SFMTA presently has 50 percent of its guideway under a performance restriction, which is a significant factor contributing to the overall performance decline across the region.

Since 2020, funding sources for transit operations have been severely impacted by COVID-19 and the resulting changes in travel demand. However, capital funding sources have remained stable over the past two years. As a result, the performance of State of Good Repair for Transit Assets did not suffer significant adverse effects between 2020 and 2022, as funding for capital maintenance and asset replacement remained mostly intact. MTC will continue to monitor transit capital funding and asset condition over the next few years, but for the time being, the situation remains stable.

### Summary of Proposed Targets

MTC set State of Good Repair for Transit Assets targets for 2023, which are summarized in Table 1 and outlined in **Attachment C**.

Table 1: State of Good Repair for Transit Assets targets and performance

Asset Category	2022 Target	2022 Performance	2023 Target
Revenue Vehicles	22%	26%	19%
Facilities	11%	13%	15%
Guideway	2%	9%	9%
Non-Revenue Vehicles	47%	45%	45%

Data source: Regional Transit Capital Inventory (RTCI) & operators' targets

MTC expects the state of repair for revenue vehicles to improve due to vehicle and rolling stock replacements at the operator level. However, non-revenue vehicles are expected to remain at the same levels as in 2022, with around 45 percent of these vehicles not in good repair, reflecting a lower priority placed on these vehicles in MTC's transit capital priorities policy.

As of 2022, the majority of the region's facilities and guideway were in good repair, with 13 percent of facilities and 9 percent of guideway miles not in good repair. The state of good repair for the region's guideway assets is expected to remain constant over the coming year. However, the condition of facilities is expected to slightly worsen based on current asset condition and funding levels, with the target for 2023 being 14 percent not in good repair.

**2023 Targets for State of Good Repair for Transit Assets**

**General Information**

<b>Goal</b>	<b>Infrastructure Condition</b>
<b>Performance Measure(s)</b>	<ul style="list-style-type: none"> <li>• Percentage of revenue vehicles that have met or exceeded their useful life benchmark (ULB) by asset class</li> <li>• Percentage of facilities with a condition rating below fair by asset class</li> <li>• Percentage of guideway directional route-miles with performance restrictions</li> <li>• Percentage of non-revenue vehicles that have met or exceeded their ULB</li> </ul>
<b>Target(s) for Year</b>	2023
<b>Target(s) Deadline for MTC Approval</b>	April 1, 2023

**Past Targets & Past Performance**

<b>Measure</b>	<b>Subcategory</b>	<b>Current (2022)</b>	<b>Target (2023)</b>	<b>Total # (2022)</b>	<b>Measure ID</b>
Percentage of revenue vehicles that have met or exceeded their ULB	Articulated bus	4%	0%	457	US-19a
	Automated guideway vehicle	0%	0%	4	US-19b
	Automobile	66%	60%	96	US-19c
	Bus	25%	21%	2,157	US-19d
	Cable car	0%	0%	36	US-19e

Measure	Subcategory	Current (2022)	Target (2023)	Total # (2022)	Measure ID
	Commuter rail – locomotive	51%	51%	39	US-19f
	Commuter rail – passenger coach	44%	44%	165	US-19g
	Commuter rail – self-propelled passenger car	0%	0%	34	US-19h
	Cutaway bus	15%	11%	712	US-19i
	Double decker bus	0%	0%	18	US-19j
	Ferryboat	22%	14%	22	US-19k
	Heavy rail	63%	43%	781	US-19l
	Light rail	0%	0%	356	US-19m
	Minivan	80%	24%	109	US-19n
	Over-the-road bus	16%	10%	118	US-19o
	Trolley bus	0%	0%	278	US-19p
	Van	4%	8%	104	US-19q
	Vintage trolley	100%	100%	1	US-19r
Percentage of facilities with a condition rating below fair	Administrative and maintenance facilities	13%	14%	N/A	US-20a
	Passenger facilities	13%	15%	N/A	US-20b

Measure	Subcategory	Current (2022)	Target (2023)	Total # (2022)	Measure ID
Percentage of guideway directional route-miles with performance restrictions	n/a	9%	9%	N/A	US-21
Percentage of non-revenue vehicles that have met or exceeded their ULB	n/a	45%	45%	2,032	US-22

Data source: Regional Transit Capital Inventory (RTCI) & operators' targets

**2023 Target-Setting Methodology for Transit Safety**

**Overview:**

The Public Transportation Agency Safety Plan (PTASP) final rule published by FTA in July 2018 established a requirement that certain transit operators that are recipients or sub-recipients of FTA grants develop safety plans that include processes and procedures necessary for implementing Safety Management Systems in accordance with MAP-21. The FTA administers the National Transit Database (NTD) as a resource for disseminating safety performance information. The rule contained new requirements for public transit providers and designated recipients such as MTC. The major requirements of the rule include:

- 1) **Transit Safety Performance Targets** – Targets must be set annually. The final rule establishes Transit Safety performance measures as shown below:

<b>Measure</b>	<b>Definition</b>
Total number of reportable transit fatalities	Number of fatalities reported to the NTD, excluding trespassing and suicide-related fatalities
Reportable transit fatalities per revenue vehicle miles (RVM) by mode	Number of fatalities reported to the NTD, excluding trespassing and suicide-related fatalities, divided by RVM by mode
Total number of reportable transit injuries	Number of injuries reported to the NTD, excluding injuries resulting from assaults or other crimes
Reportable transit injuries per RVM by mode	Number of injuries reported to the NTD, excluding injuries resulting from assaults or other crimes, divided by RVM by mode
Total number of reportable transit safety events	Number of safety events, excluding security events, meeting a major event reporting threshold reported to the NTD
Reportable transit safety events per RVM by mode	Number of safety events, excluding security events, meeting a major event reporting threshold reported to the NTD divided by RVM by mode

Mean distance between major mechanical failures by mode	Mean distance between major mechanical failures reported to the NTD, where major mechanical failure is defined as a failure of some mechanical element of the revenue vehicle that prevents the vehicle from completing a scheduled revenue trip or starting the next scheduled revenue trip, by mode.
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The final rule establishes the requirement to set targets by mode (i.e., bus, light rail, heavy rail) for certain performance measures.

- 2) **Development of Public Transportation Agency Safety Plans (PTASP)** – Most transit operators are required to develop a PTASP; operators that are regulated by the Federal Railroad Administration or U.S. Coast Guard and operators that only receive financial assistance under the 5310 and 5311 formula grant programs are exempt.
- 3) **Reporting** – Operators and MPOs must report annually to FTA on Transit Safety targets, performance, and progress made towards meeting set targets.

The PTASP Rule requires transit providers to set performance targets annually, on a schedule determined by the provider. Each MPO must establish targets no later than 180 days after the date on which the transit providers establish their performance targets. MTC received providers’ performance targets during January and February of 2023. The final performance targets were received on February 21, 2023.

**Target-Setting Methodology:**

MTC staff used an operator-led approach to set Transit Safety targets, similar to the approach used for setting regional targets for State of Good Repair for Transit Assets performance targets. To determine the targets, MTC staff collected data from transit operator staff and used a weighted average based on RVM to generate regional performance targets. MTC staff also worked closely with operators to ensure that the targets were realistic.

The final rule does not specify whether targets or baseline performance should be reported using a single year of data or a rolling average of multiple years of data, leaving that decision to transit operators and MPOs. However, due to the significant impact of the COVID-19 pandemic on transit operations in 2020, a three-year rolling average of the latest available data from the NTD



is used to measure baseline performance. For the number and rate of fatalities, serious injuries, and safety events, the average of data from 2020 through 2022 is used. For the mean distance between mechanical failures, a rolling average of data from 2019 through 2021 is used. MTC may revisit this decision in future target-setting cycles.

**2023 Targets for Transit Safety**

**General Information**

<b>Goal</b>	<b>Transit Safety</b>
Performance Measure(s)	<ul style="list-style-type: none"> <li>• Total number of reportable transit fatalities</li> <li>• Reportable transit fatalities per revenue vehicle mile (RVM) by mode</li> <li>• Total number of reportable transit injuries</li> <li>• Reportable transit injuries per RVM by mode</li> <li>• Total number of reportable transit safety events</li> <li>• Reportable transit safety events per RVM by mode</li> <li>• Mean distance between major mechanical failures by mode</li> </ul>
Target(s) for Year	2023
Target(s) Deadline for MTC Approval	July 21, 2023

**Current Conditions and Proposed Regional Targets**

<b>Measure</b>	<b>Mode</b>	<b>Baseline (2020-2022)</b>	<b>Target (2023)</b>
Total number of reportable transit fatalities	Not Applicable	12	0.00
Reportable transit fatalities per million revenue vehicle miles (RVM) by mode	Cable Car	0.00	0.00
	Commuter Bus	0.00	0.00
	Heavy Rail	0.06	0.00
	Hybrid Rail	0.00	0.00
	Light Rail	1.04	0.00

Measure	Mode	Baseline (2020-2022)	Target (2023)
	Monorail	0.00	0.00
	Motor Bus	0.04	0.00
	Paratransit/Demand Responsive	0.00	0.00
	Streetcar	0.00	0.00
	Trolleybus	0.00	0.00
Total number of reportable transit injuries	Not Applicable	531	388
Reportable transit injuries per million RVM by mode	Cable Car	14.18	3.51
	Commuter Bus	2.87	0.00
	Heavy Rail	3.21	0.77
	Hybrid Rail	1.67	3.10
	Light Rail	4.02	2.77
	Monorail	4.41	2.57
	Motor Bus	4.28	3.59
	Paratransit/Demand Responsive	0.75	1.12
	Streetcar	41.28	0.00
	Trolleybus	9.97	0.00
Total number of reportable transit safety events	Not Applicable	641	572
	Cable Car	21.27	35.11

Measure	Mode	Baseline (2020-2022)	Target (2023)
Reportable transit safety events per million RVM by mode	Commuter Bus	2.50	0.00
	Heavy Rail	3.99	0.13
	Hybrid Rail	1.95	1.55
	Light Rail	12.23	9.08
	Monorail	4.41	0.00
	Motor Bus	4.36	7.05
	Paratransit/Demand Responsive	0.79	2.65
	Streetcar	89.74	7.66
	Trolleybus	9.30	4.04
Mean distance between major mechanical failures by mode	Cable Car	576	319
	Commuter Bus	17,498	12,264
	Heavy Rail	413,804	1,299,752
	Hybrid Rail	69,686	129,097
	Light Rail	6,366	19,807
	Monorail	132,718	388,584
	Motor Bus	14,364	33,848
	Paratransit/Demand Responsive	43,725	43,358
	Streetcar	1,405	572
Trolleybus	11,890	8,641	

Source: NTD data, years 2019-2021

**2023 Target-Setting Summary: Environmental Sustainability**

**Overview:**

FHWA’s final rule established one performance measure with multiple sub-parts to assess environmental sustainability, imposing new requirements on both State DOTs and MPOs. The key requirements of the rule for environmental sustainability are:

1) **Environmental Sustainability Targets –**

Measure	Definition
Total emissions reductions from Congestion Mitigation and Air Quality (CMAQ) Improvement Program funded projects by pollutant <ul style="list-style-type: none"> <li>a. PM<sub>2.5</sub></li> <li>b. PM<sub>10</sub></li> <li>c. CO</li> <li>d. VOC</li> <li>e. NO<sub>x</sub></li> </ul>	Total emissions reductions for Carbon Monoxide (CO), Nitrogen Oxides (NO <sub>x</sub> ), Volatile Organic Compounds (VOCs), Particulate Matter (PM <sub>2.5</sub> and PM <sub>10</sub> ) for CMAQ-funded projects in designated nonattainment and maintenance areas in kilograms per day.

Federal regulations mandate that MPOs in nonattainment and maintenance areas that overlap with urbanized areas exceeding one million people set their own two-year and four-year regional targets for this performance measure. MPOs not meeting this requirement may either support four-year state targets or set quantifiable regional four-year targets every four years.

2) **Reporting –** State DOTs are required to submit a report at the start of each performance period that outlines nonattainment and maintenance area boundaries, baseline conditions, and targets. They must also submit progress reports at the midpoint and end of the performance period. MPOs must submit targets to their respective State DOTs in a manner that is documented and mutually agreed upon by both parties. MPOs must also

include baseline levels and progress towards targets in their Regional Transportation Plan and provide a CMAQ Performance Plan in State Biennial Performance Reports.

- 3) **Evaluation** – According to federal regulations, there is no requirement for a significant progress determination for the CMAQ On-Road Mobile Source Emissions performance.

MPOs are required to establish their 2023 and 2025 targets for Environmental Sustainability by June 14, 2023, 180 days after the state DOT requirement.

### **Target-Setting Approach and Rationale**

The Environmental Sustainability performance target set by MTC is based on the expected daily reductions in emissions from projects that will use CMAQ (Congestion Mitigation and Air Quality Improvement) funds to implement the project over the next two to four years. To set the emissions reduction target, MTC staff estimated the daily reduction in pollutants and precursors from CMAQ projects that are likely to be implemented in the next four years, based on the expected amount of CMAQ funding for the region and the types of projects expected to be awarded CMAQ funds.

MTC has updated its methodology for estimating emissions reductions for CMAQ projects before the second target setting deadline. The revised approach relies on emissions calculator tools specific to different project types, such as the FHWA's CMAQ Emissions Calculator Toolkit, the Atlanta Regional Council's Congestion Mitigation and Air Quality Calculator Tool, and CARB's Methods to Find the Cost-Effectiveness of Funding Air Quality Projects Tool. Due to this shift in methodology, it may be difficult or impossible to make direct comparisons to the baseline.

Overall, MTC staff expects that the Bay Area's emissions reduction performance will decrease over time due to the eventual retirement of older, more polluting vehicles.

**2025 Targets for Environmental Sustainability**

**General Information**

<b>Goal</b>	<b>Environmental Sustainability</b>
<b>Performance Measure(s)</b>	Total emissions reductions from CMAQ-funded projects by pollutant a. PM <sub>2.5</sub> b. PM <sub>10</sub> c. CO d. VOC e. NO <sub>x</sub>
<b>Target(s) for Year</b>	2023, 2025
<b>Target(s) Deadline for MTC Approval</b>	June 14, 2023

**Current Conditions and Proposed Targets**

<b>Measure (kg/day)</b>	<b>Baseline* (2018-2021)</b>	<b>Target (2023)</b>	<b>Target (2025)</b>	<b>Measure ID</b>
Total emissions reductions from CMAQ-funded projects by pollutant (PM <sub>2.5</sub> )	101.35	0.23	0.46	29(a)
Total emissions reductions from CMAQ-funded projects by pollutant (PM <sub>10</sub> )	207.9	0.07	0.15	29(b)
Total emissions reductions from CMAQ-funded projects by pollutant (CO)	14,916.98	23.14	37.96	29(c)

Measure (kg/day)	Baseline* (2018-2021)	Target (2023)	Target (2025)	Measure ID
Total emissions reductions from CMAQ-funded projects by pollutant (VOC)	1,258.04	3.49	5.94	29(d)
Total emissions reductions from CMAQ-funded projects by pollutant (NO <sub>x</sub> )	1,823.99	5.33	8.00	29(e)

\*MTC revised its methodology for estimating project-level emissions reductions for CMAQ projects ahead of the second target setting deadline. However, the emissions reductions from 2018-2021 were estimated using the previous methodology, which were based on state-level TCMs from state plans.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 23-0576      **Version:** 1      **Name:**  
**Type:** Assembly Bill      **Status:** Commission Consent  
**File created:** 4/5/2023      **In control:** Joint MTC ABAG Legislation Committee  
**On agenda:** 5/12/2023      **Final action:**  
**Title:** Assembly Bill 1053 (Gabriel): Multifamily Housing Program Construction Loans  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [8j 23-0576 Summary Sheet AB 1053 Gabriel Construction Loans.pdf](#)  
[8j 23-0576 Attachment A AB 1053 Gabriel Construction Loans.pdf](#)  
[2bi 23-0576 Summary Sheet AB 1053 Gabriel Construction Loans.pdf](#)  
[2bii 23-0576 Attachment A AB 1053 Gabriel Construction Loans.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Assembly Bill 1053 (Gabriel): Multifamily Housing Program Construction Loans

**Presenter:**  
Julie Snyder

**Recommended Action:**  
Support / MTC Commission Approval

**Attachments:**

**This item is being brought directly to the Commission for consideration as the Joint MTC ABAG Legislation Committee did not meet.**

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

May 12, 2023

Agenda Item 2b

**Assembly Bill 1053 (Gabriel): Multifamily Housing Program Construction Loans**

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**Subject:**

Allows developers who receive a state Multifamily Housing Program award to access the financing before a development's construction phase instead of taking out a more expensive private loan for construction.

**Background and Bill Provisions:**

Under current law, the state Department of Housing and Community Development (HCD) can provide development financing through its Multifamily Housing Program either before a project begins construction ("construction financing") or after construction is finished ("permanent financing"). HCD has chosen to offer only permanent financing, in part to reduce the risk of losing state funds if a project should fail before development is complete. Based on our review, this is extremely rare.

Developments using HCD funding as permanent financing must take out a private loan to pay for construction. Typically, these private loans have higher interest rates than HCD's permanent financing. According to the California Housing Partnership Corporation, making HCD's financing available before construction could save up to \$1 million on a typical \$11 million Multifamily Housing Program loan.

Assembly Bill (AB) 1053 allows developers to choose to take their Multifamily Housing Program loan as construction financing, as permanent financing, or a combination of both.

**Recommendation:**

Support / ABAG Executive Board Approval

Support / MTC Commission Approval

**Discussion:**


AB 1053's approach is a largely risk-free way to significantly reduce development costs and stretch state funding to produce more affordable homes. For this reason, staff recommends a support position.

**Known Positions:**

See attachment.

**Attachments:**

- Attachment A: Known Positions



Andrew B. Fremier

**Known Positions - Assembly Bill 1053 (Gabriel)**

*as of April 19, 2023*

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**Support**

California Coalition for Rural Housing (Sponsor)

California Housing Partnership Corporation (Sponsor)

A Community of Friends

All Home

California Housing Consortium

Community Corporation of Santa Monica

Community Housing Improvement Program

Community HousingWorks

Danco Communities

EAH Housing

East Bay Asian Local Development Corporation

Housing Authority of the City of Santa Barbara

Merritt Community Capital Corporation

MidPen Housing Corporation

Non-Profit Housing Association of Northern California

Resources for Community Development

San Diego Housing Federation

San Francisco Housing Accelerator Fund

San Joaquin Valley Housing Collaborative

Self Help Enterprises

Urban Counties of California

Wakeland Housing and Development Corporation

**Opposition**

None known.

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 23-0570      **Version:** 1      **Name:**  
**Type:** Assembly Bill      **Status:** Commission Approval  
**File created:** 4/5/2023      **In control:** Joint MTC ABAG Legislation Committee  
**On agenda:** 5/12/2023      **Final action:**  
**Title:** Assembly Bill 1335 (Zbur): Population Forecasting for Long Range Plans

Prescribes new population forecasting methodology for the regional transportation plan (RTP)/sustainable communities' strategies (SCS).

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [8k\\_23-0570\\_Summary\\_Sheet\\_AB\\_1335\\_Zbur.pdf](#)  
[3d\\_23-0570\\_Summary\\_Sheet\\_AB\\_1335\\_Zbur.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

Assembly Bill 1335 (Zbur): Population Forecasting for Long Range Plans

Prescribes new population forecasting methodology for the regional transportation plan (RTP)/sustainable communities' strategies (SCS).

**Presenter:**

Georgia Gann Dohrmann

**Recommended Action:**

Oppose / MTC Commission Approval

**Attachments:**

Metropolitan Transportation Commission  
Joint MTC ABAG Legislation Committee

May 12, 2023

Agenda Item 3d

Assembly Bill 1335 (Zbur): Population Forecasting for Long Range Plans

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**Subject:**

Prescribes new population forecasting methodology for the regional transportation plan (RTP)/sustainable communities' strategies (SCS).

**Background:**

Regional Transportation Plan/Sustainable Communities Strategy Background

An RTP/SCS is a long-range transportation and land use planning document. Federal law requires that metropolitan planning organizations (MPOs) update their RTP – a federally mandated long-range transportation plan – every four or five years (in the Bay Area, the update is required every four years). Since 2008, state law (Senate Bill (SB) 375, Steinberg) has mandated that each MPO's RTP also include an SCS, an integrated transportation and land use strategy to reduce greenhouse gas emissions from cars and light duty truck travel, including planning for adequate housing to accommodate projected population growth. MTC and ABAG jointly develop and approve the SCS; the Bay Area's most recently adopted RTP/SCS is Plan Bay Area 2050.

One of the key components of Plan Bay Area 2050 is a Regional Growth Forecast, which is a projection of how much the Bay Area's population, jobs, and housing are expected to grow through the year 2050. In projecting population growth, the forecasting process considers factors such as housing-supportive policies, employment growth, new transportation patterns, and other policy interventions which can affect population trends. These interventions are aligned with state and regional policy goals tied to the SCS (climate, housing affordability, etc.). The forecast includes housing for all projected households plus the number of units that would be needed to house the increased number of workers estimated to otherwise commute into the region, consistent with state law.

Regional Housing Needs Assessments and the RTP/SCS

SB 375 also integrated transportation and housing planning processes by synchronizing the regional housing needs allocation (RHNA) and RTP/SCS schedules and requiring that the SCS identify areas within the region sufficient to house the eight-year projection of regional housing need (also called the regional housing needs determination (RHND)). Further, SB 375 required that the Department of Housing and Community Development (HCD) in developing the RHND consider both the RTP/SCS regional growth forecast *and* Department of Finance (DOF) population projections, though in practice HCD typically defaults to relying on the DOF projections.

State housing law further requires consistency between the distribution of the RHND to cities, towns and counties (i.e., RHNA) and the development pattern in the RTP/SCS (which is finalized first). Notably, these two planning processes seek to address the housing needs over different time horizons. For example, Plan Bay Area 2050 has a planning horizon of 2050, while the current RHNA cycle covers an eight-year period from 2023 to 2031. MTC/ABAG in Plan Bay Area 2050 achieved this consistency by ensuring that planned growth for the region, as well as planned growth at a more localized (county and sub-county) level was greater in the long-range plan than over the eight-year RHNA cycle.

AB 1335 Summary

AB 1335 would establish DOF population projections as the default baseline for the Regional Growth Forecast in future RTP/SCSs, applicable to the next update of Plan Bay Area. Specifically, the bill requires that the SCS portion of an RTP be based on 1) population projections produced by the DOF and 2) the regional population forecasts used in determining the eight-year RHNA. This would replace the current approach where MTC/ABAG (and other regions) develop a Regional Growth Forecast for the RTP/SCS. The bill *does not* propose to change state housing law, which requires that regional housing needs determinations are developed based on projections by DOF *and* Regional Growth Forecasts in the RTP/SCS, creating an inconsistency in statute.

AB 1335 would also require local governments to include in their housing element progress reports an update on how the jurisdiction is aligning its land use strategies with those in the applicable SCS.

**Recommendation:**

Oppose / ABAG Executive Board Approval

Oppose / MTC Commission Approval

**Discussion**

While we understand that the intent of the bill is to align the SCS and RHNA and support state housing goals, staff has several substantive concerns with AB 1335. First, state transportation planning law and state housing law already require alignment, so we do not believe this bill is necessary. Second, we are concerned that the bill would undercut our ability to incorporate strategies that advance specific policy goals (climate, housing affordability, etc.) into our Regional Growth Forecast, creating a disconnect between our policies and our growth forecasts. DOF population projections – in contrast to regional growth forecasts – are developed based solely on past trends and exclude policy changes such as those in Plan Bay Area 2050.

Further, we believe the bill would have the unintended consequence of substantially *reducing* planned growth; in the Bay Area, **using the DOF projections would have roughly halved** the amount of planned housing in Plan Bay Area 2050, making it harder to achieve state climate and housing goals and more difficult to justify future enhancements to the regional transportation network, which are deemed necessary based on our own projected changes in population. Lastly, we have technical concerns regarding implementation.

We appreciate that the author’s office and bill sponsor have met with us numerous times and shared openness to addressing several of these concerns. However, we have not – to date – been able to identify a compromise. Given the significance of the Regional Growth Forecast to MTC and ABAG’s work and the severity of our concerns, staff recommends an “oppose” position on AB 1335.



**Known Positions**

**Support**

Abundant Housing LA (sponsor)

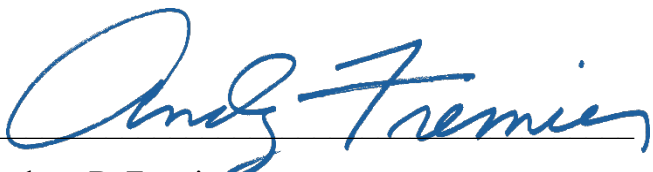
**Oppose**

California Building Industry Alliance

Southern California Association of Governments

**Attachments:**

none



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Andrew B. Fremier



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 23-0544      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Commission Approval

**File created:** 3/30/2023      **In control:** Administration Committee

**On agenda:** 5/10/2023      **Final action:**

**Title:** MTC Resolution Nos. 3989, Revised and 4578. Transit Oriented Affordable Housing (TOAH) Fund Reprogramming

Request to refer MTC Resolutions Nos. 3989, Revised and 4578 to the Commission for the authorization to reprogram the \$10 million TOAH Funds as follows:

- i. \$5 million to continue to fund the TOAH program with minor program revisions.
- ii. \$5 million to be granted to the Bay Area Housing Finance Authority (BAHFA) to establish a new senior-focused Rental Assistance Pilot program.

**Sponsors:**

**Indexes:**

**Code sections:**

- Attachments:** [9a 23-0544 MTC Resolutions 3989 4578 TOAH Fund Reprogramming.pdf](#)  
[9a 23-0544 Attachment A Presentation.pdf](#)  
[3a 23-0544 MTC Resolutions 3989 4578 TOAH Fund Reprogramming.pdf](#)  
[3a 23-0544 Attachment A Presentation.pdf](#)

Date	Ver.	Action By	Action	Result
5/10/2023	1	Administration Committee		

**Subject:**

MTC Resolution Nos. 3989, Revised and 4578. Transit Oriented Affordable Housing (TOAH) Fund Reprogramming

Request to refer MTC Resolutions Nos. 3989, Revised and 4578 to the Commission for the authorization to reprogram the \$10 million TOAH Funds as follows:

- i. \$5 million to continue to fund the TOAH program with minor program revisions.
- ii. \$5 million to be granted to the Bay Area Housing Finance Authority (BAHFA) to establish a new senior-focused Rental Assistance Pilot program.

**Presenter:**

Somaya Abdelgany and Irene Farnsworth

**Recommended Action:**

Commission Approval

**Attachments:**

**Metropolitan Transportation Commission  
Administration Committee**

May 10, 2023

Agenda Item 3a - 23-0544

**MTC Resolution Nos. 3989, Revised and 4578 – Transit Oriented Affordable Housing  
(TOAH) Fund Reprogramming**

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**Subject:**

Request to refer MTC Resolutions No. 3989, Revised and No. 4578 to the MTC Commission for the authorization to reprogram the \$10 million TOAH Fund as follows:

- i. \$5 million to continue to fund the TOAH program with minor program revisions.
- ii. \$5 million to be granted to the Bay Area Housing Finance Authority (BAHFA) to establish a new Rental Assistance Pilot program.

**Background:**

In 2012, MTC invested \$10 million of federal exchange funds in the TOAH program, an affordable housing fund created in partnership with community development financial institutions (CDFI) to help developers acquire properties for affordable housing. The origination period for these funds expired in April 2023. Staff proposes the reallocation of \$5 million to continue providing loans through the TOAH program through 2035, and to use the remaining \$5 million to establish a Rental Assistance program to help prevent displacement and homelessness among extremely vulnerable renters, such as seniors.

Established by Assembly Bill 1487 in 2019, BAHFA's mandate is to raise, administer, and allocate regional funding for tenant protection, affordable housing preservation, and new affordable housing production. As such, BAHFA is staffed and well-positioned to continue the TOAH program and to design, implement, and evaluate the proposed Rental Assistance Pilot program.

In addition, BAHFA staff is preparing for the success of a 2024 General Obligation Bond, which will generate a minimum of \$5.2 billion across the region specifically for new housing production, including land acquisitions. Given current state constitutional constraints on general obligation bond funding, none of the \$10 billion proposed bond measure can be used on rental assistance or other homelessness prevention strategies. Staff is exploring other mechanisms to

raise funds to expand rental assistance and other anti-displacement interventions. This pilot would be an opportunity to test these solutions to inform future work.

**Transit Oriented Affordable Housing Fund:**

If approved, TOAH will continue to be administered by the Low-Income Investment Fund (LIIF) to make loans that enable purchasing property to construct affordable housing. Since TOAH was established in 2011, MTC's \$10 million contribution carried a 0% interest rate. It served as catalytic funding that was blended with other money secured by the CDFIs that carried 6-8% interest rates. This blended fund facilitated the construction of approximately 160 affordable housing units per year over ten years. These 1,600 homes will serve multiple generations of low-income renter households. However, the pace of TOAH-funded project construction, overlaid with the increasing difficulties developers face in securing additional financing necessary to build projects, requires re-evaluating MTC's investment. Of the five originating lenders that partner with MTC on the TOAH fund, only one lender has utilized TOAH dollars consistently since 2019. Other lenders have noted that the TOAH program's loan-to-value limit and predevelopment funding limit make TOAH funds less attractive than alternative funding sources currently available, rendering many prospective projects in today's market infeasible.

In recognition of the TOAH program's contribution to the region, staff recommends continuing the program with a reduction in MTC's investment from \$10M to \$5 million and with minor revisions to specific loan terms to make the TOAH product more competitive. Staff further recommend that the remaining \$5 million of MTC's original investment in TOAH be diverted to enable investment in the urgent need of supporting vulnerable renters at risk of homelessness through a new Rental Assistance Pilot.

**Rental Assistance Pilot:**

With the launch of BAHFA's anti-displacement pilot and staff's investigation into pressing tenant needs, the housing stability of extremely low-income renters, particularly seniors, in the Bay Area is of urgent concern. In 2019, an estimated 575,000 people were at risk of homelessness in the region, and at least 36,800 people were experiencing homelessness. The risk of homelessness especially concerns among people with fixed incomes, including older adults, people with chronic health conditions, and people with disabilities. For example, seniors

represent the fastest-growing percentage of people experiencing homelessness in California:

[Between 2017 and 2020, there was a 108% increase in seniors 65+ experiencing homelessness, compared with a 61% increase across other age groups.](#) People over 75, in particular, face an increased risk of homelessness due to depleted savings, loss of a spouse, and declining health. This is also an issue of racial equity: Black older renters are most likely to be cost-burdened (paying more than 30% of income) and severely cost-burdened (paying more than 50%), and [Black people are more likely to experience homelessness in the Bay Area than any other racial group.](#)

This pilot would provide an opportunity to test a relatively novel and promising practice to provide longer-term rental assistance, an area specifically described in Assembly Bill 1487 (Chiu, 2019) as an eligible area for BAHFA funding to address the housing stability of extremely low-income renters as described above. Currently, most of the rental assistance available through the California COVID-19 Rent Relief Program or other local programs has been time-limited or one-time. The need for long-term shallow subsidies (either through rental assistance or guaranteed income) has been voiced in outreach conversations with homelessness prevention and tenant protection stakeholders in the Bay Area, through the proposed Bold Moves plans from All Home's Regional Impact Council, and [early research on guaranteed basic income.](#) This concept is being tested in California through guaranteed income programs in San Francisco, Oakland, Los Angeles, and San Diego and housing subsidy programs like [Oakland's Shallow Subsidy Housing Pilot Project.](#) Staff anticipates participating in and leading regional learning and collaboration with other organizations and agencies piloting similar interventions as part of this pilot program.

**Next Steps:**

- Staff will seek approvals for the repurposing of TOAH Funds as follows:
  - May 24: MTC Commission
  - May 25: BAHFA Advisory Committee
  - June 8: BAHFA Oversight Committee
  - June 28: BAHFA Board

- Pending approvals, staff will begin a procurement process to contract with a qualified organization to launch the Rental Assistance pilot.

**Issues:**

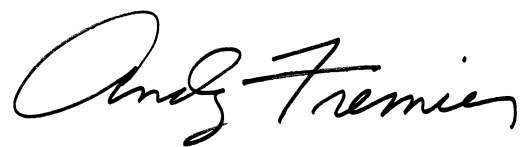
None identified.

**Recommendations:**

- i. Refer MTC Resolution No. 4578 to the Metropolitan Transportation Commission for approval to authorize the continuation of the TOAH program with a reduced investment of \$5 million and minor program revisions and a grant of \$5 million in TOAH Funds to BAHFA to be utilized for the establishment of a Rental Assistance Pilot (\$5 million).
- ii. Refer MTC Resolution No. 3989, Revised to the Metropolitan Transportation Commission for approval to authorize reallocation of \$5 million in federal exchange funds from the Transit Oriented Affordable Housing program to the newly proposed BAHFA Rental Assistance Pilot.

**Attachments:**

- Attachment A: Presentation
- Attachment B: MTC Resolution No. 4578
- Attachment C: MTC Resolution No. 3989, Revised



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Andrew B. Fremier

Date: May 10, 2023  
W.I.: 1611  
Referred by: Administration Committee

ABSTRACT

Resolution No. 4578

This resolution authorizes the Executive Director with respect to the BAY AREA TRANSIT ORIENTED AFFORDABLE HOUSING FUND (the “FUND”), to negotiate and enter into Amendment No. 1 to the Amended and Restated Funding Agreement with BAY AREA TRANSIT ORIENTED AFFORDABLE HOUSING LLC, a California limited liability company, as the “FUND LLC”, and the LOW INCOME INVESTMENT FUND, a California non-profit public benefit corporation, as the “Program Manager,” for the purposes of 1) extending the origination period for the “TOAH II” lending program, which expired on April 19, 2022, and 2) redirecting approximately 50% of the Fund (\$5 million) to the Bay Area Housing Finance Authority (BAHFA) to establish a new Rental Assistance Program to prevent homelessness.

Further discussion of this action is contained in a memorandum to the MTC Administration Committee dated May 10, 2023.

Date: May 10, 2023  
W.I.: 1611  
Referred by: Administration Committee

RE: Transit Oriented Affordable Housing Fund Reprogramming

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4578

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

WHEREAS, MTC and Association of Bay Area Governments (ABAG) adopted Plan Bay Area 2050 which outlines strategies to protect and preserve affordable housing, spur housing production for residents at all income levels, and to create inclusive communities; and

WHEREAS, Plan Bay Area 2050, adopted by MTC on October 21, 2021, includes Housing Strategy #7, which recommends, among other things, the provision of rental assistance to the residents of Equity Priority Communities as a means of creating inclusive communities; and

WHEREAS, in 2011, the LOW INCOME INVESTMENT FUND (LIIF), a community development financial institution, was selected to create and manage the Transit Oriented Affordable Housing Fund (FUND) through the FUND LLC; and

WHEREAS, on March 23, 2011, MTC adopted Resolution No. 3991, authorizing the MTC Executive Director to enter into a funding agreement with LIIF for MTC to contribute \$10 million towards the FUND, based on the Principles of Agreement outlined in the attachment to Resolution No. 3991, and the LIIF and MTC entered into a certain Funding Agreement dated March 30, 2011 pursuant to Resolution No. 3991; and

WHEREAS, on December 20, 2017, to address the challenges in the development of Bay Area affordable housing near existing and proposed transit stations, MTC adopted Resolution No. 4306 to authorize the MTC Executive Director to enter into an amended and restated funding agreement with LIIF and the FUND LLC in order to convert the FUND and the existing FUND loan program to



“TOAH II” and to continue MTC’s \$10 million investment of funding toward the converted FUND based on the Principles of Agreement attached in Resolution No. 4306; and

WHEREAS, on April 1, 2018, MTC, LIIF, and FUND LLC executed the Amended and Restated Funding Agreement for the TOAH II Loan Program (“TOAH II Funding Agreement”); and

WHEREAS, under the terms and conditions of the TOAH II Funding Agreement, approximately \$5.8 million of the \$10 million initially contributed by MTC has been repaid, with the repaid funds to be distributed to MTC at the end of the term of the TOAH II Funding Agreement in 2035; and

WHEREAS, there is a limited but ongoing number of projects that could continue to benefit from the FUND, to be managed by LIIF; and

WHEREAS there is an emerging and urgent need for rental assistance to support housing stability for vulnerable and low-income renters, such as seniors, who are at imminent risk of displacement and funds for this purpose are not available elsewhere; and

WHEREAS, the Bay Area Housing Finance Authority was created pursuant to Government Code section 64500, et seq., to raise, administer, and allocate funding and provide technical assistance at a regional level for tenant protection, affordable housing preservation, and new affordable housing production and could use the repaid funds being held pursuant to the TOAH II Funding Agreement to establish a Rental Assistance Program for low-income and vulnerable renters from displacement; and  
now therefore be it

RESOLVED, that the Commission authorizes the Executive Director to negotiate and enter into Amendment No.1 to the Amended and Restated Funding Agreement with LIIF and the FUND LLC in order to continue the FUND loan program with a reduced \$5 million investment of funding toward the FUND based on the revised Principles of Agreement outlined in Attachment A, with the remaining \$5 million to be paid to the Bay Area Housing Finance Authority to establish a rental assistance program for low-income and vulnerable renters.

METROPOLITAN TRANSPORTATION COMMISSION

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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 May 24, 2023.

Date: May 10, 2023  
W.I.: 1611  
Referred by: Administration

Attachment A  
Resolution No. 4578  
Page 1 of 2

## **Principles of Agreement, As Amended**

### **Bay Area Transit Oriented Affordable Housing Fund**

The Commission adopts the following Principles of Agreement to govern the FUNDING AGREEMENT between MTC and the FUND LLC, as amended by Amendment No. 1, to continue \$5 million of MTC's investment in the FUND's TOAH II lending program.

1. The FUND term will continue through and including December 31, 2035;
2. LIIF, a non-profit public benefit corporation, will continue to manage the FUND as the Program Manager;
3. The FUND's origination period for the TOAH II loan program will continue through and including December 31, 2030, provided that project loans may not have a maturity date later than December 31st, 2035;
4. \$5 million of MTC's investment will be held by the FUND and deployed in the TOAH II loan program to acquire participation interests in direct project loans to be made by the CDFI Lenders;
5. The FUND will leverage MTC's \$5 million in the TOAH II lending program by at least three (3) times (\$15 million) with capital from that portion of funds in each participated loan that are directly advanced by the CDFI Lenders, equity from the project borrowers, and/or support from government and philanthropic sources, to the extent then committed. With such leveraging, the total anticipated funding for the TOAH II lending program will be at least \$20 million;
6. The FUND will prioritize applications for eligible projects that address housing needs in North Bay fire-affected areas up to \$5 million.
7. All TOAH II program loans made by the CDFI Lenders (and in which the FUND LLC will acquire participation interests) will be made to projects in Plan Bay Area 2050 Growth

Geographies, excluding Priority Production Areas, as these designations may be revised in future Plan Bay Area updates, or Transit Priority Areas;

8. MTC will continue to be represented on the Fund Advisory Committee to monitor the Fund's progress against the business plan. MTC will not participate in the selection of specific projects;
9. LIIF, as the Program Manager, will cause the FUND to use standard accounting controls, and MTC will have the right to review all financial reports of the FUND;
10. No representative from MTC will participate in the FUND in any paid capacity;
11. MTC funds will remain in the subordinate position to the funds advanced by the CDFI Lenders for repayment during the life of the FUND and at the close of the FUND. As such, after all CDFI Lenders have been fully repaid and reimbursed and all unpaid FUND expenses are paid or reimbursed at the close of the FUND, any balance remaining in the FUND will be returned to MTC unless MTC agrees to reinvest in a new fund, facility or program that promotes transit-oriented development.

Date: February 23, 2011  
W.I.: 1512  
Referred by: PAC  
Revised: 10/26/11-C 02/26/14-C 12/21/16-C  
07/26/17-C 02/28/18-C 03/28/18-C  
11/28/18-C 03/27/19-C 06/26/19-C  
09/25/19-C 11/20/19-C 03/25/20-C  
11/20/20-C 05/26/21-C 06/23/21-C  
07/28/21-C 03/23/22-C 06/22/22-C  
03/22/23-C 05/24/23-C

### ABSTRACT

#### Resolution No. 3989, Revised

This resolution establishes the procedures governing the MTC Exchange Program. This resolution supersedes MTC Resolution No. 3018.

Attachment B was revised on October 26, 2011 to provide \$376,000 in Exchange Program funding to the intertribal Electric Vehicle project.

Attachments B and C were respectively revised on February 26, 2014 to include \$10 million in Exchange Program funding for Transit Oriented Affordable Housing (TOAH), and update final balances of the initial STP Exchange Program (Resolution 3018) to reflect final project close out.

Attachments A and B were revised on December 21, 2016 to program \$1.1 million to the Bay Bridge Forward Commuter Parking Initiative and update the name of the Transit Oriented Affordable Housing Program.

Attachments A and B were revised on July 26, 2017 to program \$8.2 million to the Regional Priority Conservation Area (PCA) program and \$2.8 million to the Regional Active Operational Management Program. An additional \$1 million in exchange funds will be committed to a specific project or program through a future Commission action. This action and associated agreement and programming actions are contingent upon California Transportation Commission (CTC) approval of the amendment to the baseline agreement for the Marin Sonoma Narrows project to accept STP/CMAQ funds rather than local funds.

Attachment B was revised on February 28, 2018 to program \$10 million to the Bay Area Preservation Pilot; \$1,024,000 to Richmond's Bike Share Capital and Outreach project; \$826,000 for the joint Transportation Authority of Marin/Sonoma County Transportation

## ABSTRACT

MTC Resolution No. 3989

Page 2

Authority (TAM/SCTA) Bike Share Capital and Outreach project along the SMART Corridor; and redirect \$2,800,000 from Regional Active Operational Management to the Bay Bridge Forward Commuter Parking Initiative project.

Attachment B was revised on March 28, 2018 to program \$30,000 to the Bay Area Greenprint Priority Conservation Area (PCA) Improvements.

Attachments A and B were revised on November 28, 2018 to add the SCVTA SR 85 Transit Guideway Study and the CCTA I-680 NB HOV/Express Lane exchange agreements, and to program \$4,000,000 in Exchange funds 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 Management Strategies.

Attachment B was revised on March 27, 2019 to change the recipient of the Concord IDEA project from CCTA to the City of Concord and reduce the funding from \$619,000 to \$589,000; and reduce the funding amount for the MTC Richmond-San Rafael Bridge Forward project from \$1,160,000 to \$1,046,000; and redirect these funds to a new project with MTC as the recipient for the Concord IDEA project for \$144,000. The matching funds for the Concord IDEA project as identified in MTC Resolution 4357, are included within the \$144,000 amount. These changes result in no net change to total funds committed to-date.

Attachment A was revised on June 26, 2019 to cancel the \$1,200,000 exchange agreement with the SCVTA for the SR 85 Transit Guideway Study as the funds provided through the exchange are no longer needed.

Attachment B was revised on September 25, 2019 to reflect MTC as the direct recipient of exchange funds for the Concord and Walnut Creek IDEA projects; funds will be provided on a reimbursement basis to each project sponsor pursuant to their respective funding agreements with MTC.

## ABSTRACT

MTC Resolution No. 3989

Page 3

Attachment B was revised on November 20, 2019 to program \$6,023,000 to 13 projects as part of the Priority Conservation Area (PCA) Grant program; funds will be provided on a reimbursement basis to each project sponsor pursuant to their respective funding agreements with MTC.

Attachment B was revised on March 25, 2020 to redirect \$25,000 from MTC's Bay Bridge Forward Commuter Parking Initiative to MTC's Fruitvale Quick Build project.

Attachment B was revised on November 20, 2020 to program \$647,000 to four projects as part of the Priority Conservation Area (PCA) Grant program. For the Yerba Buena Island Multi-Use Pathway, which provides access to the San Francisco-Oakland Bay Bridge, \$1 million of federal OBAG 2 funds are being provided at this time for cash flow purposes. The Bay Area Toll Authority will repay non-federal funds to the MTC Exchange Program within three years. MTC's funds for the Twin Peaks trail will be provided to the Coastal Conservancy for management of the two fund sources for this project. Because the Conservancy is a state entity, the funds will be provided as an up-front grant rather than on a reimbursement basis. Funds for projects other than the Twin Peaks Trail will be provided on a reimbursement basis to each project sponsor pursuant to their respective funding agreements with MTC.

Attachment A was revised on May 26, 2021 to add the Transportation Authority of Marin's (TAM's) US 101 Marin-Sonoma Narrows (MSN) High-Occupancy Vehicle (HOV) Lanes project for \$75,651,097.

Attachment A was revised on June 23, 2021 to add the Solano Transportation Authority's (STA's) Solano I-80 Managed Lanes project for \$63,464,510.

Attachment A was revised on July 28, 2021 to add the Solano Transportation Authority's (STA's) Solano I-80 Managed Lanes project for \$1,845,000, and to add the Bay Area Infrastructure Financing Authority's (BAIFA's) Solano I-80 Managed Lanes Toll System project for \$2,822,000.

Attachment A and B were revised on March 23, 2022 to add the \$500,000 exchange agreement with Midpeninsula Regional Open Space District for programming an equal amount of federal funds to VTA's Highway 17 Bicycle/Pedestrian Trail and Wildlife Crossing project; and to

## ABSTRACT

MTC Resolution No. 3989

Page 4

remove the \$251,000 funding commitment for Albany's Albany Hill Access Improvements project, as the sponsor will not be moving forward with the project scope as originally proposed. Attachment A was revised June 22, 2022 to add the Capitol Corridor Joint Powers Authority's (CCJPA's) State Route 84 Ardenwood Intermodal Bus Facility project for \$100,000, as part of a fund exchange agreement with CCJPA.

Attachment B was revised on March 22, 2023 to program \$15,940,000 to MTC for Bay Wheels Bikeshare E-bike Expansion.

Attachment B was revised on May 24, 2023 to reprogram \$5,000,000 from MTC's Transit Oriented Affordable Housing (TOAH) program to MTC's Bay Area Housing Finance Authority (BAHFA): Senior Rental Assistance Pilot Program.

Further discussions are contained in the Programming and Allocations Committee summary sheet dated February 9, 2011, October 12, 2011, February 12, 2014, December 14, 2016, July 12, 2017, February 14, 2018, March 7, 2018, November 14, 2018, March 6, 2019, June 12, 2019, September 4, 2019, November 8, 2019, March 11, 2020, November 4, 2020, May 12, 2021, June 9, 2021, July 14, 2021, March 9, 2022, June 8, 2022, and March 8, 2023; and the Administration Committee dated May 10, 2023.



Date: February 23, 2011  
W.I.: 1512  
Referred by: PAC

Re: MTC Exchange Program

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 3989

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 designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region (the region) and is the recipient for various federal fund sources for the San Francisco Bay Area; and

WHEREAS, MTC develops policies and procedures to be used in the selection of projects to be funded with various federal fund sources within the region consistent with the regional Transportation Plan (RTP); and

WHEREAS, selected projects are sometimes incompatible with or ineligible for federal funding and projects are often ready for implementation in advance of funding availability; and

WHEREAS, MTC assisted the Santa Clara County Traffic Authority (SCCTA) in 1994 by providing Surface Transportation Program (STP) funds, which initiated the original Exchange program implemented through MTC Resolution 3018; and

WHEREAS, the original exchange funding under MTC Resolution 3018 is nearly exhausted and MTC has entered into new funding exchange agreements where the implementation of specific projects with federal funds in exchange for local funds can achieve regional goals and objectives; now, therefore, be it

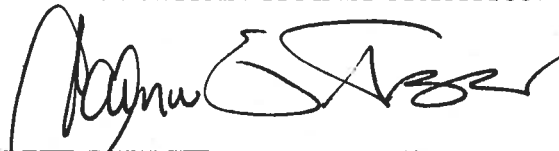
RESOLVED that Attachments A and B reflect the Exchange program balance and agreements approved by the Commission subject to this resolution; and be it further

RESOLVED, that attachment C lists the projects and amounts from the original STP Exchange program (MTC Resolution 3018) incorporated into the new MTC Exchange program; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachments A, B and, C as necessary to reflect Commission actions and the on-going balances within the MTC Exchange program; and be it further

RESOLVED that MTC Resolution No. 3018 is superseded by this resolution.

METROPOLITAN TRANSPORTATION COMMISSION



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Scott Haggerty, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on February 23, 2011.

**MTC Exchange Program  
Funding Commitments  
Attachment B**

Recipient	Project/Program	Res No.	Date	Committed by MTC	ID
MTC	Transit Oriented Affordable Housing (TOAH)	3940, 4306	2/24/2010, 12/20/17	<b>\$5,000,000</b>	1
<b>MTC</b>	<b>BAHFA: Senior Rental Assistance Pilot Program</b>	<b>4578</b>	<b>5/24/2023</b>	<b>\$5,000,000</b>	<b>17</b>
SP Rancheria	Intertribal Electric Vehicle Implementation	3925	10/26/2011	\$376,000	2
MTC	Affordable Housing Jumpstart	4260	12/21/2016		
MTC	Alameda Jumpstart	4260	11/28/2018	\$2,000,000	3
MTC	San Francisco Jumpstart	4260	11/28/2018	\$5,000,000	3
MTC	Santa Clara Jumpstart	4260	11/28/2018	\$3,000,000	3
MTC	Bay Bridge Forward Commuter Parking Initiative	4035	12/21/2016	\$3,875,000	4
MTC	Fruitvale Quick Build	4035	3/25/2020	\$25,000	4
MTC	Regional Priority Conservation Area (PCA) Program	4202	7/26/2017		
MTC	Alameda County: Niles Canyon Trail, Phase 1	4202	11/20/2019	\$321,000	5
MTC	Livermore: Arroyo Road Trail	4202	11/20/2019	\$400,000	5
MTC	WOEIP/Urban Biofilter: Adapt Oakland Urban Greening in West Oakland	4202	11/20/2020	\$300,000	5
MTC	EBRPD: Bay Trail at Point Molate (RSR Bridge to Point Molate Beach Park)	4202	11/20/2019	\$1,000,000	5
MTC	JMLT: Pacheco Marsh/Lower Walnut Creek Restoration and Public Access	4202	11/20/2019	\$950,000	5
MTC	San Francisco: McLaren Park and Neighborhood Connections Plan	4202	11/20/2019	\$194,000	5
MTC	State Coastal Conservancy (for SF Rec & Park): Twin Peaks Trail Imps.	4202	11/20/2020	\$74,000	5
MTC	GGNPC/NPS: Rancho Corral de Tierra Unit Management Plan Engagement	4202	11/20/2019	\$200,000	5
MTC	Half Moon Bay: Pillar Point Public Access Improvements	4202	11/20/2019	\$298,000	5
MTC	Menlo Park: Bedwell Bayfront Park Entrance Improvements	4202	11/20/2019	\$520,000	5
MTC	San Mateo County: Colma Creek Adaptation Study	4202	11/20/2019	\$110,000	5
MTC	San Mateo Co,: San Bruno Mtn. Habitat Conservation Plan Grazing Pilot	4202	11/20/2020	\$137,900	5
MTC	South San Francisco: Sign Hill Conservation and Trail Master Plan	4202	11/20/2020	\$135,100	5
MTC	Point Blue: Pajaro River Watershed Habitat Rest. & Climate Resilient Imps.	4202	11/20/2019	\$379,000	5
MTC	SCVOSA: Coyote Ridge Open Space Preserve Public Access, Phase 1	4202	11/20/2019	\$400,000	5
MTC	SCVOSA: Tilton Ranch Acquisition	4202	11/20/2019	\$1,000,000	5
MTC	PCA Grant Implementation	4202	11/20/2019	\$500,000	5
MTC	Bay Area Greenprint PCA Improvements	4202	3/28/2018	\$30,000	6
TAM/SCTA	Bike Share Capital and Outreach - SMART Corridor	3925	2/28/2018	\$826,000	7
Richmond	Bike Share Capital and Outreach - Richmond	3925	2/28/2018	\$1,024,000	8
MTC	Bay Area Preservation Pilot (BAPP)	4311	2/28/2018	\$10,000,000	9
MTC	IDEA - Concord: Concord Blvd, Clayton Rd & Willow Pass Rd	4202	11/28/2018	\$589,000	10
MTC	IDEA - Walnut Creek: Various Locations	4202	11/28/2018	\$621,000	11
Richmond	Richmond-San Rafael Bridge Bicycle Access	4202	11/28/2018	\$500,000	12
MTC	Richmond-San Rafael Bridge Forward	4202	11/28/2018	\$1,046,000	13
MTC	Napa Valley Transportation Demand Strategies	4202	11/28/2018	\$1,100,000	14
MTC	IDEA - Concord Blvd, Clayton Rd & Willow Pass Rd	4202	3/27/2019	\$144,000	15
MTC	Bay Wheels Bikeshare E-bike Expansion	4505	3/22/2023	\$15,940,000	16
<b>Total Committed:</b>				<b>\$63,015,000</b>	



# Transit Oriented Affordable Housing Fund and Rental Assistance Pilot Administration Committee May 10, 2023



ASSOCIATION OF BAY AREA GOVERNMENTS  
METROPOLITAN TRANSPORTATION COMMISSION



# Overview of Proposed Changes to TOAH

- In 2012, MTC invested \$10M in the Transit Oriented Affordable Housing (TOAH) program. The loan's origination period has now expired.
- The investment has facilitated the construction of **1,600 units!** However, there have been challenges fully utilizing funds and other urgent funding needs and opportunities have emerged since the launch of BAHFA
- Given current priorities and resources, BAHFA recommends:
  1. Continuing to invest **\$5M in the TOAH program** through 2035
  2. Repurposing **\$5M to establish a Rental Assistance Pilot** focused on vulnerable renters, like seniors, fulfilling BAHFA's mandate to support ELI households and prevent displacement.

# TOAH Program Overview

- Purpose is to assist developers with the purchase of properties near transit for the development or redevelopment of affordable housing and community services
- \$50M revolving loan fund created in partnership with community development financial institutions (CDFIs)
  - \$10M MTC Investment
  - \$40M CDFI Investment
- Managed by the Low Income Investment Fund (LIIF) and loans originated by a consortium of 5 CDFIs
- Projects must be located in Priority Development Areas (PDAs) and Transit Priority Areas (TPAs)
- Borrowers may utilize loans for acquisition and/or predevelopment

# Ongoing Investment in TOAH

## Challenges with Utilization

- Only one of five originators consistently utilized the fund since 2019
- Some prospective projects are located outside of PDAs and TPAs
- Comparable loan products on the market have more competitive terms
- There is limited permanent financing that can be leveraged with TOAH. A successful 2024 BAHFA GO Bond could provide needed production funds.

## Proposed Program Revisions

- Reduce MTC's Investment in TOAH from \$10M to \$5M
- Extend the Origination Period through 2030
- Expand eligibility to projects located Plan Bay Area 2050 Growth Geographies
- Increase the maximum loan-to-value ratio from 110% to 120% for non-profit sponsors
- Increase the maximum predevelopment loan size from \$750K to \$1M
- Increase the maximum predevelopment loan term from 2 years to 3 years

# Helping Vulnerable Renters Stay Housed

## Rental Assistance as Homelessness Prevention

- Pilot programs in the region showing success preventing homelessness in San Jose, San Francisco, Oakland, and more
- Opportunity to pilot longer-term rental assistance or shallow subsidy to help increase stability

## Focus on Seniors, People with Disabilities

- ~575,000 people at risk of homelessness in the Bay Area, 36,800 people experiencing homelessness
- People on fixed incomes face significant challenges staying stably housed in the region
- Fastest rise in seniors experiencing homelessness - 108% increase 2017-2020 in CA
- Among older adults, cause of homelessness is very likely to be tied to financial or health crisis
- Black older renters in CA are most likely to be cost-burdened (paying more than 30% of income) *and* severely cost-burdened (paying more than 50%)



# Rental Assistance Program Pilot Overview

## Anticipated Terms of the Pilot

- **Focus population:** Vulnerable ELI renters with high risk of homelessness, high risk of displacement, low ability to increase income (e.g., seniors, people with disabilities)
- **Assistance:**
  - Rental Assistance (amount TBD) up to 48 months, with the opportunity to renew for seniors,\* in recognition of likelihood not to increase income
  - Connection with other housing, health, and social service supports
- **Operations:** Contract with experienced provider(s) to operate and evaluate the pilot
- **Regional Learning:** Coordinate with other pilots in the region and state, and help spread learning from evaluation

*\*AB 1487 allows BAHFA to renew 48-month terms for severely rent burdened seniors paying over 50% of income toward rent.*

# Questions?

**Bay Area Housing Finance Authority Website:**

<https://mtc.ca.gov/about-mtc/authorities/bay-area-housing-finance-authority-bahfa>

**Staff Contact:**

Somaya Abdelgany, Preservation Program Coordinator:

[sabdelgany@bayareametro.gov](mailto:sabdelgany@bayareametro.gov)

Irene Farnsworth, Anti-Displacement Program Coordinator:

[ifarnsworth@bayareametro.gov](mailto:ifarnsworth@bayareametro.gov)



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 23-0602      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Commission Approval

**File created:** 4/11/2023      **In control:** Administration Committee

**On agenda:** 5/10/2023      **Final action:**

**Title:** MTC Resolution Nos. 4581 and 4582. Memorandums of Understanding (MOU) between MTC and the Committee for Staff Representation (CSR), Confidential, and Specific Executive Employees; Adoption of Salary Schedule for Fiscal Year (FY) 2023-24.

A request for approval of MTC Resolution Nos. 4581 and 4582 in consideration of new a MOU between MTC and CSR, Confidential Employees, and Specific Executive Employees effective July 1, 2023 through and including June 30, 2027; and adoption of salary schedule for FY 2023-24.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [9b 23-0602 MTC Resolutions 4581 and 4582 MOU 2023-2027 CORRECTED.pdf](#)  
[4c 23-0602 MTC Resolutions 4581 and 4582 MOU 2023-2027 corrected.pdf](#)

Date	Ver.	Action By	Action	Result
5/10/2023	1	Administration Committee		

**Subject:**

MTC Resolution Nos. 4581 and 4582. Memorandums of Understanding (MOU) between MTC and the Committee for Staff Representation (CSR), Confidential, and Specific Executive Employees; Adoption of Salary Schedule for Fiscal Year (FY) 2023-24.

A request for approval of MTC Resolution Nos. 4581 and 4582 in consideration of new a MOU between MTC and CSR, Confidential Employees, and Specific Executive Employees effective July 1, 2023 through and including June 30, 2027; and adoption of salary schedule for FY 2023-24.

**Presenter:**

Brad Paul

**Recommended Action:**

Commission Approval

**Metropolitan Transportation Commission  
Administration Committee**

May 10, 2023

Agenda Item 4c - 23-0602

**MTC Resolution Nos. 4581 and 4582****Memorandums of Understanding (MOU) between MTC and the Committee for Staff Representation (CSR), Confidential, and Specific Executive Employees; Adoption of Salary Schedule for Fiscal Year (FY) 2023-24**

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**Subject:**

A request that the Committee approve the referral of MTC Resolution Nos. 4581 and 4582 to the Commission for approval in consideration of new a MOU between MTC and CSR, Confidential Employees, and Specific Executive Employees effective July 1, 2023 through and including June 30, 2027; and adoption of salary schedule for FY 2023-24.

**Background:**

In June of 2022 the Commission approved a one-year extension, with minor updates to MOU's for the Committee for Staff Representation (CSR)/Confidential employees and Specific Executive Employees. Negotiations were reopened in the fall of 2022 to review all the items contained within both those MOUs with Brad Paul and Nalungo Conley as the Agency's Designated Representatives (ADRs), Executive Office and Human Resources respectively, and members from the CSR/Confidential employee group, and Specific Executive Employees group. The ADRs met with representatives of CSR, representatives of the confidential employees, and representatives of Specific Executive Employees to meet-and-confer per the Meyers-Miliias-Brown Act (Government Code § 3500 et. Seq.) regarding employee salaries, programs, and benefits. The parties agreed to the terms outlined in the referenced MOUs and respective Resolutions Nos. 4581 and 4582).

Agreement on the terms has been reached, with all represented employees voting on the terms contained within this memo. This is a request to approve the MOUs for CSR/Confidential employees and Specific Executive Employees, MTC Resolution Nos. 4581 and 4582, and the salary schedules for all covered employees effective July 1, 2023 through and including June 30, 2027.

**Issues:**

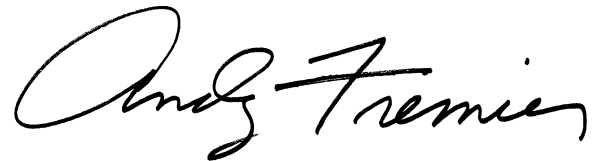
None identified.

**Recommendations:**

Staff recommends that the Administration Committee refers the Memorandum of Understandings (MOU) for CSR/Confidential employees and Specific Executive Employees, MTC Resolution Nos. 4581 and 4582, and the salary schedules for all covered employees effective July 1, 2023, through and including June 30, 2027 to the Commission for approval.

**Attachments:**

- 1) MOU between MTC and the Committee for Staff Representation (CSR) and Confidential Employees
- 2) MTC Resolution No. 4581 (Employment Benefits and FY 2023-24 Salary Schedule for CSR Represented Employees and Confidential Employees)
- 3) MOU between MTC and Specific Executive Employees
- 4) MTC Resolution No. 4582 (Employment Benefits and FY 2023-24 Salary Schedule for Specific Executive Employees)



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Andrew B. Fremier

## **Request for Committee Approval**

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### **Summary of Proposed Contract Agreement**

Work Item No.:	Not Applicable
Consultant:	Not Applicable
Work Project Title:	Memorandums of Understandings between CSR/Confidential Employees and Specific Executive Employees, Resolution Nos. 4581 and 4582, and Salary Schedules effective July 1, 2023 through June 30, 2027
Purpose of Project:	Labor Agreements
Brief Scope of Work:	Not Applicable
Project Cost Not to Exceed:	Not Applicable
Funding Source:	Various
Fiscal Impact:	_____
Motion by Committee:	That the Administrative Committee refers to the Commission a recommendation to approve MOUs between MTC and the Committee for Staff Representation/Confidential Employees and Specific Executive Employees, Resolutions No. 4581 and 4582, and Salary Schedules effective July 1, 2023- June 30, 2027. The specifics of the agreements are in the Administration Committee Summary Sheet (Attachments 1-4) dated May 10, 2023 and that the Chief Financial Officer is authorized to set aside the appropriate amount for such agreements.
Administration Committee:	<hr/> Gina Papan, Chair
Approved:	May 10, 2023

**METROPOLITAN TRANSPORTATION COMMISSION**  
San Francisco, California

**MEMORANDUM OF UNDERSTANDING**  
*(As provided Under California Government Code Section 3505.1)*

The representatives of the Executive Director of the Metropolitan Transportation Commission (MTC) have met and conferred with the exclusively recognized employee organization (EREO) representative, Committee for Staff Representation (CSR), representing eligible staff of the MTC, and the confidential employees, under provisions of the Meyers-Milias-Brown Act (California Government Code § 3500 et seq.). As a result of these meetings, an agreement has been reached for a four year period from July 1, 2023, covering Fiscal Years 2023-2024, 2024-2025, 2025-2026, and 2026-2027.

The agreed-to salary administration, benefits, and identified employee programs for the agreement period are set forth in Attachment A. The Salary Schedule for CSR represented employees and Confidential employees are set forth in Attachment B.

The following actions are agreed to by all parties:

- Apply the agreed to July 1, 2023-June 30, 2027, cost-of-living salary increase to the existing staff grade and step structure as referenced in Attachment B.
- Dental and Vision enhancements effective January 1, 2023 with MTC paying 100% of employee (only) premium
- Dental and Vision Insurances will be offered to Retirees at 100% of the employer group rate.
- Increase Transit Parking Programs to the IRS maximum for tax-free subsidies.
- Update or create the following policies including doing any required updates to other referenced policies. Updates will be done in good faith and as these Policies impact working conditions, the Agency will, under the provisions of the Meyers-Milias-Brown Act, meet and confer with CSR/Confidential/Management prior to implementing any changes to these Policies.
  - Residency Policy upon development, and
  - EDMM No. 265, Grievance Procedure (Effective May 22, 2009), to include information about agency corrective performance actions, progressive discipline steps, and to update and clarify the formal grievance processes and procedures.
  - EDMM No. 440, Hybrid Work Policy (Effective November 17, 2021)
- Continue to honor all agency organizational study agreements including the agreement to participate, as the recognized EREO, in the next phase of MTC's updating of its classification families, specification requirements, job description templates, and all policies associated with position promotions and career ladder reclassifications.





(ATTACHMENT A)  
METROPOLITAN TRANSPORTATION COMMISSION  
San Francisco, California

SUMMARY OF BENEFITS, PROGRAMS, AND SALARY FOR INCUMBENTS OF  
REGULAR CSR REPRESENTED AND CONFIDENTIAL EMPLOYEE POSITIONS  
(EXCEPT AS OTHERWISE NOTED AND EXCLUDING SPECIFIC EXECUTIVE  
EMPLOYEES)

Fiscal Years (FY) 2023-2024, 2024-2025, 2025-2026, and 2026-2027

**SALARY TABLES**

Salary administration is regulated per compensation policy and the MTC Employee Handbook.

Staff Salary Charts

The current thirteen-step (2.0% difference between steps) salary grade chart with the 4.5% COLA salary adjustment will be effective from July 1, 2023 through June 30, 2024 (refer to Attachment B)

COLA Salary Adjustments

Effective each July 1, during this MOU period, salary tables shall be adjusted as follows:  
July 1, 2023-4.5% increase (refer to Attachment B for FY 2023-2024)  
July 1, 2024-2.8%-4.2% increase\*  
July 1, 2025-2.8%-4.2% increase\*  
July 1, 2026-2.8%-4.2% increase\*  
\*COLA will depend on regional CPI, determined in April of the prior FY

Merit Program

MTC's salary administration and performance management policy will be amended to reflect the following merit increase:

Meets Expectations: 2.0% or one-step increase;  
Exceeds Expectations: 4.0% or two-step increase;  
Exceptional: 6.0% or three-step increase; and  
Promotional Increase: \*4.0% or two-step increase from pre-promotion rate and one classification grade level jump

1. Starting in January 2024, Merit increases will be implemented on the first pay period that includes January 1st.

a. For regular tenured staff, Performance Evaluations (PEs) shall be completed along their regular schedule:

i. Staff up to Assistant Director – PEs starting in September, concluding in November, and then merit increases implemented the first Pay Period that includes January 1.

ii. Section Directors and Exec – PEs starting in December, finishing in January, and back dated to January 1 (no change).

b. New Hires

i. For staff hired in June, July, August. They will not receive a PE that September. Their first PE will be implemented in March, completed in April, and the merit increase back dated to January 1.

ii. Thereafter, they will follow the regular schedule of PEs in Sept-Nov and Merit Increase first pay period that includes January 1.

2. Promotions, reclassifications, and lateral position changes will not affect the merit date.

a. Upon promotion/reclassification the employee gets a 4% increase at the date of the position change (no change).

b. If the promotion or reclass happens prior to September PE cycle, the employee will receive a merit increase for their new position as normal on the first pay period to include January 1.

c. If a promotion/reclass happens between the start of the PE cycle in September and January 1 the employee's salary change will depend on whether they were at Top of Range (TOR) in the previous role.

i. TOR: They will not receive a merit increase. The performance year for which they were evaluated was for a position in which they were at TOR and there was no pay increase due to them for that role. (Note: This is not a new practice.)

ii. Not at Top of Range: The merit increase will be applied to the step they were at in their prior role, and their 4% promotional raise will be recalculated to reflect the higher rate they would have had for their performance in that role, effective the first pay period that includes January 1.

d. Lateral position changes should not affect pay rates and merit increases will be applied as normal on the first pay period the includes January 1.

\*If an employee is promoted, a new salary anniversary date may be established as of the date of the promotion and shall be used thereafter until the employee reaches the maximum for his/her class.

## **PAID TIME OFF BENEFITS**

Eligibility and use of all paid time off benefits is regulated per agency policy and the MTC Employee Handbook and is dependent on the employee's category of employment.

### Holidays

Eleven (11) scheduled days per calendar year for regular employees\*

\*One (1) additional floating holiday to be used to celebrate a Cultural Holiday which is not formally recognized by the agency. This holiday is not bankable, it will expire at the end of every calendar year (December 31<sup>st</sup>)

Benefit is an eight hour paid leave benefit. Except for those on 9/80 schedule. If used on their regular day, benefit is a 9hr paid leave benefit.

Application updated following update of EDMM No. 243, Regular Part Time employment. 20 to 29 hrs wk average: Holidays apply if fall on regularly scheduled day and up to the regularly scheduled number of hours.

30+ hrs week average: Full benefit level

Regular part-time employees will receive holiday pay for the amount of hours they normally work on that holiday.

No minimum service required for eligibility.

Funeral Leave

The State of California allows for 5 days of unpaid bereavement leave for the death of a family member or “designated person”.\*

MTC will provide for 3 days of paid bereavement leave for the death of a family member or “designated person”. Employees can elect to use PTO, accrued vacation or sick time for the unpaid remainder of leave if they choose.

\*“Family member” means a spouse, child, parent, sibling, grandparent, grandchild, domestic partner or parent-in-law. Employee can designate any person who is not a “family member” as their “designated person” at the time of their passing. The “designated person” may be re-assigned after a 12-month period since prior use. Employees are not required to take the bereavement leave on consecutive days. Employees must complete their leave within three months of the family member’s death. MTC may request documentation of the death of the family member, such as a death certificate, proof of funeral proceedings, published obituary, or other documentation. No more than 5 paid days of bereavement pay may be used in a calendar year.

Personal Business Days

Up to twenty-four (24) hours are granted at the beginning of each calendar year. Employees considered full-time working 30 hours or more per week accrue full personal business day benefits. Employees considered part-time working a minimum of 20 hours per week, but less than 30 hours per week, will accrue prorated personal business day benefits.

The number of personal business day hours granted to new employees is prorated as follows:

January through April:	24 hours
May through August:	16 hours
September through November:	8 hours
December:	0 hours

Vacation Leave

Vacation usage is available for all MTC regular employees as they are accrued with no waiting period for either CSR represented employees,

management staff or executive staff. MTC does not allow for the usage of vacation hours before their accruals are earned. Prorated to date of hire during month.

#### Accrual of Benefits

- Standard accrual of eight (8) hours per month worked for up to ninety-six (96) hours per year.
- An additional bonus accrual of eight (8) hours per year each additional year worked starting in year one and each year thereafter up to thirteen years for a maximum total annual accrual of standard and bonus benefits of two-hundred (200) hours per year.
- Benefits accrue to a cap of five-hundred (500) hours. Once the cap of 500 hours is reached, all vacation accrual stops until such time that the vacation balance falls below the cap of 500 hours. If the vacation accrual is larger than the difference between the vacation balance and the 500 hour cap, individuals will receive only a fraction of their bi-weekly vacation accrual for that pay period bringing their vacation balance to 500 hours.
- Employees considered full-time working 30 hours or more per week accrue full vacation benefits. Employees working a minimum of 20 hours per week, but less than 30 hours per week, will accrue prorated benefits.

#### Annual Vacation Cash-Out Option

Once a twelve-month period, employees may cash-out accrued but unused vacation leave over 320 hours up to the cap of 500 hours. Payment will be made at the employee's current hourly rate and is considered taxable earnings. Payment is subject to any and all applicable deductions.

#### Payment Upon Separation:

Accrued but unused vacation time off benefits up to the maximum accrual of 500 hours are payable upon employment separation at the hourly rate earned by the employee at the time of employment separation.

Payment will be in one lump sum and is subject to any and all applicable deductions.

### Sick Leave Benefits

#### Accrual of Benefits

- Eight (8) hours per month worked for up to ninety-six (96) hours per year.
- Accrue without a cap.
- Employees considered full-time working 30 hours or more per week accrue full regular sick leave benefits. Employees working a minimum of 20 hours per week, but less than 30 hours per week, will accrue prorated benefits.

#### Payment Upon Separation

- Accrued but unused regular sick leave benefits up to a maximum of 240 hours are payable upon employment separation at the hourly rate paid the employee at the time of employment separation. Payment will be in one lump sum and is subject to any and all applicable deductions.

#### Use of Benefit

- Employees may use accrued regular sick leave benefits per policy as soon as they are earned.

### Catastrophic Sick Leave Program

#### Use of Benefit

Employees may donate accrued sick leave benefits in 8 hour minimum units above 30 days or 240 hours to the Agency's Catastrophic Sick Leave Bank. They may do this at any time of the year. Once donated, they may not get those benefits back. Benefit eligible employees may request additional sick leave benefits from the Catastrophic Sick Leave Bank per policy procedures. The Bank is administered by HR on behalf of the Agency and is associated with the administration of qualifying medical and family emergency leaves of absence.

### MTC Paid Family Leave Benefit (MTC PFL Benefits)

MTC will provide all eligible regular employees an additional wage continuance benefit that ensures

employees receive 100% of their regular salary for the first six (6) weeks of their eligible leave. This benefit is 240 hours total, must be used to keep the employee at their full regular salary level, and can be coordinated with short-term disability insurance payments.

MTC PFL benefits are used for the following four types of qualifying medical/family leaves:

1. Maternity leave for the biological delivery of a baby
2. Bonding leave for the arrival of a child
3. Personal leave for a qualifying medical reason
4. Caregiving leave for an eligible family member's qualifying medical leave

Human Resources will authorize the use of MTC PFL benefits when administering the qualifying leave of absence. This benefit will be applied automatically following confirmation of the qualifying leave type outlined above.

MTC PFL is available to all regular employees with no employment waiting period.

The administration and use of this wage continuance benefit and the coordination with other leave wage continuance benefits will be dictated by the MTC leave policy and applicable regulations.

MTC PFL benefits are a wage continuance benefit and should not be confused with a leave type designation (FMLA, PDL, CFRA, MTC Family Leave, or LWOP).

## **PROBATIONARY PERIOD**

The probationary period is regulated per applicable policy and the MTC Employee Handbook.

The initial six-months of employment is considered a probationary introduction period during which time a new employee's work and conduct are observed and evaluated, orientation and training

provided as necessary, and issues with performance addressed directly and promptly in an effort to ensure the employee's success.

**HYBRID WORK POLICY (EDMM 440)**

(Effective November 17, 2021)

MTC's Hybrid Work policy provides employees maximum flexibility with optimal agency efficiency. The term "Hybrid Work" is used to describe an environment wherein MTC employees may work outside MTC's designated on-site location with the frequency they desire and in support of their duties to the agency. Hybrid Work is a cooperative arrangement between employees, supervisors, and MTC. As this policy impacts working conditions, the Agency will, under the provisions of the Meyers-Milias-Brown Act, meet and confer with CSR/Confidential/Management prior to implementing any changes to this Policy. See EDMM 440.

**RESIDENCY POLICY (EDMM TBD)**

The policy will be developed in good faith with input from CSR/Confidential/Specific Executive Employees and will become effective once it is finalized. As this policy impacts working conditions, the Agency will, under the provisions of the Meyers-Milias-Brown Act, meet and confer with CSR/Confidential/Specific Executive Employees prior to implementing any changes to this policy.

**GRIEVANCE PROCEDURES (EDMM 265)**

(Effective May 22, 2009)

Pursuant to MTC Resolution No. 228 (and adopted March 26, 1975). As this policy impacts working conditions, the Agency will, under the provisions of the Meyers-Milias-Brown Act, meet and confer with CSR/Confidential/Specific Executive Employees prior to implementing any changes to this Policy.

**INSURANCE**

Scope, limitations, and annual insurance premium costs are set forth in actual insurance company



policies and provided each year during open enrollment.

#### Group Dental Insurance

Agency pays 100% of the total premium for employee's coverage. Dental Insurances will be offered to Retirees and their dependents at 100% of the employer group rate.

The CY 2023 cost to employees for coverage of one dependent is \$6.30 per month, and \$19.13 per month for two or more dependents (these rates are subject to change annually). MTC pays the remainder of the dependent premium. MTC will deduct employee dependent premium payments from earned wages pre-tax as allowable by law.

#### Group Dental Insurance Cash-in-Lieu

Employees have the option of receiving the equivalent dollar amount of the employee-only premium in cash upon signing a waiver of coverage and providing proof of being covered under a comparable dental plan. The cash-in-lieu payment is subject to federal and state tax withholding.

#### Group Medical Insurance

Employees agree to contribute towards medical premiums by paying five percent (5%) of the premium for each coverage line. The employer will cover ninety-five percent (95%) of the premium for each coverage line.

Employee five percent (5%) contributions will be capped as follows:

\$75.00 per month for Employee Only

\$125.00 per month for Employee plus One

\$175.00 per month for Employee plus Two. MTC will deduct employee medical insurance premium payments from earned wages pre-tax as allowable by law.

#### Group Medical Cash-in-Lieu

Employees have the option of receiving cash-in-lieu instead of enrolling in the group medical insurance

plan upon the signing of a waiver of coverage and providing proof of being covered under a comparable medical plan. The amount of the cash-in-lieu has been updated to account for employee's who live outside of Region 1 (Bay Area). Cash-In-Lieu (Medical Only) is based on the 2<sup>nd</sup> most expensive employee-only premium determined by CalPERS, minus the employee contribution as follows. Rates are subject to change annually; CY 2023 rates are as follows:

Region 1 (Bay Area): \$1,140.11  
Region 2 (CA): \$888.36  
Region 3 (CA): \$859.59  
Out of State: \$953.71

#### Vision Care Insurance

MTC pays the total premium for the employee only coverage. Employees may enroll dependents at their sole expense. MTC will deduct dependent premium payments from earned wages pre-tax as allowable by law.

Vision Care Insurances will be offered to Retirees and their dependents at 100% of the employer group rate.

#### Domestic Partner Coverage

MTC provides group medical insurance, group dental insurance, and group vision coverage for an eligible domestic partner and dependents subject to CalPERS regulations regarding domestic partner coverage. The maximum amount MTC contributes shall be the same as that specified under the "Group Dental Insurance" and "Group Medical Insurance" provisions referenced above.

#### Life and Related Insurances

Agency pays 100% of premium for employee life & ADD insurance coverage.

CSR/Confidential Staff: Agency provides a payout of two times the annual salary up to a maximum of

\$350,000. ADD is equal to the group term life coverage.

For all staff, Agency pays the premium for qualified dependents for \$2,000 life coverage per dependent.

Group Voluntary Life and Related Insurance:

Employee may elect to purchase at their own expense supplemental group voluntary life insurance to be paid through payroll to carrier.

#### Group Voluntary Life and Related Insurance

Employee may elect to purchase, at his/her expense, supplemental group voluntary life insurance.

#### Short-Term and Long-Term Disability Insurance

Agency pays monthly premium for short-term disability coverage for qualifying regular employee medical disabilities to cover the loss of wages.

There is a seven (7) day waiting period, considered part of the benefit's full 12 weeks of coverage, with an additional eleven (11) weeks of paid benefits.

Coverage is 66 2/3rds of salary up to a maximum of \$2,500\* per week. Benefits paid are taxable.

Agency pays monthly premium for long-term disability coverage for qualifying employee medical disabilities to cover the loss of wages. There is a 90-day waiting period (designed to pick up at the end of the full 12 weeks of short-term disability eligibility). Coverage level is 66 2/3% of monthly salary up to a maximum of

\$15,000\* per month. Benefits paid are taxable.

\* Maximum benefit levels may be adjusted during the period of the MOU to keep current with increasing salary schedule ranges ensuring the benefit payments comply with percentages.

Travel Insurance

Agency pays the annual premium for all regular employees. Benefit is for a \$100,000 loss of life policy. Policy covers employees while traveling on Agency business.

**RETIREMENT**

Defined Benefit Pension – 1<sup>st</sup> Tier, “Classic Plan”

The retirement benefit formula is calculated, pursuant to contract with PERS, at 2.5% at 55.

MTC and the employee agree to equally share any annual employer contribution rate change with employees assuming 50% of the annual employer rate change up to an employee total contribution rate capped at 8.0%.

The shared contribution rates will change based on the change in the employer contribution rate shown in the Annual PERS Actuarial Valuation Report issued approximately each October and per any additional contribution rate changes announced by PERS due to valuation methodology changes or audit findings.

Defined Benefit Pension – 2<sup>nd</sup> Tier, “PEPRA”

The retirement formula is calculated, pursuant to contract with PERS, at 2.0% at 62.

Per PERS regulation, employee must pay 50% of the plan’s “Normal Cost” as determined per the annual plan actuarial valuation process.

The employee rate will be the plan “Normal Costs” as determined by the Annual PERS Actuarial Valuation Report issued approximately each October and per any additional contribution rate changes announced by PERS due to valuation methodology changes or audit findings.

Other PERS-Defined Benefit Pension Contracted Benefits (Classic and PEPRA Plans)

- Up to 3% Maximum Cost-of-Living Allowance
- Section 21573 – Third Level 1959 Survivor Benefits
- Section 21583 – Second Election 1959 Survivor Benefits
- Section 21548 – Pre-retirement Optional Settlement 2 Death Benefit
- Section 20903 – Two years' Additional Service Credit

Retiree Medical Insurance

Retiree and eligible dependents are entitled to the same medical benefits provided to regular MTC active employees and at the same co-pay amounts (and per CalPERS' PEMCHA Equal Method Plan). If eligible, a retired MTC employee must apply for Medicare.

His/her PERS health coverage is then provided as a supplement.

Retiree Dental and Vision Insurance

MTC provides retiree group insurance plans for dental and vision coverages to PERS eligible retired annuitants and their dependents at 100% of the employer group rate. The cost of the premiums are the sole responsibility of the retiree. Eligibility for these coverages follows PERS retiree medical eligibility rules and requirements.

**COMMUTER PROGRAM**

Transit Subsidy Option

MTC provides a monthly subsidy in accordance with IRS Fringe Benefit regulations, up to the maximum IRS limits, for employees for legitimate and applicable transit fare purchases. Purchases must be made through authorized MTC provided third-party administrator(s) only and must be for up to the monthly amount needed and used by each employee each month to commute to and from work per IRS regulation.

The employee monthly subsidy is any actual needed amount up to the maximum IRS limit per month.

MTC will provide this subsidy tax-free per IRS fringe benefit allowances.

Employer-Provided Parking Option

MTC provides daily parking at a designated private lot in Oakland. Employees may select to park at this lot and take public transit, carpool, or ride-share into San Francisco. The monthly amount to park at BART Lake Merritt station will be deducted from the monthly transit subsidy (IRS maximum) leaving a MTC paid subsidy of the remainder per month for transit purchases. Such purchases are administered as stated above in the Transit Subsidy Option paragraph.

Carpool Option

Employees in a verified carpool with two or more persons who work at MTC or the Air District may park in the above mentioned private lot in Oakland for free. Verified carpool employees are then afforded the full monthly transit subsidy of up to the IRS maximum for transit fare purchases.

Bicycle Commuter Option

For any employee regularly using a bicycle for a substantial portion of the travel between the employee's residence and place of employment for qualifying bicycle commuting months as described in the IRS Publication 15-B, MTC will pay \$20 per month. If the IRS allows this to be a tax-free payment, MTC will pay this tax-free. If not, this amount will be considered taxable income.

Cash-in-Lieu Option

Employees may elect to receive \$18 per month cash-in-lieu if not selecting another Commuter Program option. Cash-in-lieu payments are taxable income.

## **OTHER ELECTIVE DEDUCTIONS**

### Dependent Care Assistance Plan (DCAP)

MTC's Dependent Care Assistance Plan (DCAP) is a totally employee-funded program, except for the costs incurred by MTC to administer the program.

Employees may elect pre-tax payroll deductions up to the limits set by the IRS for the reimbursement of eligible childcare and dependent care expenses, in accordance with IRS regulations. See actual plan for details and limitations.

### Health Care Flexible Spending Account

MTC's Health Care Flexible Spending Account (Health FSA) is a totally employee-funded program, except for the costs incurred by MTC to administer the program. Employees may elect pre-tax payroll deductions up to a limit equivalent to the Federal Health Care Flexible Spending Account limit for reimbursement of eligible healthcare costs that are not covered under the employee's health insurance. See actual plan for details and limitations.

### Deferred Compensation Plan

Employee may elect to participate in the 457 deferred compensation program(s) and make pre-tax contributions subject to IRS regulations and program limitations. MTC will administer the pre-tax deductions and submittal of employee contributions.

MTC has added to ROTH plans to our Mission Square account and CalPERS (Voya) account. See plan for details.

## **PROFESSIONAL DEVELOPMENT**

### Professional Development

Subject to approval by the Section Director and appropriations in the annual training and travel budget, employees may participate in MTC sponsored Professional Development, defined as any training, materials, testing, licensing, membership, conferences, classes, tuition, etc. that

are determined to be appropriate to the employee's professional development.

Computer Purchase Program

MTC will assist in the purchase of a personal computer and peripheral equipment, up to a maximum of \$5,000 for regular full-time employees (30 hours a week or more) who have completed their probation.

The total cost of each purchase shall be repaid by the participating employee through biweekly payroll deductions, up to a maximum of a two (2) year period or fifty-two (52) pay periods. See actual plan for details and limitations.

**MANDATORY PROVISIONS**

Workers' Compensation

Standard

Unemployment Insurance

Standard

Grievance Procedure

A grievance is any serious dispute that has not been rectified through management, procedural and/or policy appeal processes to address concerns and disputes involving the discipline or discharge of an employee or the interpretation or application of those rules, regulations, and resolutions which have been or may hereafter be adopted by the Commission to govern personnel practices and working conditions, including such rules, regulations, and resolutions as may be adopted by the Commission to effect a memorandum of understanding which results from the meeting and conferring process.

All employees having grievances arising from their employment with MTC are afforded the opportunity to address such grievances, subject to the MTC grievance policy and associated resolutions and



subject to applicable Federal and State public employment rules. Eligible staff may seek the assistance of their exclusively recognized employee organization (EREO) representative to assist in the grievance process.

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subject to applicable Federal and State public employment rules. Eligible staff may seek the assistance of their exclusively recognized employee organization (EREO) representative to assist in the grievance process.

MTC Salary Ranges - Effective July 1, 2023 Pay Grade/Steps at 4.5% COLA

Grade	A	A1	B	B1	C	C1	D	D1	E	E1	F	F1	G	
<b>IX</b> Principal	\$142,917.46 \$11,909.79 \$5,496.83	\$145,775.74 \$12,147.98 \$5,606.76	\$148,690.98 \$12,390.91 \$5,718.88	\$151,665.11 \$12,638.76 \$5,833.27	\$154,698.37 \$12,891.53 \$5,949.94	\$157,792.27 \$13,149.36 \$6,068.93	\$160,947.91 \$13,412.33 \$6,190.30	\$164,167.23 \$13,680.60 \$6,314.12	\$167,450.45 \$13,954.20 \$6,440.40	\$170,799.31 \$14,233.28 \$6,569.20	\$174,215.34 \$14,517.95 \$6,700.59	\$177,699.84 \$14,808.32 \$6,834.61	\$181,253.68 \$15,104.47 \$6,971.30	<b>Yearly</b> <b>Monthly</b> <b>Bi-Weekly</b>
<b>FY24</b>	<u>\$68.7103</u>	<u>\$70.0845</u>	<u>\$71.4860</u>	<u>\$72.9159</u>	<u>\$74.3742</u>	<u>\$75.8617</u>	<u>\$77.3788</u>	<u>\$78.9266</u>	<u>\$80.5050</u>	<u>\$82.1151</u>	<u>\$83.7574</u>	<u>\$85.4326</u>	<u>\$87.1412</u>	
<b>FY23</b>	\$65.7515	\$67.0665	\$68.4077	\$69.7760	\$71.1715	\$72.5949	\$74.0467	\$75.5278	\$77.0383	\$78.5790	\$80.1506	\$81.7537	\$83.3887	
<b>VIII (b)</b> Senior	\$122,636.25 \$10,219.69 \$4,716.78	\$125,088.72 \$10,424.06 \$4,811.10	\$127,590.54 \$10,632.54 \$4,907.33	\$130,142.56 \$10,845.21 \$5,005.48	\$132,745.23 \$11,062.10 \$5,105.59	\$135,400.28 \$11,283.36 \$5,207.70	\$138,108.15 \$11,509.01 \$5,311.85	\$140,870.36 \$11,739.20 \$5,418.09	\$143,687.78 \$11,973.98 \$5,526.45	\$146,561.28 \$12,213.44 \$5,636.97	\$149,492.82 \$12,457.73 \$5,749.72	\$152,482.39 \$12,706.87 \$5,864.71	\$155,532.17 \$12,961.01 \$5,982.01	<b>Yearly</b> <b>Monthly</b> <b>Bi-Weekly</b>
<b>FY24</b>	<u>\$58.9597</u>	<u>\$60.1388</u>	<u>\$61.3416</u>	<u>\$62.5685</u>	<u>\$63.8198</u>	<u>\$65.0963</u>	<u>\$66.3982</u>	<u>\$67.7261</u>	<u>\$69.0807</u>	<u>\$70.4622</u>	<u>\$71.8715</u>	<u>\$73.3088</u>	<u>\$74.7751</u>	
<b>FY23</b>	\$56.4208	\$57.5491	\$58.7001	\$59.8742	\$61.0716	\$62.2931	\$63.5389	\$64.8097	\$66.1059	\$67.4279	\$68.7766	\$70.1520	\$71.5551	
<b>VIII (a)</b> Assoc.	\$116,726.67 \$9,727.22 \$4,489.49	\$119,061.33 \$9,921.78 \$4,579.28	\$121,442.51 \$10,120.21 \$4,670.87	\$123,871.51 \$10,322.63 \$4,764.29	\$126,348.98 \$10,529.08 \$4,859.58	\$128,875.79 \$10,739.65 \$4,956.76	\$131,453.24 \$10,954.44 \$5,055.89	\$134,082.43 \$11,173.54 \$5,157.02	\$136,764.00 \$11,397.00 \$5,260.15	\$139,499.47 \$11,624.96 \$5,365.36	\$142,289.29 \$11,857.44 \$5,472.67	\$145,135.18 \$12,094.60 \$5,582.12	\$148,037.81 \$12,336.48 \$5,693.76	<b>Yearly</b> <b>Monthly</b> <b>Bi-Weekly</b>
<b>FY24</b>	<u>\$56.1186</u>	<u>\$57.2410</u>	<u>\$58.3858</u>	<u>\$59.5536</u>	<u>\$60.7447</u>	<u>\$61.9595</u>	<u>\$63.1987</u>	<u>\$64.4627</u>	<u>\$65.7519</u>	<u>\$67.0671</u>	<u>\$68.4083</u>	<u>\$69.7765</u>	<u>\$71.1720</u>	
<b>FY23</b>	\$53.7020	\$54.7761	\$55.8716	\$56.9891	\$58.1289	\$59.2914	\$60.4772	\$61.6868	\$62.9205	\$64.1790	\$65.4625	\$66.7718	\$68.1072	
<b>VII</b> Asst.	\$101,244.55 \$8,437.05 \$3,894.02	\$103,269.26 \$8,605.77 \$3,971.89	\$105,334.61 \$8,777.88 \$4,051.33	\$107,441.48 \$8,953.46 \$4,132.36	\$109,590.09 \$9,132.51 \$4,215.00	\$111,782.16 \$9,315.18 \$4,299.31	\$114,017.71 \$9,501.48 \$4,385.30	\$116,298.03 \$9,691.50 \$4,473.00	\$118,624.22 \$9,885.35 \$4,562.47	\$120,996.27 \$10,083.02 \$4,653.70	\$123,416.36 \$10,284.70 \$4,746.78	\$125,884.70 \$10,490.39 \$4,841.72	\$128,402.59 \$10,700.22 \$4,938.56	<b>Yearly</b> <b>Monthly</b> <b>Bi-Weekly</b>
<b>FY24</b>	<u>\$48.6753</u>	<u>\$49.6487</u>	<u>\$50.6416</u>	<u>\$51.6546</u>	<u>\$52.6875</u>	<u>\$53.7414</u>	<u>\$54.8162</u>	<u>\$55.9125</u>	<u>\$57.0309</u>	<u>\$58.1713</u>	<u>\$59.3348</u>	<u>\$60.5215</u>	<u>\$61.7320</u>	
<b>FY23</b>	\$46.5792	\$47.5107	\$48.4609	\$49.4302	\$50.4187	\$51.4272	\$52.4557	\$53.5048	\$54.5750	\$55.6663	\$56.7797	\$57.9153	\$59.0737	
<b>VI</b> Jr.	\$87,808.66 \$7,317.39 \$3,377.26	\$89,564.93 \$7,463.74 \$3,444.80	\$91,356.19 \$7,613.02 \$3,513.70	\$93,183.32 \$7,765.28 \$3,583.97	\$95,046.96 \$7,920.58 \$3,655.65	\$96,947.99 \$8,079.00 \$3,728.77	\$98,887.06 \$8,240.59 \$3,803.35	\$100,864.60 \$8,405.38 \$3,879.41	\$102,881.70 \$8,573.48 \$3,956.99	\$104,939.67 \$8,744.97 \$4,036.14	\$107,038.28 \$8,919.86 \$4,116.86	\$109,179.06 \$9,098.25 \$4,199.19	\$111,362.66 \$9,280.22 \$4,283.18	<b>Yearly</b> <b>Monthly</b> <b>Bi-Weekly</b>
<b>FY24</b>	<u>\$42.2157</u>	<u>\$43.0601</u>	<u>\$43.9212</u>	<u>\$44.7997</u>	<u>\$45.6957</u>	<u>\$46.6096</u>	<u>\$47.5419</u>	<u>\$48.4926</u>	<u>\$49.4624</u>	<u>\$50.4518</u>	<u>\$51.4607</u>	<u>\$52.4899</u>	<u>\$53.5397</u>	
<b>FY23</b>	\$40.3978	\$41.2058	\$42.0299	\$42.8705	\$43.7279	\$44.6025	\$45.4946	\$46.4044	\$47.3324	\$48.2792	\$49.2447	\$50.2296	\$51.2342	
<b>V</b> Tech.	\$79,604.19 \$6,633.68 \$3,061.70	\$81,196.35 \$6,766.36 \$3,122.94	\$82,820.25 \$6,901.69 \$3,185.39	\$84,476.53 \$7,039.71 \$3,249.10	\$86,166.07 \$7,180.51 \$3,314.08	\$87,889.30 \$7,324.11 \$3,380.36	\$89,647.31 \$7,470.61 \$3,447.97	\$91,440.09 \$7,620.01 \$3,516.93	\$93,268.96 \$7,772.41 \$3,587.27	\$95,134.56 \$7,927.88 \$3,659.02	\$97,037.33 \$8,086.44 \$3,732.20	\$98,977.70 \$8,248.14 \$3,806.83	\$100,957.20 \$8,413.10 \$3,882.97	<b>Yearly</b> <b>Monthly</b> <b>Bi-Weekly</b>
<b>FY24</b>	<u>\$38.2712</u>	<u>\$39.0367</u>	<u>\$39.8174</u>	<u>\$40.6137</u>	<u>\$41.4260</u>	<u>\$42.2545</u>	<u>\$43.0997</u>	<u>\$43.9616</u>	<u>\$44.8408</u>	<u>\$45.7378</u>	<u>\$46.6526</u>	<u>\$47.5854</u>	<u>\$48.5371</u>	
<b>FY23</b>	\$36.6232	\$37.3557	\$38.1028	\$38.8648	\$39.6421	\$40.4349	\$41.2437	\$42.0685	\$42.9099	\$43.7682	\$44.6436	\$45.5363	\$46.4470	
<b>IV</b> Adm/Tech	\$72,348.93 \$6,029.08 \$2,782.65	\$73,796.11 \$6,149.68 \$2,838.31	\$75,271.77 \$6,272.65 \$2,895.07	\$76,776.99 \$6,398.08 \$2,952.96	\$78,312.85 \$6,526.07 \$3,012.03	\$79,879.15 \$6,656.60 \$3,072.27	\$81,476.53 \$6,789.71 \$3,133.71	\$83,106.07 \$6,925.51 \$3,196.39	\$84,768.23 \$7,064.02 \$3,260.32	\$86,463.63 \$7,205.30 \$3,325.52	\$88,192.73 \$7,349.39 \$3,392.03	\$89,956.83 \$7,496.40 \$3,459.88	\$91,755.70 \$7,646.31 \$3,529.07	<b>Yearly</b> <b>Monthly</b> <b>Bi-Weekly</b>
<b>FY24</b>	<u>\$34.7831</u>	<u>\$35.4789</u>	<u>\$36.1884</u>	<u>\$36.9120</u>	<u>\$37.6504</u>	<u>\$38.4034</u>	<u>\$39.1714</u>	<u>\$39.9548</u>	<u>\$40.7540</u>	<u>\$41.5691</u>	<u>\$42.4004</u>	<u>\$43.2485</u>	<u>\$44.1133</u>	
<b>FY23</b>	\$33.2853	\$33.9511	\$34.6300	\$35.3225	\$36.0291	\$36.7497	\$37.4846	\$38.2343	\$38.9990	\$39.7790	\$40.5745	\$41.3861	\$42.2137	
<b>III</b> Adm III	\$65,789.87 \$5,482.49 \$2,530.38	\$67,105.77 \$5,592.15 \$2,580.99	\$68,447.75 \$5,703.98 \$2,632.61	\$69,816.90 \$5,818.08 \$2,685.27	\$71,213.22 \$5,934.44 \$2,738.97	\$72,637.36 \$6,053.11 \$2,793.74	\$74,090.20 \$6,174.18 \$2,849.62	\$75,571.94 \$6,297.66 \$2,906.61	\$77,083.46 \$6,423.62 \$2,964.75	\$78,624.98 \$6,552.08 \$3,024.04	\$80,197.58 \$6,683.13 \$3,084.52	\$81,801.48 \$6,816.79 \$3,146.21	\$83,437.55 \$6,953.13 \$3,209.14	<b>Yearly</b> <b>Monthly</b> <b>Bi-Weekly</b>
<b>FY24</b>	<u>\$31.6297</u>	<u>\$32.2624</u>	<u>\$32.9076</u>	<u>\$33.5658</u>	<u>\$34.2371</u>	<u>\$34.9218</u>	<u>\$35.6203</u>	<u>\$36.3327</u>	<u>\$37.0594</u>	<u>\$37.8005</u>	<u>\$38.5565</u>	<u>\$39.3276</u>	<u>\$40.1142</u>	
<b>FY23</b>	\$30.2677	\$30.8731	\$31.4905	\$32.1204	\$32.7628	\$33.4180	\$34.0864	\$34.7681	\$35.4635	\$36.1727	\$36.8962	\$37.6341	\$38.3868	
<b>II</b> Adm II	\$59,705.10 \$4,975.42 \$2,296.35	\$60,899.06 \$5,074.92 \$2,342.27	\$62,116.92 \$5,176.41 \$2,389.11	\$63,359.35 \$5,279.95 \$2,436.90	\$64,626.56 \$5,385.55 \$2,485.64	\$65,918.98 \$5,493.25 \$2,535.35	\$67,237.27 \$5,603.11 \$2,586.05	\$68,582.30 \$5,715.19 \$2,637.78	\$69,953.84 \$5,829.49 \$2,690.53	\$71,352.98 \$5,946.08 \$2,744.35	\$72,779.74 \$6,064.98 \$2,799.22	\$74,235.40 \$6,186.28 \$2,855.21	\$75,720.40 \$6,310.03 \$2,912.32	<b>Yearly</b> <b>Monthly</b> <b>Bi-Weekly</b>
<b>FY24</b>	<u>\$28.7044</u>	<u>\$29.2784</u>	<u>\$29.8639</u>	<u>\$30.4612</u>	<u>\$31.0705</u>	<u>\$31.6918</u>	<u>\$32.3256</u>	<u>\$32.9723</u>	<u>\$33.6317</u>	<u>\$34.3043</u>	<u>\$34.9903</u>	<u>\$35.6901</u>	<u>\$36.4040</u>	
<b>FY23</b>	\$27.4683	\$28.0176	\$28.5779	\$29.1495	\$29.7325	\$30.3271	\$30.9336	\$31.5524	\$32.1834	\$32.8271	\$33.4835	\$34.1532	\$34.8364	
<b>I</b> Adm I	\$52,563.08 \$4,380.26 \$2,021.66	\$53,614.67 \$4,467.89 \$2,062.10	\$54,686.91 \$4,557.24 \$2,103.34	\$55,780.66 \$4,648.39 \$2,145.41	\$56,896.15 \$4,741.35 \$2,188.31	\$58,034.03 \$4,836.17 \$2,232.08	\$59,194.74 \$4,932.89 \$2,276.72	\$60,378.70 \$5,031.56 \$2,322.26	\$61,586.35 \$5,132.20 \$2,368.71	\$62,817.91 \$5,234.83 \$2,416.07	\$64,074.47 \$5,339.54 \$2,464.40	\$65,356.02 \$5,446.34 \$2,513.69	\$66,663.01 \$5,555.25 \$2,563.96	<b>Yearly</b> <b>Monthly</b> <b>Bi-Weekly</b>
<b>FY24</b>	<u>\$25.2707</u>	<u>\$25.7763</u>	<u>\$26.2918</u>	<u>\$26.8176</u>	<u>\$27.3539</u>	<u>\$27.9010</u>	<u>\$28.4590</u>	<u>\$29.0282</u>	<u>\$29.6088</u>	<u>\$30.2009</u>	<u>\$30.8050</u>	<u>\$31.4212</u>	<u>\$32.0495</u>	
<b>FY23</b>	\$24.1825	\$24.6663	\$25.1596	\$25.6628	\$26.1760	\$26.6995	\$27.2335	\$27.7782	\$28.3338	\$28.9004	\$29.4785	\$30.0681	\$30.6694	

By definition: Annual is Hrly times 2080 Hrs; BiWeekly is Annual divided by 26 pay periods; Monthly is annual divided by 12 months



**METROPOLITAN TRANSPORTATION COMMISSION**  
San Francisco, California

**MEMORANDUM OF UNDERSTANDING**  
*(As provided Under California Government Code Section 3505.1)*

The representatives of the Executive Director of the Metropolitan Transportation Commission (MTC) have met and conferred with the representatives of specific executive employees, under provisions of the Meyers-Milias-Brown Act (California Government Code § 3500 et seq.). As a result of these meetings, an agreement has been reached for a four year period from July 1, 2023, covering Fiscal Years 2023-2024, 2024-2025, 2025-2026, and 2026-2027.

The agreed-to salary administration, benefits, and identified employee programs for the agreement period are set forth in Attachment A. The Salary Schedule for specific executive employees are set forth in Attachment B.

The following actions are agreed to by all parties:

- Apply the agreed-to July 1, 2023-June 2027, cost-of-living salary increase to the existing staff grade and step structure as referenced in Attachment B.
- Dental and Vision enhancements effective January 1, 2023 with MTC paying 100% of employee (only) premium.
- Increase Transit Parking Programs to the IRS maximum for tax-free subsidies.
- Update or create the following policies including doing any required updates to other referenced policies. Updates will be developed in good faith with input from specific executive employees.
  - Residency Policy upon development, and
  - EDMM No. 265, Grievance Procedure, to include information about agency corrective performance actions, progressive discipline steps, and to update and clarify the formal grievance processes and procedures.
  - EDMM No. 440, Hybrid Work Policy (Effective November 17, 2021)
- Continue to honor all agency organizational study agreements including the agreement to participate in the next phase of MTC's updating of its classification families, specification requirements, job description templates, and all policies associated with position promotions and career ladder reclassifications.

This agreement shall be binding for its term, upon the successors of the Metropolitan Transportation Commission (MTC) and MTC's specific executive employees.

Executed in San Francisco, California on this day 24<sup>th</sup> of May, 2023.

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Brad Paul                      Date  
Deputy Executive Director, LGS  
Agency Representative

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Michael Brinton                      Date  
Lead Negotiator, Specific Executive  
Employees

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Nalungo Conley                      Date  
Director, Administration & Human  
Development

(ATTACHMENT A)  
METROPOLITAN TRANSPORTATION COMMISSION  
San Francisco, California

SUMMARY OF BENEFITS, PROGRAMS, AND SALARY FOR INCUMBENTS OF  
REGULAR SPECIFIC EXECUTIVE EMPLOYEES)

Fiscal Years 2023-2024, 2024-2025, 2025-2026, and 2026-2027

**SALARY TABLES**

Salary administration is regulated per compensation policy and the MTC Employee Handbook.

Staff Salary Charts

The current thirteen-step (2.0% difference between steps) salary grade chart with the 4.5% COLA salary adjustment will be effective from July 1, 2023 through June 30, 2024 (refer to Attachment B)

COLA Salary Adjustments

Effective each July 1, during this MOU period, salary tables shall be adjusted as follows:  
July 1, 2023-4.5% increase  
July 1, 2024-2.8%-4.2% increase\*  
July 1, 2025-2.8%-4.2% increase\*  
July 1, 2026-2.8%-4.2% increase\*  
\*COLA will depend on regional CPI, determined in April of the prior fiscal year

Merit Program

MTC's salary administration and performance management policy will be amended to reflect the following merit increase

Meets Expectations: 2.0% or one-step increase  
Exceeds Expectations: 4.0% or two-step increase  
Exceptional: 6.0% or three-step increase  
Promotional Increase: \*4.0% or two-step increase from pre-promotion rate and one classification grade level jump



1. Starting in January 2024, Merit increases will be implemented on the first pay period that includes January 1st.

a. For regular tenured staff, PEs shall be completed along their regular schedule:

i. Staff up to Assistant Director – PEs starting in September, concluding in November, and then merit increases implemented the first Pay Period that includes January 1.

ii. Section Directors and Exec – PEs starting in December, finishing in January, and back dated to January 1 (no change).

b. New Hires

i. For staff hired in June, July, August. They will not receive a PE that September. Their first PE will be implemented in March, completed in April, and the merit increase back dated to January 1.

ii. Thereafter, they will follow the regular schedule of PEs in Sept-Nov and Merit Increase first pay period that includes January 1.

2. Promotions, reclassifications, and lateral position changes will not affect the merit date.

a. Upon promotion/reclassification the employee gets a 4% increase at the date of the position change (no change).

b. If the promotion or reclass happens prior to September PE cycle, the employee will receive a merit increase for their new position as normal on the first pay period to include January 1.

c. If a promotion/reclass happens between the start of the PE cycle in September and January 1 the employee's salary change will depend on whether they were at top of range in the previous role.

i. Top of Range: They will not receive a merit increase. The performance year for which they were evaluated was for a position in which they were at top of range and there was no pay increase due to them for that role. (This is not a new practice.)

ii. Not at Top of Range: The merit increase will be applied to the step they were at in their prior role, and their 4% promotional raise will be recalculated to reflect the higher rate they would have had for their performance in that role, effective the first pay period that includes January 1.

d. Lateral position changes should not affect pay rates and merit increases will be applied as normal on the first pay period the includes January 1

\*If an employee is promoted, a new salary anniversary date may be established as of the date of the promotion, and shall be used thereafter until the employee reaches the maximum for his/her class.

## **PAID TIME OFF BENEFITS**

Eligibility and use of all paid time off benefits is regulated per agency policy and the MTC Employee Handbook, and is dependent on the employee's category of employment.

### Holidays

Eleven (11) scheduled days per calendar year for regular employees\*

\*One (1) additional floating holiday to be used to celebrate a Cultural Holiday which is not formally recognized by the agency. This holiday is not bankable, it will expire at the end of every calendar year (December 31<sup>st</sup>)

Benefit is an eight hour paid leave benefit. Except for those on 9/80 schedule. If used on their regular day, benefit is a 9hr paid leave benefit.

Application updated following update of EDMM No. 243, Regular Part Time employment. 20 to 29 hrs wk average: Holidays apply if fall on regularly scheduled day and up to the regularly scheduled number of hours.

30+ hrs week average: Full benefit level

Regular part-time employees will receive holiday pay for the amount of hours they normally work on that holiday.

No minimum service required for eligibility.

Funeral Leave

The State of California allows for 5 days of unpaid bereavement leave for the death of a family member or “designated person”. \*

MTC will provide for 3 days of paid bereavement leave for the death of a family member or “designated person”. Employees can elect to use PTO, accrued vacation or sick time for the unpaid remainder of leave if they choose.

\* Family member” means a spouse, child, parent, sibling, grandparent, grandchild, domestic partner or parent-in-law. Employee can designate any person who is not a “family member” as their “designated person” at the time of their passing. The “designated person” may be re-assigned after a 12-month period since prior use. Employees are not required to take the bereavement leave on consecutive days. Employees must complete their leave within three months of the family member’s death. MTC may request documentation of the death of the family member, such as a death certificate, proof of funeral proceedings, published obituary, or other documentation. No more than 5 paid days of bereavement pay may be used in a calendar year.

Personal Business Days

Up to twenty-four (24) hours are granted at the beginning of each calendar year. Employees considered full-time working 30 hours or more a week accrue full personal business day benefits. Employees considered part-time working a minimum of 20 hours a week, but less than 30 hours a week, will accrue prorated personal business day benefits.

The number of personal business day hours granted to new employees is prorated as follows:

January through April:	24 hours
May through August:	16 hours
September through November:	8 hours
December:	0 hours

Vacation Leave

Vacation usage is available for all MTC regular employees as they are accrued with no waiting period for specific executive employees. MTC does

not allow for the usage of vacation hours before their accruals are earned. Prorated to date of hire during month.

#### Accrual of Benefits

- Standard accrual of eight (8) hours per month worked for up to ninety-six (96) hours per year.
- An additional bonus accrual of eight (8) hours per year each additional year worked starting in year one and each year thereafter up to thirteen years for a maximum total annual accrual of standard and bonus benefits of two-hundred (200) hours per year.
- Benefits accrue to a cap of five-hundred (500) hours. Once the cap of 500 hours is reached, all vacation accrual stops until such time that the vacation balance falls below the cap of 500 hours. If the vacation accrual is larger than the difference between the vacation balance and the 500 hour cap, individuals will receive only a fraction of their bi-weekly vacation accrual for that pay period bringing their vacation balance to 500 hours.
- Employees considered full-time working 30 hours or more a week accrue full vacation benefits. Employees working a minimum of 20 hours a week, but less than 30 hours a week, will accrue prorated benefits.

#### Annual Vacation Cash-Out Option

Once a twelve month period, employees may cash-out accrued but unused vacation leave over 320 hours up to the cap of 500 hours. Payment will be made at the employee's current hourly rate and is considered taxable earnings. Payment is subject to any and all applicable deductions.

#### Payment Upon Separation:

Accrued but unused vacation time off benefits up to the maximum accrual of 500 hours are payable upon employment separation at the hourly rate earned by the employee at the time of employment separation.

Payment will be in one lump sum and is subject to any and all applicable deductions.

### Sick Leave Benefits

#### Accrual of Benefits

- Eight (8) hours per month worked for up to ninety-six (96) hours per year.
- Accrue without a cap.
- Employees considered full-time working 30 hours or more a week accrue full regular sick leave benefits. Employees working a minimum of 20 hours a week, but less than 30 hours a week, will accrue prorated benefits.

#### Payment Upon Separation

- Accrued but unused regular sick leave benefits up to a maximum of 240 hours are payable upon employment separation at the hourly rate paid the employee at the time of employment separation. Payment will be in one lump sum and is subject to any all applicable deductions.

#### Use of Benefit

- Employees may use accrued regular sick leave benefits per policy as soon as they are earned.

### Catastrophic Sick Leave Program

#### Use of Benefit

Employees may donate accrued sick leave benefits in 8 hour min units above 30 days or 240 hours to the Agency's Catastrophic Sick Leave Bank. They may do this at any time of the year. Once donated, they may not get those benefits back. Benefit eligible employees may request additional sick leave benefits from the Catastrophic Sick Leave Bank per policy procedures. The Bank is administered by HR on behalf of the Agency and is associated with the administration of qualifying medical and family emergency leaves of absence

### MTC Paid Family Leave Benefit (MTC PFL Benefits)

MTC will provide all eligible regular employees an additional wage continuance benefit that ensures

employees receive 100% of their regular salary for the first six (6) weeks of their eligible leave. This benefit is 240 hours total, must be used to keep the employee at their full regular salary level, and can be coordinated with short-term disability insurance payments.

MTC PFL benefits are used for the following four types of qualifying medical/family leaves:

1. Maternity leave for the biological delivery of a baby
2. Bonding leave for the arrival of a child
3. Personal leave for a qualifying medical reason
4. Caregiving leave for an eligible family member's qualifying medical leave

Human Resources will authorize the use of MTC PFL benefits when administering the qualifying leave of absence. This benefit will be applied automatically following confirmation of the qualifying leave type outlined above.

MTC PFL is available to all regular employees with no employment waiting period.

The administration and use of this wage continuance benefit and the coordination with other leave wage continuance benefits will be dictated by the MTC leave policy and applicable regulations.

MTC PFL benefits are a wage continuance benefit and should not be confused with a leave type designation (FMLA, PDL, CFRA, MTC Family Leave, or LWOP).

## **PROBATIONARY PERIOD**

The probationary period is regulated per applicable policy and the MTC Employee Handbook.

The initial six-months of employment is considered a probationary introduction period during which time a new employee's work and conduct are observed and evaluated, orientation and training

provided as necessary, and issues with performance addressed directly and promptly in an effort to ensure the employee's success.

**HYBRID WORK POLICY (EDMM 440)**  
(Effective November 17, 2021)

MTC's Hybrid Work policy provides employees maximum flexibility with optimal agency efficiency. The term "Hybrid Work" is used to describe an environment wherein MTC employees may work outside MTC's designated on-site location with the frequency they desire and in support of their duties to the agency. Hybrid Work is a cooperative arrangement between employees, supervisors, and MTC. As this policy impacts working conditions, the Agency will, under the provisions of the Meyers-Milias-Brown Act, meet and confer with CSR/Confidential/Management prior to implementing any changes to this Policy. See EDMM 440

**RESIDENCY POLICY (EDMM TBD)**

The policy will be developed in good faith with input from CSR/Confidential/Specific Executive Employees and will become effective once it is finalized. As this policy impacts working conditions, the Agency will, under the provisions of the Meyers-Millias-Brown Act, meet and confer with CSR/Confidential/Specific Executive Employees prior to implementing any changes to this policy.

**GRIEVANCE PROCEDURES (EDMM 265)**  
(Effective May 22, 2009)

Pursuant to MTC Resolution No. 228 (and adopted March 26, 1975). As this policy impacts working conditions, the Agency will, under the provisions of the Meyers-Millias-Brown Act, meet and confer with CSR/Confidential/Specific Executive Employees prior to implementing any changes to this Policy.

**INSURANCE**

Scope, limitations, and annual insurance premium costs are set forth in actual insurance company

policies and provided each year during open enrollment.

Group Dental Insurance

Agency pays 100% of the total premium for employee's coverage.

The cost to employees for coverage of one dependent is \$6.30 per month, and \$19.13 per month for two or more dependents. MTC pays the remainder of the dependent premium. MTC will deduct employee dependent premium payments from earned wages pre-tax as allowable by law.

Group Dental Insurance Cash-in-Lieu

Employees have the option of receiving the equivalent dollar amount of the employee-only premium in cash upon signing a waiver of coverage and providing proof of being covered under a comparable dental plan. The cash-in-lieu payment is subject to federal and state tax withholding.

Group Medical Insurance

Employees agree to contribute towards medical premiums by paying five percent (5%) of the premium for each coverage line. The employer will cover ninety-five percent (95%) of the premium for each coverage line.

Employee five percent (5%) contributions will be capped as follows:

\$75.00 per month for Employee Only

\$125.00 per month for Employee plus One

\$175.00 per month for Employee plus Two. MTC will deduct employee medical insurance premium payments from earned wages pre-tax as allowable by law.

Group Medical Cash-in-Lieu

Employees have the option of receiving cash-in-lieu instead of enrolling in the group medical insurance



plan upon the signing of a waiver of coverage and providing proof of being covered under a comparable medical plan. The amount of the cash-in-lieu has been updated to account for employee's who live outside of Region 1 (Bay Area). Cash-In-Lieu (Medical Only) is based on the 2<sup>nd</sup> most expensive employee-only premium determined by CalPERS, minus the employee contribution as follows:

Region 1 (Bay Area): \$1,140.11

Region 2 (CA): \$888.36

Region 3 (CA): \$859.59

Out of State: \$953.71

#### Vision Care Insurance

MTC pays the total premium for the employee only coverage. Employees may enroll dependents at their sole expense. MTC will deduct dependent premium payments from earned wages pre-tax as allowable by law.

Retirees pays 100% of the retirees and their dependent's premium

#### Domestic Partner Coverage

MTC provides group medical insurance, group dental insurance, and group vision coverage for an eligible domestic partner and dependents subject to CalPERS regulations regarding domestic partner coverage. The maximum amount MTC contributes shall be the same as that specified under the "Group Dental Insurance" and "Group Medical Insurance" provisions referenced above.

#### Life and Related Insurances

Agency pays 100% of premium for employee life & ADD insurance coverage.

Specific Executive Employees: Agency provides a payout of two times the annual salary up to a maximum of \$600,000. With evidence of insurability (EOI) specific executive employees are eligible for an additional \$150,000 for a total of

\$750,000. ADD is equal to the group term life coverage.

For all staff, Agency pays the premium for qualified dependents for \$2,000 life coverage per dependent.  
Group Voluntary Life and Related Insurance:  
Employee may elect to purchase at their own expense supplemental group voluntary life insurance to be paid through payroll to carrier.

#### Group Voluntary Life and Related Insurance

Employee may elect to purchase, at his/her expense, supplemental group voluntary life insurance.

#### Short-Term and Long-Term Disability Insurance

Agency pays monthly premium for short-term disability coverage for qualifying regular employee medical disabilities to cover the loss of wages. There is a seven (7) day waiting period, considered part of the benefit's full 12 weeks of coverage, with an additional eleven (11) weeks of paid benefits. Coverage is 66 2/3rds of salary up to a maximum of \$2,500\* per week. Benefits paid are taxable.

Agency pays monthly premium for long-term disability coverage for qualifying employee medical disabilities to cover the loss of wages. There is a 90-day waiting period (designed to pick up at the end of the full 12 weeks of short-term disability eligibility). Coverage level is 66 2/3% of monthly salary up to a maximum of

\$15,000\* per month. Benefits paid are taxable.

\* Maximum benefit levels may be adjusted during the period of the MOU to keep current with increasing salary schedule ranges ensuring the benefit payments comply with percentages.

Travel Insurance

Agency pays the annual premium for all regular employees. Benefit is for a \$100,000 loss of life policy. Policy covers employees while traveling on Agency business.

**RETIREMENT**

Defined Benefit Pension – 1<sup>st</sup> Tier, “Classic Plan”

The retirement benefit formula is calculated, pursuant to contract with PERS, at 2.5% at 55.

MTC and the employee agree to equally share any annual employer contribution rate change with employees assuming 50% of the annual employer rate change up to an employee total contribution rate capped at 8.0%.

The shared contribution rates will change based on the change in the employer contribution rate shown in the Annual PERS Actuarial Valuation Report issued approximately each October and per any additional contribution rate changes announced by PERS due to valuation methodology changes or audit findings.

Defined Benefit Pension – 2<sup>nd</sup> Tier, “PEPRA”

The retirement formula is calculated, pursuant to contract with PERS, at 2.0% at 62.

Per PERS regulation, employee must pay 50% of the plan’s “Normal Cost” as determined per the annual plan actuarial valuation process.

The employee rate will be the plan “Normal Costs” as determined by the Annual PERS Actuarial Valuation Report issued approximately each October and per any additional contribution rate changes announced by PERS due to valuation methodology changes or audit findings.

Other PERS-Defined Benefit Pension Contracted Benefits (Classic and PEPRA Plans)

- Up to 3% Maximum Cost-of-Living Allowance
- Section 21573 – Third Level 1959 Survivor Benefits
- Section 21583 – Second Election 1959 Survivor Benefits
- Section 21548 – Pre-retirement Optional Settlement 2 Death Benefit
- Section 20903 – Two years' Additional Service Credit

Retiree Medical Insurance

Retiree and eligible dependents are entitled to the same medical benefits provided to regular MTC active employees and at the same co-pay amounts (and per CalPERS' PEMCHA Equal Method Plan). If eligible, a retired MTC employee must apply for Medicare.

His/her PERS health coverage is then provided as a supplement.

Retiree Dental and Vision Insurance

MTC provides retiree group insurance plans for dental and vision coverages to PERS eligible retired annuitants. The cost of the premiums are the sole responsibility of the retiree. Eligibility for these coverages follows PERS retiree medical eligibility rules and requirements.

**COMMUTER PROGRAM**

Transit Subsidy Option

MTC provides a monthly subsidy in accordance with IRS Fringe Benefit regulations, up to the maximum IRS limits, for employees for legitimate and applicable transit fare purchases. Purchases must be made through authorized MTC provided third-party administrator(s) only and must be for up to the monthly amount needed and used by each employee each month to commute to and from work per IRS regulation.

The employee monthly subsidy is any actual needed amount up to the maximum IRS limit per month.

MTC will provide this subsidy tax-free per IRS fringe benefit allowances.

Employer-Provided Parking Option

MTC provides daily parking at a designated private lot in Oakland. Employees may select to park at this lot and take public transit, carpool, or ride-share into San Francisco. The monthly amount to park at BART Lake Merritt station will be deducted from the monthly transit subsidy (IRS maximum) leaving a MTC paid subsidy of the remainder per month for transit purchases. Such purchases are administered as stated above in the Transit Subsidy Option paragraph.

Carpool Option

Employees in a verified carpool with two or more persons who work at MTC or the Air District may park in the above mentioned private lot in Oakland for free. Verified carpool employees are then afforded the full monthly transit subsidy of up to the IRS maximum for transit fare purchases.

Bicycle Commuter Option

For any employee regularly using a bicycle for a substantial portion of the travel between the employee's residence and place of employment for qualifying bicycle commuting months as described in the IRS Publication 15-B, MTC will pay \$20 per month. If the IRS allows this to be a tax-free payment, MTC will pay this tax-free. If not, this amount will be considered taxable income.

Cash-in-Lieu Option

Employees may elect to receive \$18 per month cash-in-lieu if not selecting another Commuter Program option. Cash-in-lieu payments are taxable income.

## **OTHER ELECTIVE DEDUCTIONS**

### Dependent Care Assistance Plan (DCAP)

MTC's Dependent Care Assistance Plan (DCAP) is a totally employee-funded program, except for the costs incurred by MTC to administer the program.

Employees may elect pre-tax payroll deductions up to the limits set by the IRS for the reimbursement of eligible childcare and dependent care expenses, in accordance with IRS regulations. See actual plan for details and limitations.

### Health Care Flexible Spending Account

MTC's Health Care Flexible Spending Account (Health FSA) is a totally employee-funded program, except for the costs incurred by MTC to administer the program. Employees may elect pre-tax payroll deductions up to a limit equivalent to the Federal Health Care Flexible Spending Account limit for reimbursement of eligible healthcare costs that are not covered under the employee's health insurance. See actual plan for details and limitations.

### Deferred Compensation Plan

Employee may elect to participate in the 457 deferred compensation program(s) and make pre-tax contributions subject to IRS regulations and program limitations. MTC will administer the pre-tax deductions and submittal of employee contributions.

MTC has added to ROTH plans to our Mission Square account and CalPERS (Voya) account. See plan for details.

## **PROFESSIONAL DEVELOPMENT**

### Professional Development

Subject to approval by the Section Director and appropriations in the annual training and travel budget, employees may participate in MTC sponsored Professional Development, defined as any training, materials, testing, licensing, membership, conferences, classes, tuition, etc. that

are determined to be appropriate to the employee's professional development.

Computer Purchase Program

MTC will assist in the purchase of a personal computer and peripheral equipment, up to a maximum of \$5,000 for regular full time employees (30 hours a week or more) who have completed their probation.

The total cost of each purchase shall be repaid by the participating employee through biweekly payroll deductions, up to a maximum of a two (2) year period or fifty-two (52) pay periods. See actual plan for details and limitations.

**MANDATORY PROVISIONS**

Workers' Compensation

Standard

Unemployment Insurance

Standard

Grievance Procedure

A grievance is any serious dispute that has not been rectified through management, procedural and/or policy appeal processes to address concerns and disputes involving the discipline or discharge of an employee or the interpretation or application of those rules, regulations, and resolutions which have been or may hereafter be adopted by the Commission to govern personnel practices and working conditions, including such rules, regulations, and resolutions as may be adopted by the Commission to effect a memorandum of understanding which results from the meeting and conferring process.

All employees having grievances arising from their employment with MTC are afforded the opportunity to address such grievances, subject to the MTC grievance policy and associated resolutions and

subject to applicable Federal and State public  
employment rules.



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All employees having grievances arising from their employment with MTC are afforded the opportunity to address such grievances, subject to the MTC grievance policy and associated resolutions and

subject to applicable Federal and State public  
employment rules.

**Salary Ranges For MTC Specific Executive Employees  
Fiscal Year 2023-24, Effective July 1, 2023**

CLASS/POSITION	GRADE	MIN	MAX	PAY TYPES
<b>ASSOCIATE COUNSEL I/II</b>	<b>L/2</b>	<b>\$79.2984</b>	<b>\$105.6543</b>	<b>HOURLY BASE RATE</b>
<b>EXECUTIVE ADMINISTRATIVE</b>	<b>X/B</b>	\$6,343.87	\$8,452.34	BI-WEEKLY
<b>FINANCE ASSISTANT DIRECTOR</b>	<b>F/2</b>	\$13,745.06	\$18,313.41	MONTHLY
		\$164,940.67	\$219,760.94	ANNUAL
Associate Counsel I Associate Counsel II Assistant Director BARC Director				
<b>DEPUTY GENERAL COUNSEL</b>	<b>L/3</b>	<b>\$104.0461</b>	<b>\$129.3683</b>	<b>HOURLY BASE RATE</b>
<b>EXECUTIVE MANAGEMENT</b>	<b>X/A</b>	\$8,323.69	\$10,349.46	BI-WEEKLY
<b>DEPUTY FINANCIAL OFFICER</b>	<b>F/3</b>	\$18,034.66	\$22,423.84	MONTHLY
		\$216,415.89	\$269,086.06	ANNUAL
Administrative Director Deputy Director Deputy Financial Officer Deputy General Counsel Senior Attorney Section Director				
<b>SENIOR DEPUTY GENERAL COUNSEL</b>	<b>L/4</b>	<b>\$115.4105</b>	<b>\$134.9656</b>	<b>HOURLY BASE RATE</b>
		\$9,232.84	\$10,797.25	BI-WEEKLY
		\$20,004.49	\$23,394.04	MONTHLY
		\$240,053.84	\$280,728.45	ANNUAL
Senior Deputy General Counsel				
<b>DEPUTY EXECUTIVE DIRECTOR/ CHIEF FINANCIAL OFFICER/CHIEF OPERATING OFFICER</b>	<b>X/3-X/5</b>	<b>\$129.5674</b>	<b>\$154.8504</b>	<b>HOURLY BASE RATE</b>
		\$10,365.39	\$12,388.03	BI-WEEKLY
		\$22,458.35	\$26,840.74	MONTHLY
		\$269,500.19	\$322,088.83	ANNUAL
Deputy Executive Director Chief Financial Officer Chief Operating Officer				
<b>CHIEF DEPUTY EXECUTIVE DIRECTOR</b>	<b>X/6</b>	<b>\$154.1100</b>	<b>\$168.2700</b>	<b>HOURLY BASE RATE</b>
		\$12,328.80	\$13,461.60	BI-WEEKLY
		\$26,712.40	\$29,166.80	MONTHLY
		\$320,548.80	\$350,001.60	ANNUAL
Chief Deputy Executive Director				



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 23-0552      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Commission Approval

**File created:** 3/30/2023      **In control:** Programming and Allocations Committee

**On agenda:** 5/10/2022      **Final action:** 5/10/2023

**Title:** MTC Resolution Nos. 4404, Revised, 4579, and 4580. Regional Measure 3 (RM3) Policies and Procedures Revisions

Revision to RM3 Policies and Procedures (P&Ps) to introduce guidance for the RM3 Operating Program and revise guidance for the capital program and allocation of FY2022-23 RM3 Operating Program funds.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [10a 23-0552 MTC Resolutions 4404 4579 4580 RM3 Policies Procedures.pdf](#)  
[10a 23-0552 Attachment A RM3 Program Update.pdf](#)  
[3a 23-0552 MTC Resolutions 4404 4579 4580 RM3 Policies Procedures.pdf](#)  
[3a 23-0552 Attachment A RM3 Program Update.pdf](#)

Date	Ver.	Action By	Action	Result
5/10/2023	1	Programming and Allocations Committee		

**Subject:**

MTC Resolution Nos. 4404, Revised, 4579, and 4580. Regional Measure 3 (RM3) Policies and Procedures Revisions

Revision to RM3 Policies and Procedures (P&Ps) to introduce guidance for the RM3 Operating Program and revise guidance for the capital program and allocation of FY2022-23 RM3 Operating Program funds.

**Presenter:**

Raleigh McCoy

**Recommended Action:**

Commission Approval

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

May 10, 2023

Agenda Item 3a - 23-0552

**MTC Resolution Nos. 4404, Revised, 4579, and 4580****Regional Measure 3 (RM3) Policies and Procedures Revisions**

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**Subject:**

Revision to Regional Measure 3 (RM3) Policies and Procedures (P&Ps) to introduce guidance for the RM3 Operating Program and revise guidance for the capital program and allocation of FY2022-23 RM3 Operating Program funds.

**Background:****RM3 Overview**

Bay Area voters approved Regional Measure 3 (RM3) on June 5, 2018, and on December 19, 2018, the Bay Area Toll Authority (BATA) adopted a toll schedule phasing in the resulting toll increase. The first and second dollars of the toll increase were implemented on January 1, 2019 and January 1, 2022, respectively. The lawsuits challenging RM3 were appealed to the California State Supreme Court, which finally resolved the litigation of RM3 in January 2023. The Bay Area Toll Authority released the toll funds held in escrow pending the litigation and terminated the escrow agreement in March 2023.

Toll revenues will finance the implementation of the RM3 Expenditure Plan, which identifies capital projects and operating programs to improve transportation options regionwide. RM3 will support capital projects ranging from new BART cars to interchange improvements at key regional bottlenecks, and provide annual operating assistance for Transbay Terminal operations, expanded ferry service, and regional express bus.

MTC Resolution No. 4404 was adopted by the Commission in December 2019, establishing policies and procedures to guide the delivery of capital projects funded by RM3. Revisions to this resolution introduce guidance for the RM3 Operating Program and provide focused updates to guidance for the capital program.

**RM3 Operating Program**

As with the guidance for the capital program, the RM3 P&Ps for the Operating Program will closely follow the Regional Measure 2 (RM2) Policies and Procedures (MTC Resolution No.

3636, Revised). Key provisions carried over from the RM2 Policies and Procedures include processes for applying for an allocation and disbursing funds; eligibility requirements; and guidance for consistency with regional, state, and federal plans and policies.

The P&P revisions for the RM3 Operating Program include several notable additions, including interim criteria to identify regional express bus funding amounts for FY2022-23, requirements for operating agreements between MTC and sponsors, and interim performance measures for components where MTC is charged with setting performance measures (Transbay Terminal and regional express bus).

As RM3 Operating Program funds for the Transbay Terminal and regional express bus expire at the close of the fiscal year, MTC staff implemented interim express bus route prioritization criteria and performance measures in order to lay the groundwork for an expedient allocation of funds. For future fiscal years, MTC will refine the interim performance measures included in MTC Resolution No. 4404, Revised and develop a more holistic methodology for express bus operating program amounts that considers factors such as ridership, equity, regional connectivity, and alignment with regional policies.

Under the guidelines included in the RM3 P&Ps, MTC Resolution No. 4579 outlines the FY2022-23 program of projects and MTC Resolution No. 4580 allocates FY2022-23 funds to projects with a cost greater than \$1 million. Projects with a cost less than \$1 million will be allocated funds through Delegated Authority (as defined in MTC Resolution No. 3620).

### **RM3 Capital Program**

This item also includes focused updates to the RM3 P&Ps in Resolution No. 4404 related to the Capital Program and a schedule for initiating RM3 capital project allocations.

#### Policies and Procedures Updates

Staff recommend targeted updates to the Capital Program guidance in the RM3 P&Ps to reflect new regional policies and revisions to allocation forms and requirements.

Since adoption of the P&Ps, MTC has adopted new or updated regional policies, including *Plan Bay Area 2050*, Transit Oriented Communities, Complete Streets and the Active Transportation

Network, and the Major Projects Advancement Policy, and has initiated new regional coordination efforts. The recommended updates to the P&Ps include updated references to these new MTC policies and efforts.

As staff have prepared for the release of RM3 funds and direction to begin capital allocations, new allocation request formats have been developed, which staff recommend referencing in the revised P&Ps. Additionally, staff recommend two requirements for allocations to help manage RM3 cash flow. First, staff recommend an additional allocation principle stating that allocations should only be made for projects expecting to begin expenditure of RM3 funds within six months of the requested allocation approval date, with exceptions considered on a case-by-case basis. Second, staff recommend an additional requirement under invoicing and procurement for project sponsors to follow the cash flow plan approved in the allocating resolution specifying that MTC may not approve reimbursement for expenditures that exceed the approved cash flow plan.

#### RM3 Capital Allocation Guardrails

The adopted RM3 P&Ps include protections and discretion for MTC in reviewing and approving capital allocation requests, to ensure projects align with the RM3 statute and P&Ps and are delivered in a timely and cost-effective manner. These protections include:

- Staff review of allocation requests for consistency with RM3 statute and P&Ps
- Project sponsor resolution of compliance with RM3 statute and P&Ps
- All capital funds are allocated on a reimbursable basis, requiring invoicing of eligible costs incurred after allocation approval
- List of allocation principles to be considered in allocation decisions, including evidence of a fully-funded phase, allocating one phase at a time, allocating for a deliverable product or segment, evidence of an adequate risk management process, and at the appropriate phase, demonstration of a reasonable for service operation funding.
- Timely use of funds requirements, including allocation expiration date based on project cash flow plan



Allocation Request Timeline

With the release of RM3 funds from escrow, and with sponsors eager to access their RM3 funds, staff recommend that MTC begin considering allocation requests in June 2023, on the following timeline:

- June 2023 PAC/Commission: Consider approving allocations for projects with Letters of No Prejudice (LONPs) that have begun expending funds or expect to by the end of FY23, and for limited new projects that are ready to start expending funds immediately.
- July 2023 PAC/Commission: Consider approving allocations for other new projects ready to proceed with RM3-funded phases, subject to the requirements of the P&Ps and additional guardrails recommended above.
- Future months: Continue to consider approval of allocations as requested by sponsors and consistent with P&Ps.

The P&Ps require sponsors to submit allocation requests to MTC 60 days prior to their requested allocation approval date. Because updated Initial Project Reports have already been collected as part of planning for RM3 implementation, and in the interest of moving forward expediently with RM3 funding, staff recommend relaxing this requirement for the first month or two of allocations.

Reimbursement Mechanism for Select LONP Projects

In 2020, the region successfully received Senate Bill 1 (SB1) competitive program funding for two projects with RM3 in their funding plan: the US-101 Marin-Sonoma Narrows project in Marin County, and the I-80 Express Lanes project in Solano County. In April 2021, MTC advanced federal OBAG 3 funds in lieu of RM3 to keep the projects on track for construction and not lose the competitive SB1 funds. MTC approved LONPs against the advanced federal funds, which will be repaid to MTC to keep the federal OBAG 3 program whole. With RM3's court clearance, MTC staff will work with the Transportation Authority of Marin (TAM) and the Solano Transportation Authority (STA) to convert the LONPs into allocations in June, and to invoice against expenditures which will be repaid to MTC for the OBAG 3 program.

**Issues:**

Operating Assistance Contingent Upon Operating Agreements

Under the RM3 statute as specified in Section 30914.7(c) of the California Streets and Highways Code, RM3 Operating Program sponsors and MTC must enter into operating agreements before eligible expenses may be reimbursed. As such, reimbursement is contingent upon execution of the RM3 Operating Agreement between MTC and individual project sponsors, which will take the form of the Master Funding Agreement and RM3 Program Supplement.

WETA Operating Assistance

RM3 statute also requires the San Francisco Water Emergency Transportation Authority (WETA) to adopt an operating plan that outlines how funds will be utilized before MTC can provide RM3 funding for expanded ferry service. Staff will propose revisions to MTC Resolution Nos. 4404, 4579, and 4580 at a later date to include additional procedural guidance for expanded ferry service and reflect FY2022-23 funding. RM3 statute specifies that operating assistance for expanded ferry service does not expire at the end of the fiscal year as it does for other Operating Program components.

**Recommendations:**

Refer MTC Resolution No. 4404, Revised, 4579, and 4580 to the Commission for approval.

**Attachments:**

- Attachment A: Presentation
- Attachment B: MTC Resolution No. 4404, Revised
- Attachment C: MTC Resolution No. 4579
- Attachment D: MTC Resolution No. 4580



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Andrew B. Fremier

Date: December 18, 2019  
Referred by: PAC  
Revised: 05-24-23-C

ABSTRACT

Resolution No. 4404, Revised

This resolution adopts the policies and procedures for the expenditure plan of Regional Measure 3 (RM3), included in Attachment A, *Regional Measure 3 Policies and Procedures* (with attachments).

This resolution was revised amended on May 24, 2023 to introduce policies and procedures for the RM3 operating program and make adjustments to the policies and procedures for the RM3 capital program.

Additional discussion of this Resolution is available in the Programming and Allocations Committee summary sheets dated December 11, 2019 and May 10, 2023.

Date: December 18, 2019  
Referred By: PAC

RE: Policies and Procedures for Implementation of the Expenditure Plan of Regional Measure 3 (RM3)

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4404

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

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

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

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

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

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


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

WHEREAS, MTC has developed policies and procedures for the implementation of the RM3 Expenditure Plan as set forth in Attachment A to this Resolution, attached hereto and incorporated herein as though set out in full; now, therefore be it

RESOLVED, that MTC hereby adopts the attached policies and procedures for the implementation of the RM3 Expenditure Plan as set forth in Attachment A; and, be it further

RESOLVED, that the Executive Director is hereby delegated the authority to make non-substantive changes to Attachment A as deemed appropriate to implement the RM3 Expenditure Plan.

METROPOLITAN TRANSPORTATION COMMISSION

  
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Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in San Francisco, California, on December 18, 2019.

# **Regional Measure 3 Policies and Procedures**

**December 2019  
Amended May 2023**

**MTC Resolution No. 4404  
Attachment A**

**Metropolitan Transportation Commission**

**Programming and Allocations Section**

**<http://www.mtc.ca.gov>**

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## SECTION 1 – GENERAL PROVISIONS

### **BACKGROUND**

On June 5, 2018, voters passed Regional Measure 3 (RM3), raising the toll for all vehicles on the seven State-owned toll bridges in the San Francisco Bay Area by a total \$3.00, phased in through one-dollar increments. This toll increase is to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 595 (Chapter 650, Statutes of 2017). Specifically, RM3 establishes the Regional Measure 3 Expenditure Plan and identifies specific capital and operating projects and programs eligible to receive RM3 funding as identified in Sections 30914.7 (a) and (c) of the California Streets and Highways Code.

The following serve as the general provisions in the management of RM3 funding.

Note: Some of the projects identified in the Regional Measure 3 Expenditure Plan may include complementary bridge toll funds (specifically, RM1 and AB1171) to complete their project funding plan. The administration of the bridge toll funds in these cases will also be governed by these policies and procedures, unless otherwise stated in the allocating resolution. For Regional Measure 2 funds, the Regional Measure 2 Policies and Procedures (MTC Resolution No. 3636, Revised) remain in effect. In general, for RM3 projects with complementary bridge toll funds, the governing policies and procedures will be stated as part of the allocation.

### **FUND MANAGEMENT**

The collection of toll revenue is estimated to equal \$127 million annually per dollar of toll increase. Costs to administer the program are an annual drawdown on the revenue. Up to 16 percent of RM3 revenues each year will be made available for operating projects. Available revenue for capital allocations will vary annually and will be subject to the availability of funds. Finally, first year costs include the required reimbursements to counties for the costs of administering the RM3 ballot measure as part of the June 5, 2018 election.

#### **Program Financing Costs**

It is the intent of the Commission to implement those projects and programs outlined in Streets and Highways Code Section 30914.7 (a) and (c), to the funding amounts designated. The cost of bonding and financing associated with RM3, including interest payments shall be considered a program cost and shall be identified in the annual RM3 Budget as the first priority repayment. The financing costs are not expected to reduce the overall funding level available to projects and programs.

#### **Matching Funds**

A local match is not required for RM3 funds. Complementary funds (non-RM3 funds) for the project phase where RM3 funds are being requested and identified in the financial plan should be available at the time of allocation. Regional Measure 3 funds can be used as the match for state or federal fund sources requiring a local or non-federal match.

### **PUBLIC INVOLVEMENT PROCESS**

The capital improvement projects and operating assistance for transit services identified for funding in RM3 are established by state legislation (Senate Bill 595, Chapter 650, Statutes of 2017, or as subsequently amended) approved by the voters on June 5, 2018. In accordance with the legislation as approved by the voters, the Bay Area Toll Authority (BATA) is the financial manager for RM3 funds, whose responsibilities include the preparation of financial plans, the issuance of debt financing, and the disbursement of funds to project sponsors. The Metropolitan Transportation Commission (MTC) is the program and project coordinator, whose responsibilities include reviewing project applications, programming and allocating funds to specific projects, and monitoring project delivery. In some cases, MTC or BATA also serves as the project sponsor or co-sponsor.

Generally, in conducting its review and approval responsibilities stipulated under RM3, MTC will adhere to its public participation policies as outlined in MTC Resolution No. 4147, Revised, MTC's Public Participation Plan, or successor resolution.

Specific statutory provisions require further that as part of its assessment of the status of programs and projects under RM3, MTC may make a finding that a program or project cannot be completed or cannot continue due to financing or delivery obstacles making the continuation of the program or project unrealistic, or that a project may be funded using non-RM3 funds. MTC may then determine that the funding will be reassigned. Under these circumstances, the Commission shall hold a public hearing on the project after consultation with the program or project sponsor. The process outlined in MTC's Public Participation Plan for notification of actions at BATA, Commission, and committee meetings will be adhered to. After the hearing, the Commission may vote to modify the program or the project's scope, decrease its level of funding, or reassign all of the funds to another or an additional regional program or project in the same corridor.

### **COMPLIANCE WITH OTHER REQUIREMENTS**

It is the responsibility of project sponsors to ensure their agency's compliance with all applicable local, regional, state, and federal requirements.

### **INDEMNIFICATION OF MTC**

The sponsor shall indemnify and hold harmless MTC, BATA, and their Commissioners, officers, agents, and employees from any and all claims, demands, suits, loss, damages, injury, and/or liability, direct or indirect, incurred by reason of any act or omission of sponsor, its officers, agents, employees, and subcontractors, under or in connection with the RM3 program. Sponsor agrees at its own cost, expense, and risk, to defend any and all claims, actions, suits, or other legal proceedings brought or instituted against MTC, BATA, and their Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments.

## **SECTION 2 – CAPITAL PROGRAM GUIDANCE**

### **BACKGROUND**

Projects eligible to receive funding from the Capital Program of the Regional Measure 3 (RM3) Expenditure Plan are those projects identified to receive funding under Section 30914.7(a) of the California Streets and Highways Code (S&HC). The capital program is managed in a manner where allocations are approved based upon project sponsor need and readiness and the availability of funding in the bridge toll program. MTC's goal is to carry out the intent of the legislation and ensure that programs and projects are delivered.

### **CAPITAL PROJECT DEFINITION**

#### **Initial Project Report (IPR)**

Project sponsors with projects identified to receive funding under Section 30914.7(a) of the S&HC were required to submit an Initial Project Report (IPR) to MTC within six months of the election date, or by December 5, 2018. An updated report must be submitted as needed or as requested by MTC; at a minimum, sponsors must submit an updated IPR along with any funding allocation request. The Commission will consider approval of the report, or updated report, in conjunction with the allocation of funds.

This report shall include all information required to describe the project in detail, including the status of any environmental documents relevant to the project, additional funds required to fully fund the project, the amount, if any, of funds expended to date, and a summary of any impediments to the completion of the project. This report, or an updated report, shall include a detailed financial plan and shall notify the Commission if the project sponsor will request toll revenue within the subsequent 12 months. Specific information on the Initial Project Report format is included in Appendix A.

#### **Useable Segment/ Deliverable Product**

RM3 funds for capital projects will be allocated with the specific intent of achieving a product. Deliverable products shall be considered as:

- A completed planning or transit study/ environmental decision/ project approval documentation when allocating to the environmental phase;
- The final design package including contract documents when allocating to the final design phase;
- Title to property/ easements/ rights of entry / possession or utility relocation when allocating to the right of way phase;
- A completely constructed improvement (or vehicle/equipment acquisition/rehabilitation) available for public usage when allocating to the construction phase.

The expenditure of RM3 funds for any phase of the project should lead to making available to the public a useable or operable segment in accordance with the legislative intent. Any additional funds required to fully fund the project must be identified in the uncommitted funding plan of the Initial Project Report (IPR). If the RM3 revenues are funding only a phase or segment of a larger project, it must be demonstrated that the RM3 deliverable phase or segment is fully funded with committed funds.

**Project Phases**

Project costs and revenue must be separated into the following project phases:

1. Planning Activities, Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)
2. Final Design - Plans, Specifications and Estimates (PS&E)
3. Right-of-Way Activities /Acquisition / Utility Relocation (R/W)
4. Construction / Rolling Stock Acquisition / Operating Service (CON)

(Planning studies should be categorized under the environmental phase. Vehicle acquisition or equipment purchase should be categorized under the construction phase.)

The project sponsor must display the project in these four components in the Initial Project Report and expenditure (cash flow) plans. If the project sponsors intend to use alternate delivery methods, including but not limited to design/build and design/build/operate/maintain, the preparation of the Request for Proposal is considered Final Design phase. The alternate delivery package is considered the Construction phase.

**ALLOCATION AND FUNDING AGREEMENT PROCESS**

The allocation process for RM3 capital projects shall also serve as the process for executing funding agreements, in most cases in lieu of a separate funding agreement for each capital project. These agreements will generally be fully executed through a process of project sponsor governing board certification, followed by Commission allocation action. However, under S&HC Section 30914.7(d)(2), MTC has the option of entering into an agreement between itself and a capital project sponsor addressing specific requirements to be met.

An IPR for capital projects, as outlined in S&HC Section 30914.7(d)(1) and detailed in Appendix A, shall be prepared and adopted by the appropriate governing board prior to MTC approval of the IPR and allocation of funds. The sponsor is expected to certify, through an action of its governing board, that certain conditions (general and project specific) are acknowledged and will be adhered to and compliance with the RM3 Policies and Procedures. Along with the certification of conditions from the project sponsor governing board and the IPR, the sponsor will need to provide evidence that the other fund sources contributing toward that project phase are committed. It is recommended that the sponsors submit the allocation request to MTC staff for review sixty days prior to the action by their governing board.

Upon completion of the lead sponsor governing board certification, the Commission will consider the allocation of RM3 funds. An allocation request is considered complete and ready for Commission consideration when all of the component elements to the request are submitted and approved by MTC staff. The Commission's resolution approving the allocation of RM3 funds, based on staff's review of the IPR and corresponding allocation request package, will serve as an agreement between MTC and the implementing agency and may include project specific conditions. Where the Commission approves an amount less than the sponsor requested, the Commission allocation amount prevails. Reimbursement of funds is subject to meeting the conditions as stipulated in the MTC allocating resolution.

**Allocation Principles**

The Commission will carefully consider each allocation and apply the following principles in its allocation decisions:

1. **Replacing Previously Committed Funds.** RM3 funds will not be utilized as a replacement fund source on capital projects for any funds that have been programmed or allocated previously to the project, for the phase requested by the project sponsor, if such replacement results in a shortfall for the overall project or places prior programming commitments in jeopardy.
2. **Required Evidence of a Fully Funded Project Phase.** The Commission will allocate funds for capital projects only if it finds that the project phase is fully funded, either entirely with RM3 funds or with a combination of RM3 funds and other allocated funds. To receive an allocation of RM3 funds for a jointly funded phase, the other contributing funds must be approved, authorized, assigned and allocated to that phase of work by the authorizing authority. At the request of the project sponsor, the Commission may, on an exception basis, consider allocations of RM3 funding conditioned on the allocation of other funds for that phase. In granting conditional allocations, the Commission will consider the nature and timing of other funding commitments to the requested and future phases of work.
3. **Phase at a Time Allocations.** Allocations will only be made to projects one phase at a time: environmental/project approval, final design, right of way, and construction. Exceptions will be considered on a case-by-case basis; however, the Commission will strive to minimize funding risks in making allocation exceptions.
4. **Environmental Clearance.** RM3 funds will not be utilized for any capital expenditure, either for right of way or construction, until the project has been environmentally cleared and approved by the project sponsor. Pursuant to California Environmental Quality Act Public Resources Code §21000, et seq., all applicants are required to submit proof of having a valid environmental document that has been certified by the County Clerk for each project. Please refer to Public Resources Code and Title 14 of the California Code of Regulations for more information. If a project is federally funded or is anticipated to be federally funded, project sponsors must submit proof of having approved National Environmental Policy Act documents.
5. **Conditions of Right of Way Allocations.** RM3 funds will be allocated for right of way capital and support only after the project has identified and committed construction capital funds. The Commission will consider exceptions whereupon investment in right of way can be recovered if the project does not go forward or where securing right of way early is financially or strategically advantageous and allowable. If the Commission approves an allocation of RM3 funds for advance acquisition of right of way meeting the conditions as outlined above, the project sponsor shall provide that the land is held in escrow until project approval occurs for the transportation improvement. Advance acquisitions made prior to completion of environmental and location processes are not to influence environmental assessment of the project. Note that there are federal and state laws, regulations and policies governing acquisition and relocation activities. It is not intended that the use of RM3 funds shall waive any of the laws, regulations, or policies that may apply.

6. **Deliverable Product.** RM3 funds will be allocated with the specific intent of achieving a deliverable product. The ability of the product to be completed will be taken into consideration when the Commission allocates funds to the project. Any impediments to achieving the specific product shall be brought to the attention of staff and the Commission in the Initial Project Report, allocation requests, and through progress reports submitted by the project sponsor. If in the opinion of the Commission, impediments are such that the required product is unachievable, the Commission may withhold allocations, rescind allocations or withhold reimbursements on previously allocated funds. The Commission reserves the right to issue a 30-day stop notice in the event it has to reevaluate the project per S&HC Section 30914.7(e).
7. **Risk Management.** Project sponsors must show adequate establishment of a risk management process for both project budget and schedule in allocation requests. Allocation requests must discuss how project contingencies were set and demonstrate risk assessment through tools such as risk registers and mathematical risk models, as appropriate for project size. (Absent other project sponsor protocol, MTC recommends maintaining a risk register for projects with total budgets over \$25 million, and maintaining a mathematical risk model such as bottom-up (Monte Carlo simulation) or top-down (FTA Beta Range) methods for projects with total budgets over \$100 million.)
8. **Complementary Funds Consideration.** Projects with funding from other sources may be given priority if there are pending timely use of funds requirements on the other fund sources.
9. **Complementary Funds Spend Down Rate.** Other fund sources committed to a project phase that are complementary to RM3 funds will be expected to be spent down at an approximate proportional rate to RM3 funds. Exceptions and proposals to consider alternative cash flows from other fund sources must be approved in advance, in writing by MTC staff.
10. **Transit Operating Considerations.** For transit systems, an allocation of funds for capital expenditures, either right of way or construction, may be predicated on an ability to demonstrate that the transit service has a reasonable plan for operations funding.
11. **Ability to Use Funds in a Timely Manner.** Projects that expect to begin expenditure of RM3 funds within 6 months of the planned allocation approval date will be prioritized for allocation. Exceptions where commitment or allocation of funds are needed earlier to keep a project moving forward will be considered on a case-by-case basis.

### Allocation Request Process

Project sponsors or implementing agencies must initiate an allocation request by submitting a draft Initial Project Report and Sponsor/ Implementing Agency Resolution 60 days prior to the required Commission action. Thirty days prior to the Commission action, the project sponsor or implementing agency must submit the completed allocation application package to MTC. The allocation request consists of the following, detailed in Appendix A, and is available on the Internet (as applicable) at: <http://www.mtc.ca.gov>:

Intent to Request an Allocation (60 days prior to Commission action):

1. Updated Initial Project Report
2. Complete Allocation Request Form
3. Draft Sponsor/ Implementing Agency Resolution

Allocation Application Package (30 days prior to Commission action):

1. Sponsor/ Implementing Agency Resolution of Project Compliance
2. Opinion of Legal Counsel / MTC-BATA Indemnification\*
3. Board or Official Governing Body Approved Updated Initial Project Report (IPR) and Allocation Request
4. Environmental Documentation (as applicable)
5. Evidence of Allocation and Commitment of Complementary Funds

\* Project sponsors have the option of consolidating the ‘Opinion of Legal Counsel / MTC-BATA Indemnification’ within the ‘Implementing Agency Governing Board Resolution of Project Compliance’.

### **LETTERS OF NO PREJUDICE**

The Commission will consider approving a Letter of No Prejudice (LONP) to preserve RM3 eligibility for project expenses prior to the allocation of RM3 funds. The intent of an LONP is to allow a project sponsor to advance a project that is ready to proceed to a deliverable phase, but for the availability of RM3 funds. Project sponsors that receive an LONP will be responsible for delivering the usable project segment or complete phase with alternate funds before RM3 funds are available, at risk to the project sponsor. An RM3 LONP does not represent a general funding commitment by MTC; in the event that RM3 funds do not become available, there is no expectation that MTC or BATA will provide alternate funds. Following issuance of an LONP, if and when RM3 funds are available, the Commission would consider an allocation of funds for the work scope covered under the LONP. After allocation approval, eligible expenses incurred under the RM3 LONP, back to the date of the LONP approval, would then be eligible for reimbursement with RM3 funds.

### **LONP Eligibility**

MTC will consider issuing an LONP for a proposed scope of work that adheres to the allocation principles listed in this document (including, but not limited to, a fully-funded project phase, environmental clearance requirements, and deliverable product).

Projects requesting an LONP must be a capital project eligible under the legislated expenditure plan, meeting any of the following criteria:

1. The project has a clearly defined scope in the legislation, not requiring further programming action by project sponsor(s)
2. The project has a single project sponsor in the legislation
3. The listed project sponsor(s) have taken board action to define or program an RM3 project that doesn't have a clearly defined scope or program in the legislation. For MTC-sponsored or co-sponsored projects, no LONPs will be issued unless the project or program is fully defined or programmed.

MTC staff will provide additional guidance to potential LONP recipients regarding a specific project's eligibility.



## **LONP Request Process**

Project sponsors or implementing agencies must initiate an LONP request in a similar manner to the Allocation Request Process outlined in this document, by submitting an Updated Initial Project Report, Letter of No Prejudice Request, and Sponsor/ Implementing Agency Resolution 60 days prior to the required Commission action. Thirty days prior to the Commission action, the project sponsor or implementing agency must submit the completed LONP application package to MTC. The LONP request package consists of the following, detailed in Appendix A, and is available on the Internet (as applicable) at <http://www.mtc.ca.gov>:

Intent to Request an LONP (60 days prior to Commission action):

1. Updated Initial Project Report
2. Completed LONP Request Form
3. Draft Sponsor/ Implementing Agency Resolution

LONP Application Package (30 days prior to Commission action):

1. Sponsor/ Implementing Agency Resolution of Project Compliance
2. Opinion of Legal Counsel / MTC-BATA Indemnification\*
3. Board or Official Governing Body Approved Updated Initial Project Report (IPR) and LONP Request
4. Environmental Documentation (as applicable)
5. Evidence of Allocation and Commitment of Funds

\* Project sponsors have the option of consolidating the ‘Opinion of Legal Counsel / MTC-BATA Indemnification’ within the ‘Implementing Agency Governing Board Resolution of Project Compliance’.

## **Allocation of RM3 Funds Following LONP**

If and when RM3 funds are available for allocation, the Commission will consider an allocation of funds for the work scope covered under an approved LONP through the allocation process detailed elsewhere in this document.

## **Reimbursement of RM3 Funds for Work Covered Under LONP**

Following allocation of RM3 funds for work scope covered under an LONP, sponsors will seek reimbursement following the same process detailed elsewhere in this document. If expenditures made by the project sponsor are determined to be ineligible according to these policies, MTC has no obligation to reimburse for those expenditures.

## **EXPENDITURES AND REIMBURSEMENTS**

### **Authority to Expend**

The project sponsor must obtain the Commission’s approval of the allocation and description of eligible costs prior to incurring costs. Project sponsors shall not receive reimbursement for costs incurred prior to MTC approval of the allocation of funding. Project sponsors shall proceed solely at their own risk in advertising, opening bids, or awarding a contract prior to an allocation of RM3 funds. The advertising, bid opening, or awarding of a contract by the sponsor shall in no way prejudice the Commission into making an allocation it deems unsuitable. Final allocation decisions will be subject to the availability of funds.

If a project or project component is ready for implementation earlier than RM3 funding is available for reimbursement, the sponsor may request an allocation of funds covering eligible expenditures but only with the full understanding that reimbursement will be deferred until RM3 funds are available in accordance with an approved allocation. Approval of such request is at the Commission's discretion. This is distinct from consideration of a Letter of No Prejudice, and is intended for a situation in which RM3 funds are available for allocation, but not immediately available for reimbursement.

### **Eligible Expenses**

To ensure that RM3 funds are put to the most efficient use, limitations on allowable expenses have been placed on environmental, design, right of way, construction, staff support, oversight, consultant services and other aspects of project delivery. Furthermore, agency overhead costs, including administrative support, office equipment, and office leases, shall not exceed the cap as described under "Implementing Agency Costs" below.

For all project phases, RM3 funds are limited to the statutorily authorized amount:

#### **1. Environmental Studies and Preliminary Engineering**

Expenses incurred by sponsor staff and consultant staff for environmental study costs, including determination of the appropriate environmental document, preparation of all preliminary engineering for each alternative, including geometric layouts, determination of right-of-way needs, environmental technical studies (such as air, noise, energy, cultural resources and hazardous waste), and all other studies or activities necessary to prepare and to finalize the appropriate environmental document for approval are eligible for reimbursement. Environmental costs eligible for reimbursement shall be limited to the project as described in S&HC Section 30914.7(a). Any environmental costs associated with an element of the environmentally scoped project that is beyond the project scope and intent as outlined in S&HC 30914.7(a) and approved by the Commission in the Allocation Request is not eligible for reimbursement under RM3.

#### **2. Design Costs**

RM3 funds are eligible for expenses incurred by sponsor staff and consultant staff for design activities related to the project scope identified in S&HC 30914.7(a) and as approved by the Commission in the allocation request. These activities include but are not necessarily limited to, preparation of alternative design studies; materials and foundation reports; drainage, hydrology and hydraulic reports; management oversight; surveying and mapping; preparation of the Plans, Specifications and Estimate (PS&E); preparation of bid documents and files for project; preparation of permit applications and maintenance agreements; coordination of agency reviews and any other activities necessary to prepare final PS&E for bid advertisement and award.

#### **3. Right-of-Way Acquisition and Utility Relocation**

RM3 funds are eligible for expenses incurred by sponsor staff and consultant staff for all activities related to right-of-way, advanced right-of-way, and hardship acquisitions, including determination of right-of-way needs; title searches; parcel appraisals; hazardous materials disposition; preparation of right-of-way acquisition documents; negotiation with property owners; activities involved with acquiring rights-of-way including condemnation

proceedings, right-of-way capital costs, and cost-to-procure impacts related to the acquisition; utility relocation costs.

Services provided for right-of-way activities involved with the property but not necessary for the RM3 project as defined in the scope of work approved by the Commission in the IPR shall be at the expense of the sponsor and borne by non-RM3 fund sources.

If any excess right-of-way is sold, or otherwise disposed of, the value of such property shall be returned to MTC, including any profit realized from the sale of the property based on the prorated percentage of funds MTC contributed to the purchase of the property.

#### **4. Construction Costs**

RM3 funds are available to cover all construction expenditures for the project including construction capital, management and inspection, surveys, public outreach, and others as appropriate that are part of the scope of work approved by the Commission in the Allocation Request. RM3 funds are eligible for reimbursement of sponsor's management oversight expenses associated with the construction of the project. This would include activities such as construction management, inspection, expenses associated with reviewing proposed change orders, and activities involved with managing the fund sources contributing to the project.

Any questions regarding eligible costs will be resolved in writing by MTC staff. Capital improvements, vehicle procurements, and equipment purchases for the implementation of the approved RM3 projects are eligible for construction funds. Vehicles procured with RM3 funds must be operated in revenue service for their useful life, as defined by MTC's Transit Capital Priorities process and criteria program.

#### **5. Project Sponsor/ Implementing Agency Costs**

The amount for which the project sponsor/implementing agency can be reimbursed will be limited, as described below. In all cases, project sponsor/ implementing agency costs will be reimbursed within the cap of project funds stipulated in RM3.

- a) **DIRECT STAFF COSTS.** Implementing agency staff costs are eligible, provided costs are directly related to the project tasks. Allowable implementing agency staff costs shall include the actual salary and fringe benefits directly related to the project only.
- b) **INDIRECT OVERHEAD COSTS.** An overhead rate for indirect costs can be assessed on direct staff costs (salary and fringe benefit costs) only. The overhead rate shall be calculated by multiplying total labor cost (salaries and fringe benefits as described in above), by the sponsors' or implementing agencies' overhead rate as approved in its OMB Circular A-87 standard or an equivalent rate accepted by MTC. For projects with multiple project sponsors, the project sponsors must mutually agree to the method and overhead rate being applied to that particular RM3 project. The overhead rate effective July 1 of each year shall be applied for the entire fiscal year. Sponsors and implementing agencies may update the rate as of July 1 of each fiscal year. The amount reimbursable for the overhead rate shall not exceed 50% of the direct staff cost and shall not be leveraged on consultant contract or equipment costs. Project sponsors and implementing agencies must self-certify and submit an

independent opinion with respect to its agency compliance with OMB Circular A-87 standards and laws.

- c) **OTHER DIRECT PROJECT COSTS.** Other direct costs as approved by MTC.
- d) **CONSULTANT COSTS.** Consultant services directly responsible for delivering the project are eligible. Consultant services shall be listed separately and supported in the invoice submittal to MTC.

## **6. Miscellaneous Costs**

The costs of fees from other agencies, including permit fees, or reimbursement for review or oversight costs needed for the project are eligible costs. However, the cost of permits or fees from the sponsor will not be eligible. Utility relocation costs are eligible for reimbursement according to previous agreements establishing rights for those utilities. The costs for specialized equipment for testing, analysis or production of documents for project-related work are also eligible.

### **Invoicing and Reimbursements**

All eligible costs shall be invoiced on a reimbursable basis. Sponsors are encouraged to invoice quarterly and not more frequently than monthly. Any exceptions for supplemental payments must be approved in advance by MTC. For each fiscal year in which expenditures are incurred, sponsors should invoice at least once in that fiscal year. Invoices shall include only eligible costs and must show that the RM3 and matching fund sources are reimbursed and drawn down at approximately the same rate as the RM3 funds. Costs shall be accounted for in the invoice, sufficient to detail services performed with respect to the project scope as approved by MTC and payments made. An invoice format is provided to sponsors by MTC and shall include appropriate supporting reports from the sponsoring agency's general ledger. Approval of invoices shall be contingent on the timely submittal of Progress Reports. In the event such Progress Reports are not complete and current, approval of invoices shall be withheld until an acceptable Progress Report is submitted. Final reimbursement of funds will be subject to review of the delivered useable/ operable phase or segment and project close out procedures except if all the funds are used before project closeout.

RM3 expenditures and associated invoices should generally follow the cash flow plan adopted in the allocating resolution. MTC cannot guarantee the availability of funds for reimbursement requests that outpace the adopted cash flow plan.

Projects in or entering complex and capital intensive phases may be provided invoice forms requiring additional information and/or required to submit electronic invoices in addition to hard copies.

### **Availability for Audits**

Sponsors of capital projects shall be available for audits as requested by MTC.

### **TIMELY USE OF FUNDS PROVISIONS AND DEADLINES**

The majority of fund sources used for transportation improvements are bound by timely use of funds deadlines. Failure to meet specific funding milestones can result in the funds being deleted

from the project. In the event of funding loss due to the sponsor's inability to meet timely use of funds provisions, the sponsor must demonstrate that the project or project phase is still deliverable.

Generally, project sponsors should encumber funds within one year of receiving an allocation. With respect to project phase milestones, 1) sponsors should not take more than 3 years to complete the environmental document and clearance process for environmental phase allocations and 2) Right of Way agreements should be finalized within two years of the allocation of funds for right of way acquisition. Deviations from these timely use of funds guidelines should be highlighted in the progress reporting process and sponsors are required to provide an explanation for this lapse.

The expiration date of an RM3 allocation will be set according to the cash flow plan outlined in the allocation request. Final invoices for a project allocation should be submitted within sixty days of the end of the final fiscal year shown in the cash flow plan. Amendments, adjustments and extensions should be requested in writing and must be approved, in writing, by MTC staff.

Project sponsors must demonstrate and certify that they can meet all of the timely use of funds deadlines as part of the financial plan included in the Initial Project Report for the various fund sources on the project. It is encouraged that project sponsors follow the provisions of the Regional Project Delivery Policy (MTC Resolution No. 3606, Revised.).

### **Project Cancellation**

If the RM3 project or project phase is not completed, the project sponsor shall repay MTC any RM3 funds expended above the proportionate share of eligible costs for the project or project phase. With regard to vehicle procurements, removal from revenue service or sale of the vehicle prior to the end of the vehicle's useful life will result in repayment to MTC and the RM3 program for the depreciated value of the vehicle at the time of removal or sale.

Following the Commission consultation with the sponsor, public hearing and determination to redirect funds from the project, payment to MTC shall be made with interest and shall be made in accordance with a negotiated repayment schedule, not to exceed 24 months. MTC shall withhold funds due the sponsor for any missed payments under the negotiated agreement.

## **OTHER PROJECT COST CONDITIONS**

### **Maintenance and Operating Costs**

Pertaining to capital projects outlined in S&HC Section 30914.7(a), it is the obligation of the project sponsor to arrange for all costs to operate and maintain the improvement constructed under RM3. No costs will be considered as eligible for reimbursement out of RM3 capital funds to operate or maintain the facility or any portion of the facility. Requests for any initial startup costs as part of the construction contract must be approved in writing by MTC staff.

### **Escalated Costs**

RM3 funding for any individual project or program shall be limited to the amount designated in the RM3 legislation without escalation notwithstanding the provisions of Section 30914.7(e). If

funding beyond RM3 amounts are required to complete the project phase the sponsor is responsible for securing the additional funding prior to allocation of RM3 funds.

#### Cost Increases

In cases where available RM3 funds are insufficient to complete a project phase, it is the sole responsibility of the sponsor to secure the additional necessary funding. In the event that the sponsor cannot secure additional funding, and/or the project cannot be segmented, phased, or rescoped to meet the available funds and still conform to the intent of the legislation and voter mandate, the Commission shall consult with the program or project sponsor, and conduct a public hearing as outlined in S&HC Section 30914.7(e). After the hearing, the Commission may vote to modify the project's or program's scope, decrease its level of funding, or reassign all of the funds to another regional project or program within the same corridor. If the existing project is removed from the RM3 program, MTC and the sponsor agree to share expenditures of eligible costs to date in accordance with the allocation conditions accompanying the project allocation.

Contract change orders or cost increases that may arise once the contract has been awarded that are in excess of \$250,000 or 20% of the project cost, whichever is less, shall be noticed to MTC as soon as those increases have been identified or no later than the next scheduled Progress Report. The project sponsor will provide assurance that the project phase the Commission allocated to is still deliverable. A revised financial plan for the project shall be included as part of the submitted Progress Report.

The sponsor is not authorized to claim any RM3 funds in excess of the allocation amount approved by the Commission.

**In no case shall the financial responsibility of BATA and/or MTC regarding RM3 funds exceed the amount designated in SHC 30914.7(a) and (c), or as amended by the Commission through the process outlined in SHC 30914.7(e).**

#### Cost Savings and Cost Increases at Bid Opening

At the time of bid opening, the responsible low bid may exceed the funding commitment of RM3 funds as well as other fund sources. If in the event of construction budget exceedances, the sponsor may seek an allocation of any remaining RM3 funds not yet allocated to the project only if other funds are committed in sufficient amounts to deliver the construction phase. If all available fund sources are not sufficient to award the project, the sponsor shall consult with MTC on suitable measures to enable the project to proceed, including but not limited to downscoping the project and rebidding, providing additional clarity to enable a more cost-effective bid, or seeking additional revenues. In no case shall the sponsor exceed the levels of RM3 funding allowable under S&HC Section 30914.7(a). In utilizing all available funding from all sources for contract award, the sponsor shall consult with MTC staff on the likelihood of cost increases during construction and what contingencies are available to address these costs, including the presentation of a risk management plan for constraining construction expenditures to available revenues. In the event of projected cost savings at bid opening, the proportional share of RM3 funds will be rescinded and shall be available to the sponsor for any cost increases associated with the project after construction award until the time of final close-out of the bid phase, including the settlement of all claims. Any requests for exceptions will be considered on a case-by-case basis.

## **MONITORING AND REPORTING REQUIREMENTS**

### **Annual Updates**

On an annual basis, sponsors and implementing agencies may be asked to notify the Commission of anticipated allocation requests for the subsequent fiscal year (12 months). The Commission's capacity to allocate RM3 funds depends in part on the information provided by the sponsors and the failure to comply may result in the sponsor's allocation request being deferred until such time when RM3 funds become available.

### **Semi-annual Progress Reports**

As directed by MTC, sponsors and/or implementing agencies will provide MTC with a Semi-Annual Progress Report. Semi-annual periods begin on July 1 and January 1 of any given fiscal year. These reports are meant to update MTC on the project's scope, cost, and schedule. These reports shall include the following:

- Status: the phase currently underway and the progress since the last report; major meetings and decisions on the project; any significant accomplishments; any setbacks to the project. The sponsor should note whether they anticipate any problems, and what area these problems exist in.
- Expenditures to date: these will be specified as expenditures since the prior reporting, and will include all funding sources including RM3. These will be in sufficient detail to determine that they are eligible expenses.
- Schedule changes: any changes in the project schedule as outlined and approved in the IPR and the consequences of those changes, particularly related to project costs. If the schedule has been modified, a revised schedule must be attached.
- Cost changes: all changes should be noted in the Progress Report; changes greater than 20% or \$250,000 dollars, whichever is less, must be accompanied by a detailed explanation of what options the sponsor has considered to manage the change. If costs have changed by more than \$250,000 or 20%, whichever is greater, a revised funding plan and cash flow schedule must be attached.
- Risk management: updates on risk management process, including new and retired risks and updated risk modeling outputs, as applicable.
- Potential Claims: If RM3 funds are utilized for the construction phase of the project, then the sponsor must certify if there are any Notices of Potential Claim. If they exist, a summary of such notices as well as the likely cost or schedule impact shall be included.
- Upcoming allocation requests: Sponsors are requested to provide information on upcoming allocation requests; MTC's capacity to allocate RM3 funds depends in part on the information provided by the sponsors and the failure to comply may result in the sponsor's allocation request being deferred until such time when RM3 funds become available.
- Status of Project Specific Conditions: If project specific conditions were approved as part of the allocation, the sponsor must address the status of meeting the condition.
- Failure to provide the report and required information shall be ground for MTC to withhold reimbursements until a report is submitted and accepted by MTC.

### **Increased Oversight**

MTC may increase oversight of a given project due to many factors, including but not limited to project size or complexity, issues with scope, schedule, or budget, higher than expected bids, difficulties in the environmental or right-of-way phases, level of project sponsor experience with

project type or magnitude, project stakeholders with competing interests, changes in project leadership or key staff, or issues with sponsor capacity in delivering the project. Increased oversight process will be implemented in collaboration with the project sponsor may include, but is not limited to, more frequent reporting periods, direct MTC (or MTC authorized agent) involvement in project meetings, field visits, audits, establishment of or participation in a project oversight group, or reports/investigations into the project by MTC. Projects appearing on the At-Risk Report (see below) will be subject to increased oversight.

### **Project Close Out**

The Implementing Agency shall be responsible for notifying MTC of the completion of project, prior to submitting the final invoice for the project. After notification, MTC staff will provide the sponsor with the appropriate forms to close out the project, specific to the project type. The final close-out procedure for a project may include sponsor provided documentation verifying the completion of the project, summarizing project costs and expenditures with a reconciliation of balances remaining on the project, transmittal of final deliverables, and on-site field visits. For projects that expend all of the RM3 funds before completing the overall project as stipulated in statute, MTC has the discretion to continue requesting progress reports on the project. This will be considered on a case-by-case basis. In case of RM3 projects that include complementary bridge toll funds (RM1/RM2/AB1171) that have not been expended as yet, sponsors will be expected to continue to provide progress reports on the status of these projects.

### **At Risk Report/Cooperation with Consultants**

Upon receipt of the sponsor-submitted semi-annual progress reports, MTC may prepare an At-Risk Report (Report) for submittal to the Commission that outlines critical scope, cost, or schedule changes to the project. The sponsor shall cooperate with MTC or any authorized agent of MTC in the preparation of the Report. The Report may be presented to the Commission to determine the ability of the project or project phase to be delivered, per Section 30914.7(e) of the S&HC. Regarding scope changes, any changes resulting in changes in costs or schedule should be delineated.

## **CONSISTENCY WITH OTHER PLANS AND POLICIES**

Projects receiving RM3 funds must be consistent with many other regional, state, and federal plans and policies, as listed below. This section may be updated to reflect policy changes by those respective bodies. However, sponsors are responsible for ensuring project compliance with all regional, state, and federal plans and policies.

### **RTP/SCS Consistency**

Capital projects seeking allocations must be consistent with the adopted Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), which state law requires be consistent with federal planning and programming requirements. **As of the release of RM3 funds and start of RM3 allocations, the current RTP/SCS is Plan Bay Area 2050.**

### **Consistency with County Plans**

For capital projects, it is required that all committed project phases be included in an adopted countywide transportation plan(s) consistent with MTC's guidelines—either a Congestion Management Plan (CMP) and/or a Countywide Transportation Plan (CTP). The phase of the project requiring funding shall be in an approved CMP, or in an adopted Capital Improvement



Program (CIP) for counties that have opted out of the CMP requirement, prior to seeking allocation of RM3 funds. For multi-county projects, the project must be in the countywide plans and CMP/CIP of the counties affected by the project.

### **TIP and Air Quality Conformity**

Federal laws governing requirements for regions to achieve or maintain federally mandated air quality standards require that all regionally significant transportation improvements be part of a required regional conformity finding. This regional conformity finding is performed by MTC, the Metropolitan Planning Organization (MPO) for the Bay Area, in concert with the Bay Area Air Quality Management District, and must state that if all the transportation improvements proceed, air quality standards can be reached.

A project is regionally significant if it increases transit or highway capacity or offers an alternative to established regional highway travel. Projects must be included in the conformity analysis, regardless of their fund source. To that extent, all regionally significant RM3 projects must be included in the conformity analysis for the Regional Transportation Plan (Plan) and Transportation Improvement Program (Program). Project sponsors are responsible for updating the TIP listing for their projects following an RM3 allocation or rescission or other significant change to the project. Project specific air quality conformity analysis and findings are the sole responsibility of the project sponsor.

### **Title VI Compliance**

RM3 projects must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, disability, 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. Sponsors of programmatic categories must consider equitable solicitation and selection of project candidates in accordance with federal Title VI and Environmental Justice requirements.

### **Accommodations for Bicyclists, Pedestrians and Persons with Disabilities**

Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. As with many existing projects in the Bay Area, an RM3 project is likely to have a number of fund sources that make it whole. A project must incorporate the appropriate policy associated with the fund sources that make up the project. Federal, State, and regional policies and directives regarding non-motorized travel include the following:

#### **Federal Policy Mandates**

The Federal Highways Administration Program Guidance on bicycle and pedestrian issues makes a number of clear statements of intent, and provides best practices concepts as outlined in the US DOT “Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations.”

[https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/guidance/policy\\_accom.cfm](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/policy_accom.cfm)

**State Policy Mandates**

The California Complete Streets Act (AB 1358) of 2008 encourages cities to make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity to reduce vehicle miles traveled (VMT). Government Code Section 65302(b)(2)(A) and (B) states that any substantial revision of the circulation element of the General Plan to consider all users.

California Government Code Section 65089(b)(1)(B)(5) requires that the design, construction and implementation of roadway projects proposed for funding in the RTIP must consider maintaining bicycle access and safety at a level comparable to that which existed prior to the improvement or alteration.

Caltrans Deputy Directive 64, states: “the Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists, and persons with disabilities) in all programming, planning, maintenance, construction, operations, and project development activities and products. This includes incorporation of the best available standards in all of the Department’s practices. The Department adopts the best practices concept in the US DOT Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure.”

**Regional Active Transportation Plan/Complete Streets Policy**

MTC is developing the first regional Active Transportation Plan to guide investments in infrastructure. RM3 projects shall comply, as appropriate, with the following adopted components of the Active Transportation Plan and future elements as developed and adopted by MTC.

**Complete Streets Policy:** MTC Resolution 4493 requires agencies applying for regional transportation funds to consider safe mobility and improved connectivity to community destinations for all road users, and especially for people biking, walking, rolling and taking transit. This policy applies to project planning, design, funding, construction, reconstruction, and maintenance activities. The policy requires submittal of a Complete Streets Checklist for projects with a total project cost of \$250,000 or more requesting MTC discretionary funding.

**Regional Active Transportation Network:** Projects located on the regional Active Transportation Network shall incorporate design principles based on “All Ages and Abilities” contextual guidance provided by the National Association of City Transportation Officials, as well as the (Proposed) Public Rights-of-Way Accessibility Guidelines (PROWAG) issued by the U.S. Access Board. Compliance with this is primarily tracked through completion of a Complete Streets Checklist as described above.

The Complete Streets Policy, Complete Streets Checklist, and the Active Transportation Network map can be found on the MTC Complete Streets webpage:  
<https://mtc.ca.gov/planning/transportation/complete-streets>

**Resolution 4530 Transit-Oriented Communities Policy and Resolution 3434 Transit-Oriented Development Policy**

In order to support the development of communities around new transit lines and stations, MTC adopted a [Transit-Oriented Communities \(TOC\) Policy](#) that applies to existing and planned

transit stops and stations served by key rail, ferry, and bus rapid transit services. As of the release of RM3 funds and start of RM3 allocations, the TOC policy is in an initial implementation period and guidance for compliance with the TOC policy is under development. RM3 projects, as appropriate shall comply with the current guidance and compliance requirements of the TOC policy or the precursor Transit-Oriented Development policy (MTC Resolution No. 3434, Revised) in effect at time of allocation. For fixed-guideway transit extensions that are current moving forward and have been planned under the TOD policy, local jurisdictions must be in compliance with the requirements of the TOD Policy and must commit to achieving TOC Policy compliance by the adoption of the OBAG 4 program, estimated in 2026, through written documentation with MTC.

### **Major Project Advancement Policy**

To support implementation of the transportation investments identified in Plan Bay Area 2050, MTC adopted the Major Project Advancement Policy, or MAP, through MTC Resolution 4537. The MAP includes a funding endorsement framework to guide regional discretionary funding and endorsement, policy reinforcements, and risk management. As of the release of RM3 funds and start of RM3 allocations, the latter two components were under development. RM3 projects, as appropriate, shall comply with MAP requirements in effect at the time of allocation.

### **Intelligent Transportation Systems Policy**

In collaboration with federal, state, and local partners, MTC developed the regional Intelligent Transportation Systems (ITS) Architecture. The San Francisco Bay Area Regional ITS Architecture is a roadmap for integrated and collaborative ITS projects in the Bay Area over the next 10 years and beyond. The Architecture provides the knowledge base necessary to make the most out of technological advances for planning and deployment of intelligent transportation systems that are connected and standardized across the region and beyond.

MTC, state and federal agencies require projects funded with federal highway trust funds to meet applicable ITS Architecture requirements. MTC requires all applicable projects to conform to the regional ITS architecture. Through the on-line Fund Management System (FMS) application process, RM3 project sponsors will identify the appropriate ITS category, if applicable. Information on the regional ITS architecture can be found at: <http://mtc.ca.gov/our-work/operate-coordinate/intelligent-transportation-systems-its>.

### **Transit Coordination Policy**

#### **Res. 3866 (Transit Coordination Implementation Plan)**

Res. 3866 establishes coordination requirements for Bay Area transit operators to improve the transit customer experience when transferring between transit operators and in support of regional transit projects like Clipper<sup>®</sup>, 511, the Hub Signage Program, and the Transit Passenger Survey Program. Any agency that is an eligible recipient of funds subject to allocation or programming by MTC – including RM3 capital funds – is subject to Res. 3866 requirements, or successor resolution in place at the time of allocation. If a transit operator fails to comply, MTC may invoke the provisions of MTC Resolution No. 3866, which could affect access to funds.

### **Ongoing Regional Coordination**

As of the release of RM3 funds and start of RM3 allocations, multiple transit coordination efforts are ongoing at MTC, including the Bay Area Fare Coordination and Integration Study and implementation of the Network Management Business Case Evaluation. As these or other efforts

develop and are adopted into regional policy, MTC will incorporate the policies and any associated requirements into the RM3 Policies and Procedures.

### **MTC Resolution No. 4104 Compliance – Traffic Operations System Policy**

All major new freeway projects included in *Plan Bay Area 2040* and subsequent regional transportation plans shall include the installation and activation of freeway traffic operations system (TOS) elements to effectively operate the region’s freeway system and coordinate with local transportation management systems. MTC requires all applicable RM3 projects to conform to the regional policy. For purposes of this policy, a major freeway project is a project that adds lanes to a freeway, constructs a new segment of freeway, upgrades a segment to freeway status, modifies a freeway interchange, modifies freeway ramps, or reconstructs an existing freeway. TOS elements may include, but are not limited to, changeable message signs, closed-circuit television cameras, traffic monitoring stations and detectors, highway advisory radio, and ramp meters.

### **Regional Communications Infrastructure**

MTC Resolution No. 4104, Traffic Operations System Policy, requires the installation and activation of freeway traffic operations system elements. In order to facilitate implementation of technology-based strategies focused on enhancing safety, mobility and economic vitality of communities, and to expand interoperability among partner agencies, projects must install fiber communications conduit infrastructure if project limits overlap with a proposed project in the final 2019 Regional Communications Strategic Investment Plan, when both financially feasible and consistent with goals stated in the Bay Area Regional Communications Infrastructure Plan.

RM3 projects seeking funds for environmental or plans, specifications, and estimates (PS&E) phases should consider incorporating communications infrastructure into project design, ideally at the project scoping phase leading to programming. A checklist of technical recommendations are listed in the final 2019 Regional Communications Infrastructure Plan (available at the MTC website at <https://mtc.ca.gov/our-work/operate-coordinate/intelligent-transportation-systems/regional-communications-network>). For future RM3 funding commitments on new projects, projects sponsors should work with MTC to identify the appropriate communications component to support the completion of regional communications network throughout the Bay Area. A project is considered “new” if it does not have an approved Project Study Report or applicable scoping document as of December 15, 2019.

### **Interregional Project Funding and Coordination Policy**

MTC Resolution No. 4399 establishes a policy instructing use of regional discretionary funds on projects crossing beyond MTC’s jurisdictional boundary. This policy, limited to capital projects of more than \$100 million or more in total cost, establishes conditions for projects receiving regional discretionary funds and specific requirements based on the funded phase(s). RM3 projects, as applicable, shall comply with this policy.

## **MTC/BATA-SPONSORED RM3 PROGRAMS**

S&HC Section 30914.7(a) lists several programs with MTC or BATA as a sponsor, co-sponsor, or as involved in determining projects:

- (2) Bay Area Corridor Express Lanes
- (3) Goods Movement and Mitigation
- (4) San Francisco Bay Trail/Safe Routes to Transit
- (11) Core Capacity Transit Improvements
- (17) Dumbarton Corridor Improvements
- (25) Richmond-San Rafael Bridge Access Improvements
- (26) North Bay Transit Access Improvements
- (28) Next-Generation Clipper Transit Fare Payment System

MTC/BATA will develop the above-listed programs in partnership with any listed co-sponsors, and in accordance with statute and the RM3 Policies and Procedures, in separate processes. These programs are ineligible for the Letter of No Prejudice process until they have been developed.

Additionally, S&HC Section 30914.7(a) includes two projects without a directly named project sponsor:

(9) Caltrain Downtown Extension. Extend Caltrain from its current terminus at Fourth Street and King Street to the Transbay Transit Center. The Metropolitan Transportation Commission shall allocate funding to the agency designated to build the project, which shall be the project sponsor. Three hundred twenty-five million dollars (\$325,000,000).

(14) Tri-Valley Transit Access Improvements. Provide interregional and last-mile transit connections on the Interstate 580 corridor in the County of Alameda within the Tri-Valley area of Dublin, Pleasanton, and Livermore. The Metropolitan Transportation Commission shall consult with the Alameda County Transportation Commission, the Bay Area Rapid Transit District, and local jurisdictions to determine the project sponsor. One hundred million dollars (\$100,000,000).

MTC will allocate funds to these projects in accordance with S&HC Section 30914.7(a).

## **SECTION 3 – OPERATING PROGRAM GUIDANCE**

### **BACKGROUND**

Regional Measure 3 (RM3) will provide operating assistance for the following purposes: San Francisco Transbay Terminal (Salesforce Transit Center), Expanded Ferry Service, and Regional Express Bus. These projects are identified in Section 30914.7(c) of the California Streets and Highways Code (California S&HC).

Guidance for operations assistance for Expanded Ferry Service will be amended into this document at a later date.

RM3 funds for operating assistance will be made available annually in accordance with the policies and procedures defined in this section.

### **ALLOCATION PROCESS**

Prior to the beginning of each fiscal year MTC will adopt a project specific budget for RM3 operating funds. It is against this budget, subject to meeting eligibility requirements and fund availability, that project sponsors should request operating allocations.

### **Funding Amounts**

Section 30914.7(c) of the California S&HC establishes that not more than 16 percent, up to sixty million dollars (\$60,000,000) of the revenues generated each year from the toll increase approved by voters through RM3 shall be made available for operations assistance. Of the annual RM3 Operating Program, the following guidance determines funding levels for operating assistance for the Transbay Terminal and Regional Express Bus:

1. Transbay Terminal: 8 percent of the amount available for operating assistance, not to exceed five million dollars (\$5,000,000) shall be made available annually for the Transbay Terminal
2. Regional Express Bus: 34% of the amount available for operating assistance, not to exceed twenty million dollars (\$20,000,000) shall be made available annually for Regional Express Bus

In the event that a portion or all of the toll revenue is not needed for the Transbay Terminal or Regional Express Bus operations, the Metropolitan Transportation Commission shall reduce the allocation accordingly.

### **Regional Express Bus Program Sponsors**

The RM3 statute does not identify eligible sponsors or routes, or a methodology for making such determinations, for Regional Express Bus operating assistance allocations. Beginning in FY 2022-23, a simplified methodology using data available from Regional Measure 2 (RM2) will be used to identify eligible sponsors and program RM3 operating assistance Regional Express Bus funding amounts. RM3 operating assistance for Regional Express Bus will be distributed between RM2 express bus sponsors [SHC Section 30914 (d) (1) to (5)] based on ridership on RM2-supported express bus routes and the combined loss in RM2 express bus operating revenues for FY2021-22 and FY2022-23 (relative to RM2 express bus operating revenues in FY2018-19).

Regional Express Bus routes to be funded with RM3 funds are not identified under this interim methodology. Section 30914.7(c) of the California S&HC directs recipients to utilize RM3 Operating Program funds to operate express bus services that carry the highest number of transit passengers.

In future years, the methodology to identify RM3 Regional Express Bus operating assistance project sponsors and funding amounts may be revised to consider a broader range of factors and/or identify specific routes eligible for RM3 operating assistance.

### **Environmental Documentation**

Operation of transit service is normally a Class I categorical exemption under the California Environmental Quality Act (CEQA). Applicants are asked to self-certify that their RM3 operating project is exempt from CEQA. For projects that are not exempt from CEQA review, all applicants are required to indicate that an environmental document has been filed with the County Clerk. Applicants should consult their environmental officer for guidance in completion of this requirement.

### **ELIGIBILITY**

#### **Reimbursable Activities**

Transit services eligible to receive operating assistance under RM3 are those projects identified under Section 30914.7(c) of the California S&HC. These services have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors. Due to other federal, state and regional requirements, full eligibility for the receipt of RM3 funding is not determined until approval of the funding allocation by the Commission.

Operating costs included in the operating expense object classes of the uniform system of accounts, exclusive of depreciation and amortization expenses and direct costs for providing charter service, are eligible for RM3 operating assistance. Eligible expenses for operating follow the eligibility criteria for Transportation Development Act funds.

Service initiation costs for RM3 routes – including preparation of environmental clearance – are an eligible expense.

No operator or transit service claimant shall be eligible to receive moneys during the fiscal year from RM3 operating assistance plus RM2 operating assistance, Transportation Development Act Local Transportation Fund, and/or State Transit Assistance, as applicable for operating costs that exceed its actual operating cost for the service identified in California S&HC 30914.7(c) or subsequently amended through an action by the MTC Commission (including payment for disposition of claims arising out of the operator's liability) in the fiscal year less the amount of fare revenues received during the fiscal year.

The period of eligibility for operating expenses is for the fiscal year for which the allocation is made. The term fiscal year has reference to the year commencing July 1 and ending June 30 of the following year.

#### **Regional Express Bus Route Eligibility**

Section 30914.7(c) of the California S&HC states that Regional Express Bus operating assistance shall be distributed for bus service in the bridge corridors. The following definitions

should be used to determine whether a bus route is eligible to receive RM3 Regional Express Bus operating assistance.

1. Express Bus is defined as either:
  - i. Commuter bus service, defined by the Federal Transit Administration's National Transit Database as local fixed-route bus transportation primarily connecting outlying areas with a central city. Service is characterized by the use of motorcoach vehicles (also known as over-the-road buses), multiple trip tickets, multiple stops in outlying areas, limited stops in the central city, and at least five miles of closed-door service; or
  - ii. Rapid bus service, which is characterized by features to expedite service such as reduced stop spacing (e.g., rapid service pattern) or operation in corridors with designated right-of-way (e.g., bus priority lanes) or transit signal priority.
2. Bridge Corridor is defined as either:
  - i. The extents of a BATA Bridge and its approaches; or
  - ii. Arterials that run parallel to a freeway leading to a bridge corridor; or
  - iii. Local streets or arterials connecting to transit service that crosses or runs parallel to a BATA bridge (e.g., BART, AC Transit Transbay Bus, etc.)

### **OPERATING AGREEMENTS**

In order for RM3 funds to be expended on a project, project sponsors must execute an operating agreement with MTC that meets the requirements outlined in Section 30914.7(c) of the California S&HC. Operating agreements will be executed annually as Program Supplements to the MTC Master Funding Agreement to reflect that fiscal year's allocation amount.

In the case of operating assistance for the Transbay Terminal and Regional Express Bus, the operating agreement shall include:

1. An operating plan that is consistent with the adopted performance measures described later in this section.
2. A schedule of projected fare revenues or other forecast revenue and any other operating funding that will be dedicated to the service or terminal. The schedule shall include the most recently completed fiscal year, current fiscal year, and a projection for the next five fiscal years
3. Performance statistics for performance measures defined later in this section for the most recently completed fiscal year, current fiscal year, and a projection for the next five fiscal years
4. Explanation of the methodology used to forecast fare revenues, other operating revenues, and performance measures

Appendix B Part 1 includes guidance for completing the Operating Agreement. RM3 Operating Program sponsors should contact MTC for the most recent Operating Agreement forms.

Staff will review the operating assistance request to ensure that the project request meets eligibility per S&H code 30914.7(c), compliance with operating agreement requirements, satisfaction of established performance measures, and other requirements outlined in this Policies and Procedures manual.



## **DISBURSEMENT OF FUNDS**

After approval by the Commission, allocations of RM3 operating funds will be disbursed in accordance with the terms and conditions established in the allocation instructions or program supplement by MTC. Generally, allocation instructions will direct payments to be made on a reimbursement basis no more frequently than once per month. A system of monthly advance payments subject to quarterly adjustments to reflect actual expenses against monthly invoices will be considered by MTC on a case-by-case basis. Sponsors are required to submit the final fiscal year invoice by July 30<sup>th</sup>. All disbursements are subject to the availability of bridge toll revenues, determination of eligible expenses, and execution of the operating agreement. Specific invoicing procedures will be provided to the sponsor.

Disbursement of RM3 operating assistance may be delayed, cancelled, or adjusted based on MTC audit findings of ineligible expenses. Delinquency of report submittals or failure to comply with other RM3 operating assistance conditions could be grounds for withholding disbursement of funding or rescinding allocations.

Funds for operation of the Transbay Terminal and Regional Express Bus must be spent by the deadline provided by MTC in the allocation instructions. Funds that are not utilized within the time provide are returned to the Bay Area Toll Authority (BATA).

## **MONITORING REQUIREMENTS**

### **Performance Measures**

Prior to allocation of revenue for transit operating assistance under subdivision (c) of Section 30914.7 of the S&HC, MTC shall adopt performance measures, and sponsors shall report performance to MTC annually. Interim performance measures and relevant definitions are included in Appendix B Part 2.

In the case of operating assistance for the Transbay Terminal and Regional Express Bus, MTC shall:

1. Adopt performance measures related to farebox recovery, ridership, or other indicators, as appropriate. Performance measures shall be developed in consultation with the affected project sponsors. The performance measures are included in Appendix B, Part 2.
2. Grant a project sponsor at least five years to achieve the adopted performance measures. MTC shall use a ridership forecast as the basis for performance measure quantification. If the project sponsor does not achieve the performance measures within the specified timeframe, the project sponsor shall notify MTC, and MTC may revise the performance measures, extend the timeframe to achieve the performance measures, or take action to reduce the funding available for operations if the performance measures are not met within the new timeframe.

Regional Express Bus performance measures will apply to RM3-funded service only, as opposed to systemwide performance.

Failure to report and meet performance measures established by MTC may be grounds for delays or adjustment to future allocations. Meeting performance targets, in the case of Regional Express Bus, is not guarantee of continued funding in future years. MTC may revise this Policies and Procedures document to identify a new methodology to determine the programming of Regional Express Bus funds, irrespective of the performance, of any route.

**Fiscal Audit**

Prior to annual allocation of transit operating assistance by MTC, MTC may conduct an independent audit that contains audited financial information, including an opinion on the status and costs of the project and its compliance with the approved performance measures. At a minimum, the fiscal audit will provide the auditor's professional opinion as to whether RM3 operating assistance was spent on eligible costs and performance measures status.

All fiscal and accounting records and other supporting papers shall be retained for a minimum of four years following the close of the fiscal year of expenditure.

**Cooperation with MTC and MTC's Consultants**

Recipients of RM3 operating assistance funds agree to work cooperatively with MTC staff and MTC consultants to provide operating statistics that will be used to monitor the performance of the RM3 operating program and consistency with MTC adopted performance measures. This includes but is not limited to assisting in the collection of survey data, on-board vehicle counts, and making available relevant ridership and costs information. It is important to note that, in most cases, these performance measures will be route-specific and therefore require isolation of the operating cost, passenger boardings, and fare revenue for the route or line for which RM3 operating assistance is provided.

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## **Appendix A – Capital Allocation/Letter of No Prejudice Request Forms**

### **Part 1A: RM3 Implementing Agency Resolution of Project Compliance – Allocation Request**

#### **Resolution No.**

**Implementing Agency:**

**Project Title:**

WHEREAS, SB 595 (Chapter 650, Statutes 2017), commonly referred as Regional Measure 3, identified projects eligible to receive funding under the Regional Measure 3 Expenditure Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 3 funds, pursuant to Streets and Highways Code Section 30914.7(a) and (c); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 3 funding; and

WHEREAS, allocation requests to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 3 Policies and Procedures (MTC Resolution No. 4404; and

WHEREAS, (agency name) is an eligible sponsor of transportation project(s) in the Regional Measure 3 Expenditure Plan; and

WHEREAS, the (project title) is eligible for consideration in the Regional Measure 3 Expenditure Plan, as identified in California Streets and Highways Code Section 30914.7(a); and

WHEREAS, the Regional Measure 3 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which (agency name) is requesting that MTC allocate Regional Measure 3 funds; now, therefore, be it

RESOLVED, that (agency name), and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 3 Policies and Procedures); and be it further

RESOLVED, that (agency) certifies that the project is consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

RESOLVED, that the Regional Measure 3 phase or segment is fully funded, and results in an operable and useable segment; and be it further

RESOLVED, that (agency name) approves the allocation request and updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that (agency name) approves the cash flow plan, attached to this resolution; and be it further

RESOLVED, that (agency name) has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the allocation request and updated Initial Project Report, attached to this resolution; and, be it further

RESOLVED, that (agency name) is an eligible sponsor of projects in the Regional Measure 3 Expenditure Plan, in accordance with California Streets and Highways Code 30914.7(a); and be it further

RESOLVED, that (agency name) is authorized to submit an application for Regional Measure 3 funds for (project name) in accordance with California Streets and Highways Code 30914.7(a); and be it further

RESOLVED, that (agency name) certifies that the projects and purposes for which RM3 funds are being requested is 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.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

RESOLVED, that there is no legal impediment to (agency name) making allocation requests for Regional Measure 3 funds; and be it further

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

RESOLVED, that (agency name - include for transit projects/sponsors only) agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and be it further

RESOLVED, that (agency name) indemnifies and holds harmless MTC, BATA, and their Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of (agency name), its officers, employees or agents, or subcontractors or any of them in connection

with its performance of services under this allocation of RM3 funds. (Agency name) agrees at its own cost, expense, and risk, to defend any and all claims, actions, suits, or other legal proceedings brought or instituted against MTC, BATA, and their Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM3 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

RESOLVED, that (agency name) shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED, that assets purchased with RM3 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 3 funds were originally used; and be it further

RESOLVED, that (agency name) shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 3 Toll Revenues; and be it further

RESOLVED, that (agency name) authorizes its (Executive Director, General Manager, or his/her designee) to execute and submit an allocation request for the (environmental/ design/ right-of-way/ construction) phase with MTC for Regional Measure 3 funds in the amount of (\$\_\_\_\_\_), for the project, purposes and amounts included in the project application attached to this resolution; and be it further

RESOLVED, that the (Executive Director, General Manager, or his/her designee) is hereby delegated the authority to make non-substantive changes or minor amendments to the allocation request or IPR as he/she deems appropriate.

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the (agency name) application referenced herein.

**Part 1B: RM3 Implementing Agency Resolution of Project Compliance – Letter of No Prejudice Request**

**Resolution No.**

**Implementing Agency:**

**Project Title:**

WHEREAS, SB 595 (Chapter 650, Statutes 2017), commonly referred as Regional Measure 3, identified projects eligible to receive funding under the Regional Measure 3 Expenditure Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 3 funds, pursuant to Streets and Highways Code Section 30914.7(a) and (c); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 3 funding; and

WHEREAS, Letter of No Prejudice (LONP) requests to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 3 Policies and Procedures (MTC Resolution No. 4404); and

WHEREAS, (agency name) is an eligible sponsor of transportation project(s) in the Regional Measure 3 Expenditure Plan; and

WHEREAS, the (project title) is eligible for consideration in the Regional Measure 3 Expenditure Plan, as identified in California Streets and Highways Code Section 30914.7(a); and

WHEREAS, the Regional Measure 3 LONP request, attached hereto in the Initial Project Report and LONP Request Form, and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which (agency name) is requesting that MTC issue an LONP for Regional Measure 3 funds; now, therefore, be it

RESOLVED, that (agency name), and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 3 Policies and Procedures; and be it further

RESOLVED, that (agency) will fund the scope of work covered under the LONP with (fund source(s)); and be it further

RESOLVED, that (agency) proceeds with this scope of work at-risk, in the event that RM3 funds do not become available for allocation; and be it further

RESOLVED, that (agency) will only be eligible for reimbursement for this scope of work from RM3 funds following an allocation by MTC, for expenses incurred following the date of the LONP approval; and be it further

RESOLVED, that (agency) certifies that the project is consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

RESOLVED, that the Regional Measure 3 phase or segment is fully funded, and results in an operable and useable segment; and be it further

RESOLVED, that (agency name) approves the LONP request and updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that (agency name) approves the cash flow plan, attached to this resolution; and be it further

RESOLVED, that (agency name) has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the LONP request and updated Initial Project Report, attached to this resolution; and, be it further

RESOLVED, that (agency name) is an eligible sponsor of projects in the Regional Measure 3 Expenditure Plan, in accordance with California Streets and Highways Code 30914.7(a); and be it further

RESOLVED, that (agency name) is authorized to submit an application for an LONP request for Regional Measure 3 funds for (project name) in accordance with California Streets and Highways Code 30914.7(a); and be it further

RESOLVED, that (agency name) certifies that the projects and purposes for which RM3 funds are being requested is 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.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

RESOLVED, that there is no legal impediment to (agency name) making LONP requests for Regional Measure 3 funds; and be it further

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

RESOLVED, that (agency name - include for transit projects/sponsors only) agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and be it further

RESOLVED, that (agency name) shall indemnify and hold harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of (agency name), its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM3 funds. (Agency name) agrees at its own cost, expense, and risk, to defend any and all claims, actions, suits, or other legal proceedings brought or instituted against MTC, BATA, and their Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments. In addition to any other remedy authorized by law, so much of the funding due under any future allocation of RM3 funds to this scope as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

RESOLVED, that (agency name) shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the project(s); and be it further

RESOLVED, that assets purchased with RM3 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 3 funds were originally used; and be it further

RESOLVED, that following an allocation of RM3 funds for this scope of work (agency name) shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 3 Toll Revenues; and be it further

RESOLVED, that (agency name) authorizes its (Executive Director, General Manager, or his/her designee) to execute and submit an LONP request for the (environmental/ design/ right-of-way/ construction) phase with MTC for Regional Measure 3 funds in the amount of (\$\_\_\_\_\_), for the project, purposes and amounts included in the project application attached to this resolution; and be it further

RESOLVED, that the (Executive Director, General Manager, or his/her designee) is hereby delegated the authority to make non-substantive changes or minor amendments to the LONP request or IPR as he/she deems appropriate.



RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the (agency name) application referenced herein.

**A p p e n d i x A**

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**Part 2: RM3 Sample Opinion of Legal Counsel**

Project sponsors have the option of including the terms and conditions specified below within the Resolution of Local Support as included in Part 1. If a project sponsor elects not to include the specified language within the Resolution of Local Support, then the sponsor shall provide MTC with a current Opinion of Counsel stating that the agency is an eligible sponsor of projects for the Regional Measure 3; that the agency is authorized to perform the project for which funds or Letter of No Prejudice are requested; that there is no legal impediment to the agency applying for the funds or Letter of No Prejudice; and that there is no pending or anticipated litigation which might adversely affect the project or the ability of the agency to carry out the project. A sample format is provided below.

(Date)

To: Metropolitan Transportation Commission  
Fr: (Applicant)  
Re: Eligibility for Regional Measure 3 funds

This communication will serve as the requisite opinion of counsel in connection with the allocation of (Applicant) \_\_\_\_\_ for funding from Regional Measure 3 Expenditure Plan made available pursuant to Streets and Highways Code Section 30914.7(a)(c) for (Project Name) \_\_\_\_\_

1. (Applicant) \_\_\_\_\_ is an eligible sponsor for the Regional Measure 3 funding.
2. (Applicant) \_\_\_\_\_ is authorized to submit [an/a] [allocation/Letter of no Prejudice] request for Regional Measure 3 funding for (project) \_\_\_\_\_  
\_\_\_\_\_
3. I have reviewed the pertinent state laws and I am of the opinion that there is no legal impediment to (Applicant) \_\_\_\_\_ making applications for Regional Measure 3 funds. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation that might in any way adversely affect the proposed projects, or the ability of (Applicant) \_\_\_\_\_ to carry out such projects.

Sincerely,

\_\_\_\_\_  
Legal Counsel

\_\_\_\_\_  
Print name

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### **Part 3: RM3 Initial Project Report (IPR) Format**

Section 30914.7(d) of the California Streets and Highways Code required that project sponsors with projects listed in the capital program of the Regional Traffic Relief Plan (Section 30914.7(a)) submit an Initial Project Report (IPR) to the Metropolitan Transportation Commission (MTC) by December 5, 2018. Furthermore, MTC requires the project sponsor to submit an updated report along with any funding allocation or Letter of No Prejudice request. The governing board of the agency submitting the allocation or Letter of No Prejudice request must approve the updated IPR before MTC can approve the IPR, Letter of No Prejudice, or allocation of funds. MTC will approve the report, or updated report, in conjunction with the funding allocation or Letter of No Prejudice.

This report shall include all information required to describe the project in detail, including the status of any environmental documents relevant to the project, additional funds required to fully fund the project, the amount, if any, of funds expended to date, and a summary of any impediments to the completion of the project. This report, or an updated report, shall include a detailed financial plan and shall notify the commission if the project sponsor will request toll revenue within the subsequent 12 months. The Initial Project Report is outlined below, with the electronic template available at <http://www.mtc.ca.gov>.

- **Project Description and Sponsor Information**, including identification of lead sponsor in coordination with all identified sponsors, and identification of agency to seek and receive allocations from MTC,
- **Project Delivery Information**, including summary of any impediments to the completion of the project, status of any environmental documents relevant to the project, status of the project phases and delivery milestones, and discussion of the operability of the project once completed.
- **Project Budget Information**, including the total budget for the project, and any prior expenditure.
- **RM3 Funding Need Information**, including RM3 expenditure (cash flow) plan, status of any prior RM3 expenditures, and identification of any RM3 funding needs for the next fiscal year, and beyond.
- **Project Funding Information**, including identification of committed funding to the project, any uncommitted funding required to fully fund the project, and segregation of the RM3 deliverable segment if different from the total project. Any timely use of funds requirements must be noted and incorporated into the overall funding schedule of the financial plan. The RM3 phase or component must be fully funded with committed funds, and it must be demonstrated that the RM3 funded phase or component results in a useable or operable segment. For transit projects resulting in expanded or enhanced services, the sponsor shall document the financial capacity to operate and maintain those services for a period of at least 10 years following the year services are initiated.
- **Allocation Budget Plan**. The sponsor must complete an Estimated Budget Plan (EBP) outlining the agency costs, consultant costs, and any other costs associated with the delivery of the Work Plan element for the allocation request. The EBP should represent

both the RM3 funds as well as the complementary funds (for projects with complementary fund sources) for the entire work scope.

- **Governing Board Action**, including verification of approval of the IPR. The IPR must be approved by the board or governing body of the agency responsible for preparing and submitting the IPR and requested the allocation of RM3 funding prior to MTC approval of the IPR and allocation of funds. Verification of the governing board action should be attached to the IPR.
- **Agency Contact and IPR Preparation Information**, including agency and project manager, and IPR preparer contact information, and date the report was prepared or updated.

#### **Part 4: Environmental Documentation**

Pursuant to California Environmental Quality Act Public Resources Code §21000, et seq., all applicants are required to submit a valid environmental document that has been certified by the County Clerk for each project. Please refer to Public Resources Code and Title 14 of the California Code of Regulations for more information. Applicants are urged to refer to the statutory and regulatory sections cited when preparing any environmental assessment under CEQA or NEPA. Applicants should consult their environmental officer for guidance in completion of this requirement. If a project is federally funded or is anticipated to be federally funded, project sponsors must submit approved National Environmental Protection Act documents.

#### **Part 5: RM3 Evidence of Allocation and Commitment of Complementary Funds**

Applicants are required to submit evidence of the commitment of complementary funds for the phase for which the applicant is seeking an allocation of RM3 funds. Copies of the applicable resolution(s) and/or governing body actions allocating the funds to the phase, within the years displayed in the cash flow plan, must be attached to the allocation request. The applicant must demonstrate that the phase is entirely funded prior to the allocation of RM3 funds.

#### **Part 6: RM3 Allocation Request Form**

The implementing agency must submit a **completed Allocation Request Form** covering the deliverables for which a RM3 funding allocation is being sought. The **Request Form** should be consistent with the parameters included in the Board approved Initial Project Report, and must have sufficient detail regarding each deliverable's scope, cost and schedule. **An Allocation Request Form template is available from MTC by contacting staff or on the website at <http://www.mtc.ca.gov>.** The elements of the **Request Form** will serve as the basis of MTC staff review of project sponsor invoices. MTC staff will work with sponsors to ascertain the work breakdown level appropriate to the funding request being made. The **Request Form** must be submitted with the allocation application request.

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## **Appendix B – OPERATING PROGRAM FORMS**

### **PART 1 – RM3 OPERATING AGREEMENTS**

The information outlined below should be included as an attachment to the Operating Agreement at the time of the execution of the Program Supplement. Applicants should contact MTC for the most recent Operating Agreement forms.

#### **1. Description of Proposed Service**

- a. Map of service area
- b. Description of markets being served (both travel demand as well as inter-operator connections)
- c. Description of methodology used to estimate ridership/assign ridership

#### **2. Service Description (Regional Express Bus Only)**

- a. Service start/end times
- b. Headways in the peak and off-peak
- c. Vehicles in service during the peak and off-peak
- d. Daily revenue vehicle hours

#### **3. Budget Information**

- a. Basis of expense projections (i.e., description of cost model)
- b. Basis of fare revenue projections (assumptions on fare structure, including any increases over the five years, and resulting average fare)
- c. Description of other operating funding sources – if subsidies from other agencies are included, describe status of commitments
- d. Five-year projections and audited past actual and adjusted current year information for operating cost and revenue. Revenue projections should disaggregate fare revenue, TDA, local sales tax, private sector contributions, and other subsidies

#### **4. Operating Data and Performance Measures**

- a. Projections for future fiscal years and audited past actual and adjusted current year information for service parameters including annual ridership, weekday ridership, revenue vehicle hours, and revenue miles
- b. Projections for future fiscal years and audited past actual and adjusted current year information for performance measures, as applicable and specified in Appendix B Part 2

#### **5. Implementation Schedule and Status Report**

- a. Proposed start date, if applicable
- b. Environmental clearance – status and schedule (if applicable)
- c. If partnering with other agencies, provide letters of support from partners
- d. Description of potential implementation issues
- e. Once operational, please provide a status report on the implementation to-date as well as any planned schedule adjustments or other service changes in the coming year.

**PART 2 – RM3 PERFORMANCE MEASURES FOR OPERATING PROJECTS**

Note that the RM3 performance measures detailed in this section are interim measures that may evolve in a future fiscal year to include additional focus areas and specific numeric targets, where appropriate. Project sponsors should proceed with monitoring performance for these performance measures until this Policies and Procedures manual is revised.

The objective in establishing performance measures is to ensure that RM3 operating dollars are directed toward services that are financially well-managed, aligned with regional policies, and effective at meeting customer needs. Given that the three components of the RM3 operating program have varying market demands and policy goals, different performance measures apply.

Recipients shall report progress toward performance measures through their annual Operating Agreements. In the interim, performance shall be measured in terms of year-to-year improvement. In the future, the RM3 Policies and Procedures manual may be revised to adopt numeric performance targets against which performance would be measured. In the case of Regional Express Bus, performance shall be measured for RM3-funded routes and not systemwide.

Recipients shall have five years following the establishment of performance measures to meet the standards set for RM3 operating projects. If sponsors have not met the adopted performance measure targets by the close of this period, MTC and project sponsors will take steps as outlined in the RM3 Policies and Procedures. Potential responses include extending the time frame allotted to meet performance measures, revising performance measures, or adjusting future RM3 funding amounts. Meeting performance targets, in the case of Regional Express Bus, is not guarantee of continued funding in future years. MTC may revise this Policies and Procedures document to identify a new methodology to determine the programming of Regional Express Bus funds, irrespective of the performance, of any route.

For the purposes of RM3 operating program performance measures, the following definitions of terms shall apply:

1. **Ridership:** ridership shall be measured as change in boardings (total of all adult, youth and student, senior and disabled, inter-operator paid transfer, and non-revenue boardings) on an RM3-funded service divided by the revenue vehicle hours (the total number of hours that each transit vehicle is in revenue service, including layover time) for the same RM3-funded service.
2. **Farebox recovery:** farebox recovery shall be defined as the ratio of fares collected on the RM3-funded segment to the total operating costs for that same segment. Operating costs are defined as the fully allocated cost for providing service to the RM3-funded segment (consistent with data provided as part of the annual Operating Assistance Plan). Operators may adjust fare revenues for discounted products (e.g., youth fares, senior fares, multi-ride passes, etc.) to the Clipper standard one-ride fare for the purposes of this calculation.
3. **Operating cost:** operating cost shall be quantified as the fully loaded operating cost, unless an alternative methodology is approved by MTC staff. Fully loaded operating cost is defined as the hourly operating rate that includes both direct and indirect costs. The total service cost shall include both revenue and non-revenue hours for the segment or route/s receiving funds.

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**Express Bus Performance Measures**

Performance Measure	Performance Target
1. Farebox recovery ratio	Greater than or equal to prior year (yes/no)
2. Passengers per total hour	Greater than or equal to prior year (yes/no)
3. Percent of trips departing on-time	Greater than or equal to prior year (yes/no)
4. Percent of missed trips	Less than or equal to prior year (yes/no)



**Appendix B****Transbay Terminal Performance Measures**

Performance Measure	Performance Target
1. Estimated annual boardings	Greater than or equal to prior year (yes/no)
2. Percent of trips departing Salesforce Transit Center on-time	Greater than or equal to prior year (yes/no)
3. Annual change in lease revenue	Greater than or equal to prior year (yes/no)
4. Provide MTC with the latest version of the following maintenance planning documents, including any review drafts, as an attachment to the operating agreement: <ul style="list-style-type: none"> <li>a. Asset Management Plan</li> <li>b. Building Maintenance Plan</li> <li>c. Risk Management Plan</li> </ul>	Documents provided by deadline (yes/no)
5. Provide MTC with the following customer experience documents, including any review drafts, as an attachment to the operating agreement. This memo should include topics such as: <ul style="list-style-type: none"> <li>a. Memo describing coordination with transit operators</li> <li>b. Memo describing enhancements to cleanliness, safety, elevator/escalator asset condition, wayfinding, park facilities, and commercial facilities</li> <li>c. Customer experience survey results</li> </ul>	Documents provided by deadline (yes/no)
6. Provide MTC with the latest version of the following financial planning documents, including any review drafts, as an attachment to the operating agreement: <ul style="list-style-type: none"> <li>a. 5-year Operations Funding Plan identifying the envisioned revenue sources and amounts to meet projected operating needs</li> <li>b. Budget, including a comparison of budgeted and actual expenditures and a comparison of revenues and expenditures between the current and past year</li> <li>c. Reserve Summary comparing target reserve amounts to actual reserve amounts</li> </ul>	Documents provided by deadline (yes/no)
7. Annual meeting of TJPA partners and MTC to be held within three months of delivering the information listed above to discuss performance and pertinent issues related to the capital, operating, and financial performance of the Salesforce Transit Center.	Meeting held by deadline (yes/no)
8. Percent of near-term recommendations for the <a href="#">Salesforce Transit Center Wayfinding Improvement Plan</a> (a joint TJPA-MTC study concluding in 2020) implemented within 5 years of report completion	Greater than or equal to prior year (yes/no)

Date: May 24, 2023  
W.I.: 1255  
Referred by: PAC

ABSTRACT

Resolution No. 4579

This resolution adopts the Regional Measure 3 (RM3) Operating Program for FY2022-23.

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheets dated May 10, 2023.

Date: May 24, 2023  
W.I.: 1255  
Referred by: PAC

RE: Adoption of FY2022-23 RM3 Operating Program

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4579

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

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

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

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

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

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

WHEREAS, RM3 assigns administrative duties and responsibilities for the implementation of the RM3 Expenditure Plan to MTC; and

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

WHEREAS, MTC has developed guidelines for the programming and use of the RM3 funds for operating support of transit projects, and

WHEREAS, these guidelines state that MTC will adopt a project specific budget for RM3 operating funds prior to the beginning of each fiscal year, now, therefore be it

RESOLVED, that MTC adopts a program that establishes RM3 operating subsidy amounts for FY2022-23, as outlined in Attachment A and incorporated herewith as though set forth at length; and, be it further

RESOLVED, that the Executive Director is authorized to make programming changes to Attachment A, up to \$200,000 for each project, in consultation with the affected sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

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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 May 24, 2023.

**Attachment A  
MTC Resolution No. 4579**

**FY 2022-23 RM3 Operating Program -- Streets and Highways Code 30914.7(c)**

<b>Project #</b>	<b>Project Name</b>	<b>Sponsor</b>	<b>Service (note 1)</b>	<b>Program Amount (notes 2,3,4,5)</b>
1	Transbay Terminal	TJPA	Terminal Operations	\$ 2,700,000
		AC Transit	Express Bus	\$ 5,528,407
		CCCTA	Express Bus	\$ 74,253
		GGBHTD	Express Bus	\$ 1,923,398
		LAVTA	Express Bus	\$ 486,187
2	Regional Express Bus	NVTA	Express Bus	\$ 262,159
		SolTrans	Express Bus	\$ 1,840,625
		ECCTA	Express Bus	\$ 239,613
		WestCAT	Express Bus	\$ 1,145,359
			<b>Total</b>	<b>\$ 11,500,000</b>
	Transbay Terminal FY2019-20 through FY2021-22 Funds	TJPA	Terminal Operations	\$ 4,776,650
			<b>Grand Total</b>	<b>\$ 18,976,650</b>

**Notes:**

1. Transit operators will be provided increased flexibility for FY 2022-23 to use funds on eligible service to accommodate changing service demand. Sponsors listed for Project 2 must dedicate RM3 operating program funds to their highest ridership express bus routes that serve an intended bridge corridor/s and/or provide a direct connection to BART. Before allocating funds, MTC staff and project sponsor will confirm route eligibility.
2. For FY2022-23, two factors were used to determine program amounts for express bus: a) RM2 express bus operating program revenue reductions from FY2020-21 and FY2021-22 relative to FY2018-19 and b) FY2020-21 ridership on RM2 operating program-funded express bus routes. The RM3 operating program is limited to 16% of annual receipts by statute. Programming amounts will be adjusted, as necessary, to stay within available revenue.
3. Amounts shown are subject to approval of the FY 2022-23 BATA Budget and funding availability.
4. Reimbursement is contingent upon execution of the RM3 Operating Agreement between MTC and individual project sponsors, which will take the form of the Master Funding Agreement and RM3 Program Supplement.
5. Under the Letter of No Prejudice policy precedent, the Commission acted to allow TJPA to preserve

Date: May 24, 2023  
W.I.: 1255  
Referred by: PAC

ABSTRACT

Resolution No. 4580

This resolution approves the allocation of the Regional Measure 3 operating funds for FY 2022-23.

This resolution allocates funds to Alameda-Contra Costa Transit District (AC Transit), Golden Gate Bridge, Highway and Transportation District (GGBHTD), Solano County Transit (SolTrans), Western Contra Costa County Transit Authority (WestCAT), and the Transbay Joint Powers Authority.

Discussion of the allocations made under this resolution are contained in the MTC Programming and Allocations Committee Summary Sheet dated May 10, 2023.

Date: May 24, 2023  
W.I.: 1255  
Referred by: PAC

Re: Allocation of Regional Measure 3 Operating Program funds for FY 2022-23

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4580

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

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

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

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

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

WHEREAS, RM3 establishes the RM 3 Expenditure Plan and identifies specific capital projects and operating programs eligible for RM3 funding as identified in Sections 30914.7(a) and (c) of the California Streets and Highways Code; and.



WHEREAS, RM3 assigns administrative duties and responsibilities for the implementation of the Regional Measure 3 Expenditure Plan to MTC; and

WHEREAS, BATA shall fund the projects of the Regional Measure 3 Expenditure Plan by bonding or transfers RM3 authorized funds to MTC; and

WHEREAS, MTC adopted policies and procedures for the implementation of the RM3 Expenditure Plan on December 18, 2019, specifying the allocation criteria and project compliance requirements for RM3 funding (MTC Resolution No. 4404, Revised); and

WHEREAS, MTC has reviewed the allocation requests submitted for RM3 Operating Program funds from the project sponsor(s) listed in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length funds; and

WHEREAS, project sponsors seeking RM3 funds are required to submit an Operating Assistance Proposal (OAP), pursuant to Section 30914.7(c) of the California Streets and Highways Code to MTC for review and approval, which demonstrates a fully funded operating plan and consistency with the performance measures, as applicable; and

WHEREAS, Attachment A lists the projects requested by project sponsors for RM3 funding, project specific conditions, and amounts recommended for RM3 allocation by MTC staff; and

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

RESOLVED, that MTC approves the allocation of RM3 funds in accordance with Attachment A; and be it further

RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the project sponsor complying with the provisions of the RM3 Expenditure Plan Policies and Procedures as set for in length in MTC Resolution 4404, Revised; and be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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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 May 24, 2023.

FY 2022-23 ALLOCATION OF REGIONAL MEASURE 3 FUNDS  
FOR OPERATING PROGRAM

1. Funding for each route is limited to the amount identified in the FY2022-23 RM3 Operating Program (MTC Resolution 4579).
2. Allocation amounts may be reduced in order to stay within the statutorily mandated RM3 operating program limit of 16% of annual revenue [SHC Section 30914.7(c)].
3. Payment of RM3 operating funds may be limited to no more than 1/12 of the allocated amount monthly.
4. Reimbursement is contingent upon execution of the RM3 Operating Agreement between MTC and individual project sponsors, which will take the form of the Master Funding Agreement and RM3 Program Supplement.

<b>Claimant</b>	<b>Project Description</b>	<b>Allocation Amount</b>	<b>Allocation Code</b>	<b>Approval Date</b>	<b>Project Number</b>
TJPA	Transbay Terminal	\$ 2,700,000	01	05/24/23	1
AC Transit	Express Bus Service	\$ 5,528,407	02	05/24/23	2
GGBHTD	Express Bus Service	\$ 1,923,398	03	05/24/23	2
SolTrans	Express Bus Service	\$ 1,840,625	04	05/24/23	2
WestCAT	Express Bus Service	\$ 1,145,359	05	05/24/23	2
TJPA <sup>1</sup>	Transbay Terminal FY2019-20 through FY2021-22 Funds	\$ 4,776,650	06	05/24/23	
		<b>Total \$ 17,914,439</b>			

Notes

1. The allocation of funds from prior years to TJPA shall be subject to the direction of the MTC Executive Director. For more information, see the staff memo in the MTC Programming and Allocations Committee Summary Sheet dated June 9, 2021.

# Regional Measure 3 Program Update

**Programming and Allocations Committee**

**May 10, 2023**

**Raleigh McCoy**



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

# RM3 Background

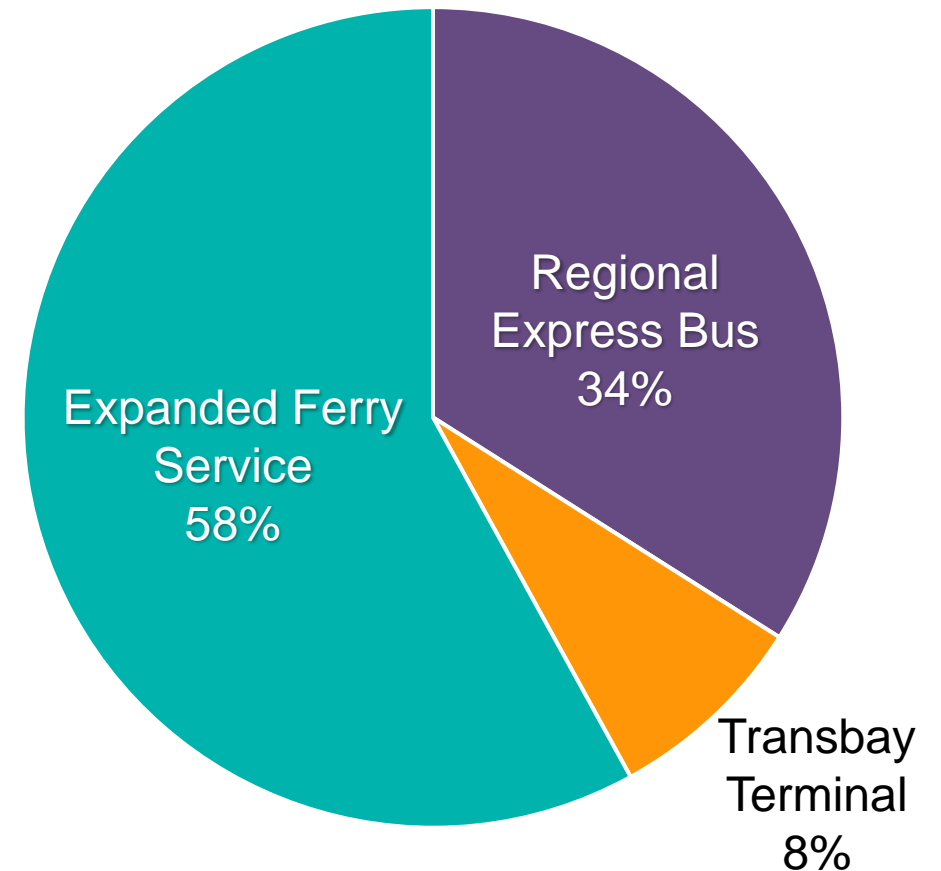
- Voters approved a \$3 toll increase on state-owned bridges to be phased in over six years starting January 1, 2019
- RM3 Expenditure Plan identified capital and operating investments to improve transportation system regionwide
- Legal challenges delaying release of RM3 funds were dismissed in early 2023

# RM3 Operating Program Update

# Operating Program Overview

- Maximum of 16% of RM3 revenues annually for operating assistance
- Three components and their funding levels listed in statute
- Statute identifies sponsors for Transbay Terminal (TJPA) and Expanded Ferry Service (WETA), but not for Regional Express Bus
- Supports existing, more frequent, or new operations

RM3 Operating Program  
(16% Annual RM3 Revenue)



# RM3 Operating Program Policies and Procedures

## – Recommended Updates

- RM3 Policies and Procedures (P&Ps) for the Operating Program will largely mirror the Policies and Procedures for RM2
- New additions to the RM3 P&Ps for the Operating Program are required in statute and include:
  - Guidance for operating agreements between MTC and sponsors
  - Interim performance measures for Transbay Terminal and regional express bus elements
  - Interim criteria to identify FY2022-23 Express Bus funding levels
- Updates to the Policies and Procedures related to Expanded Ferry Service are pending development of an Operating Plan by WETA in consultation with MTC



# RM3 Operating Program Policies and Procedures – Express Bus Prioritization Criteria

- As FY2022-23 funds do not carry over, staff propose an interim methodology to identify Express Bus funding levels for this fiscal year only
- Proposed FY2022-23 Express Bus funding levels are based on recent RM2 operating program revenue reductions plus ridership
- Future funding distributions will consider factors including ridership, equity, regional connectivity, and alignment with regional policies

*Staff recommend referral of MTC Resolution No. 4404, Revised to the Commission for adoption.*

# RM3 Operating Program FY2022-23 Summary

Operating Program Sponsor	Amount
<b>Regional Express Bus</b>	
AC Transit	\$5,528,407
County Connection	\$74,253
Golden Gate Transit	\$1,923,398
LAVTA	\$486,187
Napa Vine	\$262,159
SolTrans	\$1,840,625
Tri Delta Transit	\$239,613
WestCAT	\$1,145,359
<b>Regional Express Bus Subtotal</b>	<b>\$11,500,000</b>
<b>Transbay Terminal</b>	
TJPA (FY2022-23 Operating Assistance)	\$2,700,000
TJPA (FY2019-20 through FY2021-22 Operating Assistance)	\$4,776,650
<b>FY2022-23 Operating Program Total</b>	<b>\$18,976,650</b>

*Staff recommend referral of MTC Resolution Nos. 4579 and 4580 to the Commission for adoption of FY2022-23 programming and allocations.*

# RM3 Capital Program Update

# RM3 Capital Expenditure Plan Overview

Capital Program	Amount (in \$Millions)
Regional Programs	\$1,550
Central (San Francisco-Oakland Bay Bridge)	\$780
South (San Mateo-Hayward, Dumbarton)	\$985
North (Richmond-San Rafael, Benicia-Martinez, Carquinez, Antioch)	\$1,135
<b>Capital Program Total</b>	<b>\$4,450</b>

# RM3 Capital Program Policies and Procedures – Recommended Updates

- Staff recommend revising the RM3 Policies and Procedures (P&Ps), originally adopted in December 2019, to include:
  - MTC Policies adopted since December 2019 (Plan Bay Area 2050, TOC Policy, Complete Streets Policy and Active Transportation Network, MAP) and reference to the Regional Network Management and Fare Integration Business Case Studies
  - New RM3 allocation request forms
  - New allocation and reimbursement rules related to timing of allocations and reimbursements to help manage RM3 cash flow

*Staff recommend referral of MTC Resolution No. 4404, Revised to the Commission for adoption.*

# RM3 Capital Allocation and Reimbursement “Guardrails”

The RM3 P&Ps include protections and discretion for MTC in reviewing and approving capital allocation requests, including:

- Staff review of allocation requests against RM3 statute and P&Ps
- Project sponsor resolution of compliance with RM3 statute and P&Ps
- Allocation on reimbursable basis, requiring invoicing of eligible costs incurred after allocation approval
- List of allocation principles to be considered in allocation decisions
- Timely use of funds, including allocation expiration date based on project cash flow plan

# RM3 Capital Allocation Request Timeline

- Staff recommend beginning the allocation process on the following timeline:
  - June PAC/Commission: Consider approving allocations for projects with LONPs that have begun expending funds or expect to by the end of FY23; with limited flexibility for other projects with immediate expenditure expectations
  - July PAC/Commission: Consider approving allocations for any other projects ready for RM3 funds, subject to RM3 P&Ps and guardrails discussed on earlier slides
  - Future months: Continue to consider allocations as requested by sponsors
  - RM3 P&Ps require sponsors to submit materials 60 days prior to requested allocation date. Staff will exercise flexibility on this requirement for June and July allocations

# RM3 Capital Program – Repayment Mechanism for Select LONPs

- In 2021, MTC advanced ~\$140M in federal OBAG 3 funds in place of RM3 for two SB1 projects:
  - Marin US-101 Marin-Sonoma Narrows (Sponsor: Transportation Authority of Marin)
  - Solano I-80 Express Lanes (Sponsor: Solano Transportation Authority)
- MTC will work with TAM and STA to convert LONPs to allocations, and to invoice against expended funds.
- MTC will be repaid the advanced federal funds with RM3, which will make the OBAG 3 program whole.



# Questions?

## Staff Contacts

### RM3 Capital Program

Anne Spevack | [aspevack@bayareametro.gov](mailto:aspevack@bayareametro.gov)

Craig Bosman | [cbosman@bayareametro.gov](mailto:cbosman@bayareametro.gov)

### RM3 Operating Program

Raleigh McCoy | [rmccoy@bayareametro.gov](mailto:rmccoy@bayareametro.gov)



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 23-0573      **Version:** 1      **Name:**  
**Type:** Assembly Bill      **Status:** Commission Approval  
**File created:** 4/5/2023      **In control:** Joint MTC ABAG Legislation Committee  
**On agenda:** 5/12/2023      **Final action:**  
**Title:** Assembly Bill 817 (Pacheco): Brown Act Teleconferencing Reform

Expands remote meeting options for non-decision-making local legislative bodies - including advisory boards - that do not take final action.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [11a 23-0573 Summary Sheet AB 817 Pacheco Brown Act Teleconferencing.pdf](#)  
[11a 23-0573 Attachment A Council Memo to AB 817 MTC Brown Act Reform Bill.pdf](#)  
[11a 23-0573 Attachment B Known Positions AB 817 Pacheco Brown Act Teleconferencing.pdf](#)  
[3ci 23-0573 Summary Sheet AB 817 Pacheco Brown Act Teleconferencing.pdf](#)  
[3cii 23-0573 Attachment A Council Memo to AB 817 MTC Brown Act Reform Bill.pdf](#)  
[3ciii 23-0573 Attachment B Known Positions AB 817 Pacheco Brown Act Teleconferencing.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

Assembly Bill 817 (Pacheco): Brown Act Teleconferencing Reform

Expands remote meeting options for non-decision-making local legislative bodies - including advisory boards - that do not take final action.

**Presenter:**

Georgia Gann Dohrmann

**Recommended Action:**

Support / MTC Commission Approval

**Attachments:**

**This item is being brought directly to the Commission for consideration as the Joint MTC ABAG Legislation Committee did not meet.**

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

May 12, 2023

Agenda Item 3c

**Assembly Bill 817 (Pacheco): Brown Act Teleconferencing Reform**

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**Subject:**

Expands remote meeting options for non-decision-making local legislative bodies – including advisory boards – that do not take final action.

**Background:**

The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a local legislative body be open to the public and that all persons be permitted to attend, unless a closed session is authorized. The law for decades has provided for the option of teleconferencing, so long as each teleconferenced location is posted in the meeting agenda; the agenda is posted outside the teleconference location; the teleconference location is open to the public; and at least a quorum of the legislative body participates from locations within the boundaries of its jurisdiction.

With the onset of the COVID-19 pandemic, local legislative bodies struggled to conduct their meetings in compliance with the requirements of the Brown Act while still abiding by stay-at-home orders. In response, Governor Newsom issued executive orders and Assembly Bill (AB) 361 (Rivas, 2020) was enacted providing that while a state of emergency was in place, local legislative bodies could hold meetings remotely without providing notice of, or public access to, the remote location (i.e., homes). AB 361 extended public accessibility and transparency by, among other items, requiring the opportunity for the public to join via telephone or video conference.

On February 28, 2023, the state-issued COVID-19 State of Emergency ended, which impacted legislative bodies' ability to conduct remote meetings utilizing AB 361. A 2022 bill, AB 2449 (Rubio) does allow local agencies to hold remote public meetings without identifying each teleconference location and without making each location accessible to the public, but only if a quorum of the legislative body participates from a *single physical location open to the public*. Notably, this alternative can only be used under limited circumstances and is challenging to utilize in conjunction with the more general teleconferencing option.

### AB 817 Overview

AB 817 (Pacheco) would provide that “subsidiary bodies” – which the bill defines as a body that serves exclusively in an advisory capacity and does not take final action on legislation, regulations, contracts, licenses, permits, or any other entitlements – may *indefinitely* use alternative teleconferencing provisions similar to the emergency provisions, so long as the legislative body that established the subsidiary body makes specified findings and votes every 12 months to allow for remote meetings. Specifically, subsidiary bodies may meet remotely without posting the location of each member and without regard to where participants are located to meet current law’s quorum requirements, so long as the bodies comply with the following:

- Subsidiary bodies meeting remotely must ensure the public may hear and visually observe the meeting and address the subsidiary body, including through providing public comment in real time.
- Members of the subsidiary body must participate through both audio and visual technology.
- Meetings must be noticed as otherwise required by the Brown Act, except that physical locations do not need to be posted and instead the notice must include information about how members of the public may access the meeting and offer public comment.

While some public agencies have been interested in restoring the broad flexibility to meet entirely remotely as was allowed during the state of emergency, there is significant resistance to this among the Legislature. This “compromise” bill – which is co-sponsored by the League of California Cities, California Association of Recreation and Parks Districts, California Association of Counties, Urban Counties of California and Rural Counties of California – would retain the requirement that *decision-making bodies* (including MTC, the ABAG Executive Board, city councils and boards of supervisors) meet either in person or in compliance with current law’s teleconference requirements.

For MTC and ABAG, committees that would likely be eligible under AB 817 to take advantage of this flexible remote meeting option include:

- Policy Advisory Council (and subsidiary committees)
- Partnership Board
- ABAG Housing Committee
- ABAG Regional Planning Committee
- Advancing California Finance Authority Credit Committee
- Bay Area Housing Finance Authority Advisory Committee

Some standing committees are not listed above, such as the Joint MTC/ABAG Legislation Committee and the Clipper Executive Board (CEB), as there is some ambiguity as to whether they qualify as a subsidiary body. Further evaluation is needed before staff can make a final determination.

**Recommendation:**

Support / ABAG Executive Board Approval

Support / MTC Commission Approval

**Discussion**

MTC/ABAG's 2023 Advocacy Program supports Brown Act reform to provide long-term flexibility for regional and multi-jurisdictional agencies to conduct business remotely as a means of increasing board member, advisory council and public participation.

While AB 817 does not extend remote meeting options to all regional and multi-jurisdictional agency meetings, staff's assessment is that it threads the needle between maintaining the transparency and accountability spirit of the Brown Act – a priority for decisionmakers in Sacramento – while expanding options for remote participation where it is most critical, namely with advisory bodies. This is a politically viable approach that could help retain the uptick in civic engagement made possible during the COVID emergency. Additionally, remote meetings make it possible for a more diverse and representative cross sector of the Bay Area public to serve on our various advisory bodies. Members of MTC's Policy Advisory Council have shared the significant challenges they face participating in person or under current law's "open meeting"

requirements for teleconferencing. Last month, the Policy Advisory Council approved a motion recommending MTC support the bill (see Attachment A).

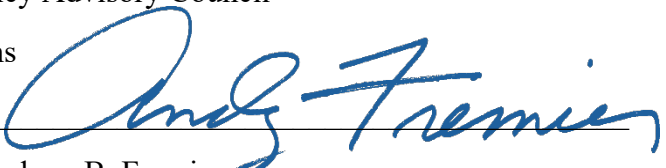
For these reasons, staff recommends a “support” position on AB 817.

**Known Positions**

See Attachment B

**Attachments:**

- Attachment A: Memo from MTC’s Policy Advisory Council
- Attachment B: AB 817 Known Positions

  
\_\_\_\_\_  
Andrew B. Fremier



## *Memorandum*

**To:**

Metropolitan Transportation Commission (MTC)

**From:**

MTC Policy Advisory Council Chair Randi Kinman

**CC:**

MTC Policy Advisory Council Members

**Date:**

April 12, 2023

**Work Item Number:**

1114

**Regarding:**

Assembly Bill (AB) 817 (Pacheco): Brown Act Teleconferencing Reform

**Summary:**

At its Wednesday, April 12, 2023 meeting, the Policy Advisory Council received a report from Rebecca Long, Director of Legislation and Public Affairs, providing an update on legislative efforts to reform the Ralph M. Brown Act, known colloquially as “California’s sunshine law for local government.”

Councilmember Adina Levin suggested that the Council vote on the statement below, which passed unanimously with 19 “ayes” (including all the Councilmembers present).

**Council Statement to Metropolitan Transportation Commission:**

**“The Commission should support AB 817 – The Brown Act Teleconferencing Reform” bill.**

Regards,

A handwritten signature in black ink that reads "Randi Kinman".

Randi Kinman, Council Chair

**Known Positions - Assembly Bill 817 (Pacheco)**

*as of April 25, 2023*

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**Support**

California Association of Recreation and Parks Districts [CO-SPONSOR]

California State Association of Counties [CO-SPONSOR]

League of California Cities [CO-SPONSOR]

Rural County Representatives of California [CO-SPONSOR]

Urban Counties of California [CO-SPONSOR]

AARP

Association of California School Administrators

Association of California Healthcare Districts (ACHD)

Bay Area Air Quality Management District

Bet Tzedek

CA In-home Supportive Services Consumer Alliance

California Air Pollution Control Officers Association

California Association of Councils of Governments

California Association of Public Authorities for Ihss

California Commission on Aging

California Municipal Utilities Association (CMUA)

City and County Association of Governments of San Mateo County

City Clerks Association of California

City of Bell

City of Belmont

City of Carlsbad

City of Downey

City of Mountain View

City of Norwalk



City of Redwood City  
City of San Marcos  
City of Thousand Oaks  
City of West Hollywood  
City of Winters  
City of Woodland  
Civicwell (formally the Local Government Commission)  
Conejo Recreation and Park District  
Contra Costa County  
Contra Costa County Advisory Council on Aging  
County of Monterey County of Santa Barbara  
County of Santa Cruz  
County of Yolo  
Democracy Winters  
Disability Rights California  
Fair Oaks Recreation & Park District  
Hand in Hand: the Domestic Employers Network  
Homebridge  
Justice in Aging  
Lake Cuyamaca  
Livermore Area Recreation and Park District  
Los Angeles County Division, League of California Cities  
Los Angeles County Sanitation Districts  
Peninsula Traffic Congestion Relief Alliance (COMMUTE.ORG)  
Placer Independent Resource Services  
Regional Climate Protection Authority  
Rim of The World Recreation and Park District  
Sacramento Area Council of Governments

San Carlos; City of

San Diego; County of

San Mateo County Board of Supervisors

Santa Barbara County Association of Governments

Santa Cruz County Board of Supervisors

Sonoma Clean Power

Sonoma County Transportation Authority

Thousand Oaks; City of

Village Movement California

Yolo County In-home Supportive Services Advisory Committee

**Opposition**

ACLU California Action

Cal Aware

California Broadcasters Association

California News Publishers Association

First Amendment Coalition

Howard Jarvis Taxpayers Association (HJTA)

Leadership Council for Justice and Accountability

National Press Photographers Association

Nlgja: Association of Lgbtq+ Journalists

Northern California Society of Professional Journalists

Radio Television Digital News Association

San Diego Pro Chapter of The Society of Professional Journalists

Society of Professional Journalists, Greater Los Angeles Chapter

Society of Professional Journalists, Northern California Chapter

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 23-0571      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 4/5/2023      **In control:** Joint MTC ABAG Legislation Committee  
**On agenda:** 5/12/2023      **Final action:**  
**Title:** Fiscal Year (FY) 2023-24 State Budget Update

Update on FY 2023-24 State Budget Negotiations, including an overview of the May Revise and advocacy related to transit operating assistance.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [11b\\_23-0571\\_FY2023\\_State\\_Budget\\_Update\\_to\\_Commission.pdf](#)  
[11b\\_23-0571\\_FY2023\\_State\\_Budget\\_Update\\_Committee\\_Report.pdf](#)  
[3ai\\_23-0571\\_Summary\\_Sheet\\_Fiscal\\_Year\\_2023-24\\_State\\_Budget\\_Update.pdf](#)  
[3aii\\_23-0571\\_Attachment\\_A\\_4-25-23\\_Senator\\_Wiener\\_Transit\\_Priority\\_Request.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

Fiscal Year (FY) 2023-24 State Budget Update

Update on FY 2023-24 State Budget Negotiations, including an overview of the May Revise and advocacy related to transit operating assistance.

**Presenter:**

Rebecca Long

**Recommended Action:**

Information

**Attachments:**

# Metropolitan Transportation Commission

May 24, 2023

Agenda Item 11b - 23-0571

## Fiscal Year (FY) 2023-24 State Budget Update

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### **Subject:**

Update on FY 2023-24 State Budget Negotiations.

### **Background:**

On May 12, Governor Newsom released the May Revision to his January Budget Proposal for Fiscal Year (FY) 2023-24. This marks the start of intensive budget negotiations between the Administration and the Legislature, which must pass its budget by June 15 for the fiscal year that begins on July 1. The May Revision anticipates a \$31.5 billion deficit in FY 2023-24, \$9.1 billion higher than forecast in January. Like in the January Budget Proposal, the Newsom Administration largely avoids tapping into state reserves to fill the shortfall, citing future economic uncertainty. Instead, the Administration proposes \$1.1 billion in *additional* spending cuts, additional deferrals of FY 2023-24 spending commitments made in prior years, and further shifting expenditures from the General Fund to special funds and general obligation bonds.

Encouragingly, the May Revision acknowledges transit operators have “significant operating challenges” stemming from pandemic-era ridership changes and extends an invitation to the Legislature to discuss “near and long-term solutions to support the viability of transit.” At the same time, the revision continues the \$2 billion transit capital funding cut proposed in the January Budget. The Governor also would tap more Greenhouse Gas Reduction Fund (GGRF) revenues and “new” state highway revenues (i.e., federal highway funds from the Infrastructure Investment and Jobs Act) to offset prior year General Fund commitments for zero-emission vehicle (ZEV) programs and other transportation investments, leaving less room in these funds to potentially address the transit fiscal cliff.

Reflecting policymakers’ continued focus on addressing housing affordability, housing and homelessness programs emerged mostly unscathed in the revision. The Newsom Administration maintained its January funding levels for most production, preservation, and other related programs, but did propose clawing back funds appropriated in prior years.

Key budget takeaways related to transportation, housing, and climate are summarized below.

**May Revise Nods to Transit Operations; Maintains Transit Capital Funding Cut & Shifts Prior Year Transportation and Climate Commitments Away from General Fund**

While indicating a willingness to work with the Legislature on the transit fiscal cliff, the May Revise maintains the Administration's January proposal to cut the anticipated Transit and Intercity Rail Capital Program funding for FY 2023-24 and FY 2024-25 in half. The cut would bring funding levels down to a total of \$2 billion over three years versus \$4 billion over two years and reduce the Bay Area's estimated share to \$400 million (\$200 million in FY 2023-24 and \$100 million for each of the following two years).

The May Revise also proposes to shift \$650 million in FY 2023-24 General Fund commitments from the 2022 transportation package to the State Highway Account (SHA). This reflects an additional shift of \$150 million as compared to the Governor's budget proposal in January. Though the budget document itself doesn't go into detail, the Legislative Analyst's Office (LAO) February brief outlined that this SHA shift could be accommodated from the roughly \$1 billion/year increase in federal highway funds that Caltrans received from the 2021 Infrastructure Investment and Jobs Act.

Regarding ZEVs, the May Revise proposes to appropriate an additional \$500 million of FY 2023-24 GGRF revenues and \$135 million in two subsequent years. The GGRF funding would replace General Fund dollars previously appropriated for this purpose. This brings the total proposed funding shift for ZEVs and AB 617 community air protection programs to \$1.4 billion in FY 2023-24 and \$963 million over the following two years. The LAO in March estimated Cap and Trade auctions would generate sufficient revenues to support approximately \$1.6 billion in discretionary GGRF expenditures in FY 2023-24.

**Core Housing and Homelessness Programs Still Intact**

With respect to housing and homelessness programs, the May Revise largely maintains the funding levels called for in the January budget, including \$500 million for the state Low Income Housing Tax Credit, \$400 million to augment Encampment Resolution Grants, \$225 million each for Multifamily Housing Program and the Infill Infrastructure Grant Program, \$250 million

for adaptive reuse, \$100 million to preserve apartments with expiring deed restrictions, and \$75 million to support building housing on excess state property. Additionally, the Newsom Administration continues to propose \$1 billion for the local Homeless Housing, Assistance and Prevention Program, along with statutory changes to focus the funding on reducing unsheltered homelessness through supportive housing, Homekey, and the Community Assistance, Recovery and Empowerment Act.

In a reversal from January, the May Revision no longer proposes reducing the Behavioral Health Housing Program by \$250 million out of the \$1.5 billion committed in the 2022 housing package. Instead, the Administration would tap the Mental Health Services Fund for the \$250 million (plus cover another \$250 million of program costs out of the special fund instead of the General Fund).

Two housing programs with funds appropriated in prior years are newly slated for claw-backs: the Foreclosure Intervention Housing Prevention Program (\$295 million from the FY 2021-22 budget) and Downtown Rebound Program (\$17.5 million from FY 2000-01).

### **Revision Proposes Funding Regional Climate Resilience with Bonds, But Not San Francisco Bay or Seismic Resilience**

The 2021 climate resilience package funded a new regional climate adaptation planning and implementation program housed at the Governor's Office of Planning & Research. The program was proposed to be funded at \$250 million over two years, with \$150 million already appropriated and an additional \$100 million planned in FY 2023-24. The Governor's January budget proposed to zero out the FY 2023-24 investment and pull back \$25 million of previously appropriated funds. The May Revision instead proposes appropriating \$100 million to the program from a 2024 climate bond currently under discussion between the Administration and Legislature.

Unfortunately, the May Revision appears to retain January's proposed elimination of the full \$10.4 million in FY 2022-23 funds for San Francisco Bay wetlands and major cuts to State Coastal

Conservancy commitments for coastal protection and adaptation; \$175 million would be cut from the current year and the full \$300 million from FY 2023-24.

For earthquake preparedness, last year's budget created a new Seismic Retrofitting Program for Soft Story Multifamily Housing and included legislative intent to appropriate \$250 million for this program in FY 2023-24. This intended appropriation is not included in the May Revise.

**Issues:**

None identified.

**Recommendation:** Information



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Andrew B. Fremier

**This item is being brought directly to the Commission for consideration as the Joint MTC ABAG Legislation Committee did not meet.**

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

May 12, 2023

Agenda Item 3a

**Fiscal Year (FY) 2023-24 State Budget Update**

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**Subject:**

Update on FY 2023-24 State Budget Negotiations, including an overview of the May Revise and advocacy related to transit operating assistance.

**Summary:**

State budget negotiations are heating up this month. On April 26, Senate Democrats released their FY 2023-24 budget blueprint, the “Protect our Progress” plan available at this [link](#). This plan is a response to the Governor’s January Budget. It stakes out the Senate Democratic caucus’ priorities for the upcoming budget year. Notably, the Protect our Progress plan would reject the Governor’s proposed cuts to transportation capital programs that were included in last year’s transportation package, including rejecting proposed cuts to the Transit and Intercity Rail Capital Program (TIRCP). Encouragingly, the plan also includes the following **new** Senate proposal:

“Sets expectation of working with stakeholders, Assembly, and the Administration in establishing local flexibility opportunities with various transportation funding streams to assist transit agencies with operations expenses. This will be paired with reform and accountability measures and will serve as a bridge until additional long-term operations funding can be established. Critical infrastructure projects will be identified and protected in these discussions.”

Senator Wiener released an updated transit operations budget request letter in anticipation of this budget proposal (Attachment A) reiterating the request that this year’s budget “support our public transit systems with transit operating assistance so they can continue providing the essential service of moving Californians around our communities and across the state.” His letter also outlined a suite of revenue options and policy changes – aligned with those endorsed by the California Transit Association and MTC – to meet the statewide funding need.



On April 27, the Senate Budget Subcommittee No. 5 held a hearing that included a discussion of the transit fiscal cliff. At the hearing Chair Durazo expressed her support for addressing the problem and an interest in reforms aimed at attracting back riders. Representatives of the Administration also stated that this is a major issue that needs to be solved. The Legislative Analyst's Office presented a handout that detailed the challenges facing transit agencies and offered a high-level overview of options available to the Legislature to address the shortfall, inclusive of options endorsed by the California Transit Association and MTC. The handout is available at this [link](#).

As it relates to housing, the Protect our Progress plan would restore cuts to housing and homelessness programs that were proposed in the January budget. It would also newly provide \$1 billion in *ongoing* funding to the Homeless Housing, Assistance and Prevention (HHAP) program, which provides local governments with funding to support regional coordination and expand or develop local capacity to address homelessness challenges.

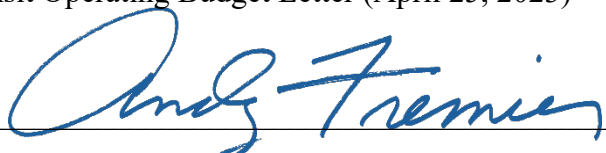
Given the May Revise may not be released until the day of the committee meeting, staff will provide a verbal update with any late breaking news.

**Recommendation:**

Information

**Attachments:**

- Attachment A: Senator Wiener Transit Operating Budget Letter (April 25, 2023)

  
\_\_\_\_\_  
Andrew B. Fremier

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# California State Senate

SENATOR  
SCOTT WIENER

威善高

ELEVENTH SENATE DISTRICT



MENTAL HEALTH CAUCUS  
CHAIR  
LEGISLATIVE JEWISH CAUCUS  
CO-CHAIR  
COMMITTEES:  
HOUSING  
CHAIR  
APPROPRIATIONS  
GOVERNANCE & FINANCE  
HEALTH  
JOINT RULES  
JUDICIARY  
LEGISLATIVE ETHICS  
PUBLIC SAFETY  
SELECT COMMITTEE ON  
BAY AREA PUBLIC TRANSIT  
CHAIR  
SELECT COMMITTEE ON  
MENTAL HEALTH & ADDICTION  
CHAIR

April 25, 2023

The Honorable Gavin Newsom  
Governor of the State of California

The Honorable Toni G. Atkins  
Senate President Pro Tempore  
California State Senate

The Honorable Nancy Skinner  
Chair, Senate Budget Committee  
California State Senate

The Honorable María Elena Durazo  
Chair, Budget Subcommittee No. 5  
California State Senate

The Honorable Anthony Rendon  
Speaker of the Assembly  
California State Assembly

The Honorable Phil Y. Ting  
Chair, Assembly Budget Committee  
California State Assembly

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

## Re: State Budget Funding to Avoid Public Transportation Fiscal Cliff

Dear Governor Newsom, Pro Tempore Atkins, Speaker Rendon, Senator Skinner, Assemblymember Ting, Senator Durazo, and Assemblymember Bennett,

After months of diligent stakeholder engagement and building a large coalition of transit advocates, policy experts, and other stakeholders to identify solutions to challenges transit agencies are facing, I am proud to submit this updated and detailed budget request (supplementing our previously submitted request) to support our public transit systems with transit operating assistance so they can continue providing the essential service of moving Californians around our communities and across the state.

California's transit agencies are facing major funding shortfalls — in some cases, as early as this coming year — that will knee cap their ability to maintain service for Californians, including our most vulnerable, transit-reliant residents. **The state budget must provide desperately needed transit operations bridge funding to help agencies avoid these shortfalls as federal emergency funding ends and as agencies' fare revenue continues to recover. The budget must also provide flexibility of funds to help our transit systems through this difficult time.**

Transit systems across California are at risk of drastic service cuts due to large near-term operating budget shortfalls precipitated by slower than expected ridership recovery, inflation-driven increases in operating and capital costs, and the exhaustion of federal relief funds.

In the absence of new state funding to address these budget shortfalls, many agencies may soon be forced to implement major service cuts. If transit service becomes less frequent, and thus less attractive to riders, these potential cuts would result in further ridership and revenue losses, which would necessitate still more service cuts. Additionally, some agencies may need to increase fares or slow down much needed capital projects.

Failing to provide public transit agencies with operating funding support, as they continue to recover and stabilize operations from pandemic ridership declines, is not a viable option for California. The resulting service cuts would lead to fewer mobility options for Californians and increased driving, congestion, and greenhouse gas emissions, thus undermining our shared equity, access, mobility, and climate goals.

Our public transportation systems have faced their share of difficulties — both longstanding and new — since the onset of the pandemic. Near-term operations funding from the state will help provide agencies with time to identify long-term, sustainable funding and operational models that will improve transit service and protect against future service declines.

Recognizing the difficult budget outlook that the state is facing for Fiscal Year 2023-24, The California Transit Association has, through its Transit Operations Funding Subcommittee and through a unanimous vote of its Association's leadership the week of April 16, identified its state funding request and policy recommendations to address the near-term operating deficits faced by California transit agencies. I support the Association's funding request:

**Provide \$5.15 billion in multi-year funding over five years for transit operations from a collection of state funding sources that have historically supported transit capital and operations.**

- **An Additional Appropriation of Revenue from Sales Tax on Diesel Fuel (\$1.35B from FY 24 - 28)**
- **An Additional Appropriation of Unallocated Cap and Trade Revenue (\$2.5B from FY 24 - 28)**
- **The Conversion of Transit Capital Funding to Transit Operations Funding (\$300M in FYs 27 & 28)**
- **Flexibility to Use Transit Capital Funding for Transit Operations (Up to \$1B in FY 24 - 28): The adopted FY 23 budget commits \$4 billion in General Fund revenue in FYs 2023-24 and 2024-25 for transit capital projects, to be distributed to regions via a population-based formula. The Governor's proposed FY 24 budget proposes to reduce that commitment by \$2 billion. This \$2 billion reduction should be reversed in the state budget.**

Additionally, the state should maintain existing flexibility in the State Transit Assistance-State of Good Repair Program and Expand Flexibility in the Low Carbon Transit

Governor Newsom, Pro Tempore Atkins, Speaker Rendon, Senator Skinner,  
Assemblymember Ting, Senator Durazo, and Assemblymember Bennett  
April 25, 2023  
Page 3

**Operations Program through FY 28.** The general fund impact of the above request is limited - it would only result in a \$213 million reduction to General Fund revenue in FY 24.

Because the above request would not fully meet the statewide need for the transit agencies, in addition to the California Transit Association's request, I also believe the state should explore additional opportunities for flexible state and federal sources to address capital and operations expenses. **Specifically, the state could explore an increase to the Transportation Improvement Fee for higher-valued vehicles. Also, to better align statewide transportation spending with our climate goals, I support a limited term redirection of a portion of California's increase in federal highway funding to mitigate serious potential cuts for transit agencies.** Because California is receiving over \$1 billion annually more than anticipated in federal highway funds, there's plenty of highway funding to support this flexibility. This approach is consistent with President Biden's fiscal year 2024 Budget, which "encourages States to support their transit systems by transferring available Federal-Aid Highway funding for transit operating needs" (page 110 of the [President's FY 24 Budget](#)). This shift could be scaled to ensure that an increased level of funding for highway programs remains, while ensuring that California continues to meet its SB1 Roadway Asset management targets.

I understand the state is projecting a budget shortfall and that the options presented above represent difficult choices and tradeoffs. However, allowing the state's transit systems to unravel would have long-term, possibly irreversible, devastating impacts on California's transportation system and climate goals. Transit is not optional — it is an essential service for millions of Californians as they go about their daily lives, whether going to work, school, home, doctor's appointments, grocery shopping, or any other number of trips. Transit is also an essential tool in meeting the ambitious goals that science and our constituents demand to reduce our greenhouse gas emissions and avoid increased traffic congestion.

Thank you for considering this request. If you have any questions, please do not hesitate to contact me or have your staff reach out to Raayan Mohtashemi on my staff at (916) 651-4011 or [Raayan.Mohtashemi@sen.ca.gov](mailto:Raayan.Mohtashemi@sen.ca.gov).

Sincerely,



**Scott Wiener**  
Senator, 11<sup>th</sup> District

Cc:

CalSTA Secretary Toks Omishakin  
CalSTA Undersecretary Mark Tollefson  
CalSTA Chief Deputy Secretary for Rail and Transit Chad Edison  
Deputy Cabinet Secretary James Hacker  
California Air Resources Board Executive Officer Steve Cliff



# Metropolitan Transportation Commission

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## Legislation Details (With Text)

<b>File #:</b>	23-0680	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Informational	
<b>File created:</b>	4/23/2023	<b>In control:</b>	Metropolitan Transportation Commission		
<b>On agenda:</b>	5/24/2023	<b>Final action:</b>			
<b>Title:</b>	Draft Metropolitan Transportation Commission (MTC) FY 2023-24 Operating and Capital Budget				
	An informational presentation to the Commission of the Draft Metropolitan Transportation Commission (MTC) Fiscal Year 2023-24 Operating and Capital Budget				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">12a 23-0608 Draft FY2023-24 MTC Budget Summary.pdf</a> <a href="#">12a 23-0608 Draft FY2023-24 MTC Budget Attachments.pdf</a> <a href="#">12a 23-0608 Draft FY2023-24 MTC Budget Presentation Updated.pdf</a>				

Date	Ver.	Action By	Action	Result
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**Subject:**  
Draft Metropolitan Transportation Commission (MTC) FY 2023-24 Operating and Capital Budget

An informational presentation to the Commission of the Draft Metropolitan Transportation Commission (MTC) Fiscal Year 2023-24 Operating and Capital Budget

**Presenter:**  
Derek Hansel

**Recommended Action:**  
Information

# Metropolitan Transportation Commission

May 24, 2023

Agenda Item 12a - 23-0608

## Draft Metropolitan Transportation Commission FY 2023-24 Operating and Capital Budget

### **Subject:**

Presentation of the Metropolitan Transportation Commission (MTC) draft Fiscal Year (FY) 2023-2024 (2023-24) Operating and Capital Budget. Total operating revenue is budgeted at \$371.0 million, and total operating expenses are \$369.8 million. The proposed budget includes a \$3.1 million transfer to the Capital Budget.

### **Background:**

While the general economic picture nationally and regionally has largely stabilized and recovered from the challenges posed by the COVID-19 pandemic, there are a number of headwinds that MTC must face as we consider FY 2023-24 and beyond.

These headwinds include:

- inflation, which has been running very high for the past 2 ½ years.
- Higher interest rates, partly driven by increases in short-term interest rates by the Federal Reserve, and partly by the market reaction to both inflation generally and the Federal Reserve's actions
- The crisis in confidence associated with regional banks and their potential failure. This issue has already caused the failure of two banks in the Bay Area (Silicon Valley Bank and First Republic Bank).
- Issues surrounding the extension of the Federal debt limit, and the possible consequences of not doing so.

### **Key Budget Development Issues**

While today's economic "top-line" numbers look good, the issues discussed above could present challenges for MTC in FY 2023-24 or FY 2024-25. Furthermore, Bay Area Toll Authority (BATA) toll revenues, which help support MTC overhead through administrative transfers, have not recovered to pre-pandemic levels, while staffing and other costs associated with MTC operations increase.

Staff recognizes the important work that the Commission is promoting across a number of different areas, and acknowledge that our support functions, including information technology, human resources, and finance continue to operate under a significant "capacity deficit".

The proposed FY 2023-24 Operating and Capital Budgets attempt to strike a balance between (1) resourcing staffing needs to address Commission initiatives and priorities such as supporting the implementation of Regional Measure 3 projects, and (2) the need to be fiscally prudent in FY 2023-24 as macroeconomic factors such as interest rates, and local economic factors such as “return-to-work” trends continue to create economic uncertainty.

### **FY 2023-24 Budget Assumptions**

The proposed budget incorporates several key assumptions:

- 4.5% cost of living adjustment included in the proposed employment MOU, as recommended by the Administrative Committee on May 10, 2023
- 2.3% interest yield
- Sales tax revenue projections from TDA increase by 7% in comparison to FY 2022-23
- Bridge toll revenue budgeted at the same level as FY 2022-23
- 6% vacancy rate
- Increase in federal and state grant funding, primarily OBAG 3 and REAP 2.0

### **New Positions**

The proposed FY 2023-24 budget includes a total of 386 positions, an increase of 16 new positions, to provide capacity for expanded operational requirements (many of which are funded by outside sources), positions necessary for appropriate operations of BATA, and positions which provide support for all MTC and related agency operations (some of which will be funded by the MTC general fund, some of which will be reimbursed through overhead distribution, and some of which are permanent positions that are being utilized to replace temporary positions and/or contracted services). For those positions being funded by outside (and yet unobligated) funding sources, hiring will be based upon the obligation of those funding sources. The new positions are spread throughout all of the agencies for which MTC is responsible; however, MTC is responsible for authorizing staffing for MTC and all operating entities.

MTC will add the positions to fill needs as follows:

- To address administrative support functions that have been outpaced by MTC’s growing portfolio, including information technology, procurement, finance, legal, and human resources (this includes adding full-time staff positions that have been filled on an essentially full-time basis by long-term temporary support).
- To support implementation of the \$4.5 billion Regional Measure 3 expenditure plan
- To support regional forecasting for Plan Bay Area 50+
- Supporting implementation of Regional Network Management

**FY 2023-24 Revenue and Expense**

Total revenue estimated for FY 2023-24 is \$370.1 million, up \$69.4 million from the amended FY 2022-23 budget. A summary of revenue and expenses are shown below. The decrease in federal funding is largely due to budgeting what is expected to be spent in the current year, rather than budgeting total grant amounts. The decreases are more than offset by increases in state and local funding for Regional Early Action Plan 2.0 (REAP 2.0) and Climate Initiative programs.

	<b>Total</b>	<b>% Change</b>	<b>\$ Change</b>
Federal Grants	\$194.9M	(14%)	(\$31.1 M)
State Grants	94.5M	287%	70.1M
Local Funding	29.6M	384%	23.5M
General Fund	16.2M	2%	.038M
Transfer from Other Entities/Funds	7.0M	30%	1.6M
Administrative Overhead Reimbursement	27.4M	25%	5.6M
Other	1.4M	(29%)	(.056M)
<b>Total</b>	<b>\$370.1M</b>	<b>23%</b>	<b>\$69.4M</b>



Total expenses proposed for FY 2023-24 are \$369.8 million, up \$68.6 million from the amended FY 2022-23 budget. The largest part of this increase is for contractual services, which is largely driven by REAP 2.0 funding that will be transferred to Bay Area Housing Finance Authority. A summary of expense changes is shown below:

	<b>Total</b>	<b>% Change</b>	<b>\$ Change</b>
Salaries and Benefits	\$52.6M	14%	\$6.6M
Computer Services	6.2M	36%	1.6M
General Operations	4.8M	19%	0.77M
Consultants	304.6M	25%	60M
Other	\$1.6M	4.2%	.061
<b>Total</b>	<b>\$369.8</b>	<b>23%</b>	<b>\$68.6M</b>

Total salaries and benefit cost increase are due to additional positions and incorporation of the Cost-of-Living Adjustment (COLA). Computer Service increases are primarily driven by increased software license costs and computer hardware upgrades. General operation costs are primarily increased by professional membership and subscriptions, and assessments for 375 Beale St. Detailed consultant costs are described below.

#### Post Retirement Costs

Since FY 2019-20, MTC has eliminated net pension liabilities and instead has reflected an asset in its audited financial statements. Staff will continue to monitor Calpers' investment results as recent market conditions might affect future budgets.

Contract Services Funding

The total proposed contract services budget for FY 2023-24, including all contract services funded by new grants committed for FY 2023-24, is \$304 million. The Commission’s adoption of the FY 2023-24 budget will provide the authority to draw down committed grant funding for projects consistent with Commission approval and direction. Highlights of notable increases by Work Element include:

	<b>Total</b>	<b>Change</b>	<b>Change</b>
• Active Transportation (1125)	\$5M	831%	\$4.5M
• Regional Trails (1227)	\$9.4M	90%	\$4.3M
• Agency Websites (1162)	\$1.2M	1523%	\$1.1M
• Regional Car Pool/Van Pool (1222)	\$9.8M	51%	\$3.3M
• Support Transportation System Management Program (1223)	\$6M	47%	\$1.9M
• Arterial and Transit Management (1234)	\$9.6M	41%	\$2.8
• Regional Mobility Technology Program (1239)	\$7.9M	70%	\$3.2M
• Equity, Access and Mobility Planning and Programs (1310)	\$14M	2804%	\$13.5M

MTC Grants and Other Sources of Project Funding

MTC currently has a total of over 90 active grants and other sources of funding totaling \$242 million. MTC proposes to add new grants totaling roughly \$73 million of funding. Some of the projects the grant funds include:

- Electric Vehicles and Chargers
- Mobility Hubs
- Priority Development Area (PDA) and Priority Production Area (PPA) Growth Framework Implementation
- Active Transportation Planning
- Support Transportation System Management Program

Clipper Operating

The proposed Clipper operating budget for FY 2023-24 is \$64.8 million, up from the amended FY 2022-23 budget of \$51.3 million. Clipper I operating expenses have increased due to increased transactions on the current Clipper System. This system is directly related to the number of rider transactions. Clipper I will continue until the contract expires in November 2024 when we expect expenses to significantly drop.

The Clipper II operation continues its development until it gets ready for revenue service. It will incur fixed costs from this stage. Primary funding of operating costs is:

- Transit operators (\$28.8 million)
- State Transit Assistance (STA) (\$7.7 million)
- State of Good Repair (\$5 million)
- Low Carbon Transit Operations (LCTOP) (\$6 million)
- Clipper inactive accounts fund (\$7.7 million)

The operating budget is balanced as proposed.

Clipper Capital

The Clipper capital budget also includes Clipper I and the development of Clipper II. Clipper I will be closing out in FY 2024-25. Clipper I will have a marginal increase to its life-to-date budget by approximately \$1.4 million. Funds will come from card sales will support staff costs and card expenses. The life-to-date budget for Clipper I will be \$241 million through FY 2023-24.

The proposed life-to-date Clipper II budget for FY 2023-24 will be \$298 million, with a proposed increase of \$16.4 million. Primary new funding will be from SGR of \$8 million, STA of \$3 million and Clipper Card revenue of \$5 million; these sources will fund acquisition of equipment and capital consultants.

Bay Area Forward

The proposed FY 2023-24 Bay Area Forward budget increases the life-to-date total budget by \$16 million, from \$146.5 million in FY 2022-23 to \$162.4 million. The main drivers of this increase are adding \$10 million for State Route 37, and \$4.3 million for shared use path gap closure connecting to the Richmond - San Rafael bridge. Project changes are described in the table below (in millions):

	<b>Life to Date (LTD) thru FY2022-23</b>	<b>FY2023-24</b>	<b>LTD thru FY2023-24</b>
Bay Bridge Forward 2016	\$30.0	\$1.7	\$31.7
Bay Bridge Forward 2020	56.0	(0.5)	55.5
Richmond Forward	1.2	4.3	5.5
Freeway Performance Initiative I-680	14.0	-	14.0
Freeway Performance Initiative I-880	7.0	-	7.0
Freeway Performance Initiative US-101	5.5	0.4	5.9
Napa Forward	20.6	-	20.6
Dumbarton Forward	12.2	-	12.2
SR 37 Sears Point to Mare Island Improvement Project	-	10.0	10.0
<b>Total</b>	<b>\$146.5</b>	<b>\$15.9</b>	<b>\$162.4</b>

Exchange Fund

Consistent with Resolution 3989, the MTC Exchange program includes budget for four categories totaling \$25.1M:

- Housing Investment Pilots - \$2M
- Priority Conservation Area Grant Program - \$3.M
- Bike Share Investments - \$16.8M
- Other Multimodal Investments - \$ 2.8M

MTC Reserves

The maintenance of appropriate financial reserves is an important tool for prudently managed governmental agencies. MTC’s operating reserves serve several purposes, including:

- Supporting cash flow to manage grant expenses in advance of reimbursement
- A potential source of contingency funding for unanticipated needs
- A source of financial cushion to withstand economic uncertainties

As is the case with all MTC operating funds, we have an annual goal of maintaining an operating reserve equal to six months of operating revenue. Staff is analyzing projected balances for FY 2022-23 and will include an update at the June Commission meeting.

**Recommendation:**

This is an information item.

**Attachments:**

- Draft MTC FY 2023-24 Operating and Capital Budget Schedules
- Draft MTC FY2023-24 Operating and Capital Budget Presentation



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Andrew B. Fremier

METROPOLITAN TRANSPORTATION COMMISSION

Draft Budget FY 2023-24

SUMMARY

OPERATING REVENUE-EXPENSE SUMMARY

	FY 2022-23 Amendment No. 1	FY 2023-24 Draft	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Federal Grants	\$ 226,000,224	\$ 194,880,339	-14%	\$ (31,119,885)
State Grants	24,437,240	94,497,487	287%	70,060,247
Local Funding	6,126,502	29,625,320	384%	23,498,818
Transportation Development Act (TDA) - General Fund	15,800,000	16,184,063	2%	384,063
Transfer from Other Entities/Funds	5,421,864	7,048,969	30%	1,627,105
Administrative Overhead Reimbursement	21,806,740	27,360,945	25%	5,554,205
Other	1,953,029	1,386,169	-29%	(566,860)
<b>Total Operating Revenue</b>	<b>\$ 301,545,600</b>	<b>\$ 370,983,291</b>	<b>23%</b>	<b>\$ 69,437,691</b>
<b>Total Operating Expense</b>	<b>\$ 301,209,223</b>	<b>\$ 369,801,056</b>	<b>23%</b>	<b>\$ 68,591,833</b>
<b>Operating Surplus/(Deficit) Before Transfers</b>	<b>\$ 336,377</b>	<b>\$ 1,182,236</b>	<b>251%</b>	<b>\$ 845,859</b>
<b>Transfer In from Operating Reserve</b>	<b>\$ -</b>	<b>\$ 1,883,764</b>	<b>-100%</b>	<b>\$ 1,883,764</b>
<b>Transfer Out to Capital Fund</b>	<b>\$ -</b>	<b>\$ (3,066,000)</b>	<b>-100%</b>	<b>\$ (3,066,000)</b>
<b>Total Operating Surplus/(Deficit)</b>	<b>\$ 336,377</b>	<b>\$ (0)</b>	<b>-100%</b>	<b>\$ (336,377)</b>
<b>Use of Reserves</b>				
<b>Beginning Reserve Balance</b>	<b>\$ 64,888,400</b>	<b>\$ 65,224,777</b>		
<b>Transfer into (from) reserve for operating</b>	<b>336,377</b>	<b>1,182,236</b>		
<b>Transfer into (from) reserve for Capital</b>	<b>-</b>	<b>(3,066,000)</b>		
<b>Net Transfers in (from) reserves</b>	<b>336,377</b>	<b>(1,883,764)</b>		
<b>Ending Reserve Balance</b>	<b>\$ 65,224,777</b>	<b>\$ 63,341,013</b>		

**Operating Revenue**

**Federal Grants**

Congestion Mitigation and Air Quality (CMAQ)	\$ 12,722,265	\$ 15,375,521	21%	\$ 2,653,256
Congestion Mitigation and Air Quality (CMAQ) - New Federal Highway Administration Planning (FHWA) Regional Infrastructure Accelerators (RIA) Program (FY 2022-23)	50,498,000	6,881,113	-86%	\$ (43,616,887)
Federal Highway Administration Planning (FHWA PL) (FY 2023-24)	1,500,000	-	-100%	(1,500,000)
Federal Highway Administration Planning (FHWA PL) (FY 2022-23) (Carryover)	-	9,796,093	100%	\$ 9,796,093
Federal Highway Administration Planning (FHWA PL) (FY 2021-22) (Carryover)	9,713,541	1,504,739	-85%	(8,208,802)
Federal Highway Administration State Planning and Research (FHWA SP&R) (FY 2021-22) (Carryover)	1,038,800	-	-100%	(1,038,800)
Federal Transit Administration (FTA) 5303 (FY 2023-24) (Carryover)	462,878	292,188	-37%	(170,690)
Federal Transit Administration (FTA) 5303 (FY 2022-23) (Carryover)	-	4,734,683	100%	4,734,683
Federal Transit Administration (FTA) 5303 (FY 2021-22) (Carryover)	3,628,612	3,973,913	10%	345,301
Federal Transit Administration (FTA) 5303 (FY 2020-21) (Carryover)	1,447,370	-	-100%	(1,447,370)
Federal Transit Administration (FTA) 5304 (FY 2022-23) (Carryover)	196,288	-	-100%	(196,288)
Federal Transit Administration (FTA) 5304 (FY 2021-22) (Carryover)	500,000	500,000	0%	-
Federal Transit Administration (FTA) 5304 (FY 2020-21) (Carryover)	246,993	246,993	0%	(0)
Federal Transit Administration (FTA) 5312	188,357	-	-100%	(188,357)
Federal Highway Administration (FHWA) Regional Infrastructure Accelerator (RIA) Resilient (FY 2022-23)	99,425	-	-100%	(99,425)
Federal Highway Administration (FHWA) Work Zone Data Exchange (WZDx)	-	500,000		500,000
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	-	1,500,000	100%	1,500,000
Federal Emergency Management Agency (FEMA)	52,673	-	-100%	(52,673)
Environmental Protection Agency (EPA)	112,569,606	82,622,060	-27%	(29,947,546)
Surface Transportation Block Grant (STBG) - New	19,732	-	-100%	(19,732)
Surface Transportation Block Grant (STBG) (OBAG 3) - New	58,933	-	-100%	(58,933)
Job Access and Reverse Commute Program (JARC)	28,024,607	66,370,000	137%	38,345,393
	3,000,000	-	-100%	(3,000,000)
	32,144	583,038	1714%	550,894
	<b>\$ 226,000,224</b>	<b>\$ 194,880,339</b>	<b>-14%</b>	<b>\$ (31,119,885)</b>

**State Grants**

California Housing Community (HCD) Regional Early Action Planning (REAP)	\$ 3,200,984	\$ 1,039,830	-68%	\$ (2,161,154)
California Housing Community Development (HCD) (REAP 2.0)	637,483	66,101,128	10269%	65,463,645
Low Carbon Transit Operations Program (LCTOP) Means Based	594,404	4,486,064	655%	3,891,660
Low Carbon Transit Operations Program (LCTOP)	-	-	-100%	-
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2023-24)	-	2,106,140	-100%	2,106,140
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2022-23)	2,099,814	917,900	-56%	(1,181,914)
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2021-22) (Carryover)	953,040	239,987	-75%	\$ (713,053)
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2020-21) (Carryover)	55,972	-	-100%	(55,972)
State Highway Account (SHA) Sustainable Communities (FY 2020-21) (Carryover)	310,183	-	-100%	\$ (310,183)
State Transportation Improvement Program - Programming and Planning (STIP-PPM)	406,766	1,482,154	264%	1,075,388
Systemic Safety Analysis Report Program Local (SSARPL) California Department of Conservation	312,906	-	-100%	(312,906)
Coastal Conservancy	250,000	250,000	0%	-
State Transit Assistance (STA)	1,846,101	2,261,486	23%	415,385
State Transit Assistance (STA) Exchange Fund	5,347,888	8,944,369	67%	3,596,481
State of California, Wildlife Conservation Board (Proposition 68)	-	4,580,000	-100%	4,580,000
Clean California Enhancement Proposal (New)	522,020	182,739	-65%	(339,281)
CA Air Resource Board	6,500,000	-	-100%	(6,500,000)
SB 856 CA State Transp. Agency	-	32,286	-100%	32,286
2% Transit Transfer	-	60,000	-100%	60,000
5% Transit Transfer	\$ 764,034	\$ 1,118,989	46%	\$ 354,955
	635,645	694,414	9%	58,769

<b>\$ 24,437,240</b>	<b>\$ 94,497,487</b>	<b>287%</b>	<b>\$ 70,060,247</b>
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**Local Funding**

Bay Area Rapid Transit (BART)	\$ 68,767	\$ -	-100%	\$ (68,767)
SFMTA Local Funding	700,000	700,000	0%	-
Transportation Fund for Clean Air (TFCA)	28,410	-	-100%	(28,410)
Bay Area Air Quality Management District (BAAQMD) Exchange Fund	432,657	664,000	53%	231,343
Pavement Management Program (PMP Sales)	2,087,500	25,060,835	1101%	22,973,335
Pavement Management Technical Assistance Program (PTAP)	1,500,000	2,000,000	33%	500,000
High Occupancy Vehicle (HOV) Lane Fines	543,900	543,900	0%	-
Cities/Local Funds	470,721	450,000	-4%	(20,721)
	294,547	206,585	-30%	(87,962)

<b>Subtotal</b>	<b>\$ 6,126,502</b>	<b>\$ 29,625,320</b>	<b>384%</b>	<b>\$ 23,498,818</b>
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**Transfers In**

Association of Bay Area Governments (ABAG)	\$ 185,424	\$ 638,374	244%	452,950
Bay Area Infrastructure Financing Authority (BAIFA)	224,593	193,715	-14%	(30,878)
Bay Area Toll Authority (BATA) Regional Measure 2	3,428,347	2,557,000	-25%	(871,347)
Bay Area Toll Authority (BATA) Reimbursement	1,468,500	2,129,875	45%	661,375
Service Authority for Freeways and Expressways (SAFE) Reimbursement	115,000	124,500	8%	9,500
BATA Rehabilitation Program		1,016,717	-100%	1,016,717
Service Authority for Freeways and Expressways (SAFE) - Advanced		228,788	-100%	228,788
SFO Gap Closure Project		160,000	-100%	160,000
<b>Subtotal</b>	<b>\$ 5,421,864</b>	<b>\$ 7,048,969</b>	<b>30%</b>	<b>\$ 1,627,105</b>

**Reimbursements for Administrative Overhead**

Association of Bay Area Governments (ABAG)	1,607,866	1,854,781	15%	\$ 246,915
BATA 1% Administrative Draw	6,938,000	9,817,170	41%	2,879,170
Additional BATA 1% Administrative Draw	6,938,000	9,817,170	41%	2,879,170
Bay Area Forward	-	129,143	-100%	129,143
Bay Area Infrastructure Financing Authority (BAIFA)	1,421,001	1,722,016	21%	301,015
Bay Area Housing Finance Authority (BAHFA)	972,034	967,923	0%	(4,111)
Bay Area Headquarters Authority (BAHA)	742,549	826,574	11%	84,025
MTC Grant Funded Overhead	1,055,010	-	-100%	(1,055,010)
Clipper	1,641,510	1,728,916	5%	87,406
Service Authority for Freeways and Expressways (SAFE) Reimbursement	490,770	497,251	1%	6,481
<b>Subtotal</b>	<b>\$ 21,806,740</b>	<b>\$ 27,360,945</b>	<b>25%</b>	<b>\$ 5,554,205</b>

**Other Revenues**

OPEB Credit	\$ 1,633,029	\$ -	-100%	(1,633,029)
Interest	320,000	1,386,169	333%	1,066,169
<b>Subtotal</b>	<b>\$ 1,953,029</b>	<b>\$ 1,386,169</b>	<b>-29%</b>	<b>\$ (566,860)</b>

	FY 2022-23 Amendment No. 1	FY 2023-24 Draft	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
<b>Operating Expense</b>				
<b>I. Salaries, Benefits, and Overhead</b>	\$ 45,993,401	\$ 52,619,316	14%	\$ 6,625,915
Program Staff Salaries	17,176,917	21,765,556	27%	4,588,639
Program Staff Benefits	8,715,411	9,345,020	7%	629,609
Program Temporary Staff Salaries (Non-Benefited Positions)	-	222,725	0%	222,725
Administrative Overhead Salaries	10,604,022	13,297,633	25%	2,693,611
Administrative Overhead Benefits	5,302,011	5,693,992	7%	391,981
Administrative Overhead Temporary Staff (Non-Benefited Positions)	-	99,995	0%	99,995
New Position Requests (including Benefits)	4,195,040	2,194,396	-48%	(2,000,644)
<b>II. Travel and Training</b>	\$ 1,188,750	\$ 1,216,300	2%	\$ 27,550
<b>III. Printing, Reproduction, and Graphics</b>	\$ 116,000	\$ 119,500	3%	\$ 3,500
<b>IV. Computer Services</b>	\$ 4,563,725	\$ 6,204,556	36%	\$ 1,640,831
<b>V. Commissioner Expense</b>	\$ 150,000	\$ 175,000	17%	\$ 25,000
<b>VI. Advisory Committees</b>	\$ 15,000	\$ 21,000	40%	\$ 6,000
<b>VII. General Operations</b>	\$ 4,043,117	\$ 4,820,673	19%	\$ 777,556
<b>Subtotal of Operating Expenses Before Contractual Service and Capital Outlay</b>	\$ 56,069,993	\$ 65,176,345	16%	\$ 9,106,352
<b>IX. Contractual Services</b>	\$ 244,229,230	\$ 304,624,711	25%	\$ 60,395,481
<b>X. Capital Outlay</b>	\$ 910,000		NA	NA
<b>Total Operating Expense</b>	\$ 301,209,223	\$ 369,801,056	23%	\$ 68,591,833

	Fund Source No.	Project Description	Grant Award	Life-to-Date (LTD) Expenditures thru 02/28/2023	Consultants enc as of 02/28/2023	Life-to-Date (LTD) Grant Balance as of 02/28/2023	FY 2023-24 Projected Grant Balance	FY 2023-24 New Grants	FY 2023-24 Staff Budget	FY 2023-24 Consultant Budget	Remaining Balance	Expiration Dates	
<b>Federal Highway Administration (FHWA) Grants</b>													
1	74A0814	1109 FHWA PL (FY 2023-24)	\$ 9,526,210	\$ -	\$ -	\$ 9,526,210	\$ 9,526,210	\$ -	\$ 9,524,195	\$ 2,015	\$ -	06/30/2026	
2	74A0814	1109 CO FHWA PL (FY 2022-23) (Carryover)	9,604,012	6,301,843	1,797,430	1,504,739	1,504,739	-	820,704	684,035	-	06/30/2025	
4	74A0814	1116 FHWA PL (FY 2023-24)	269,883	-	-	269,883	269,883	-	269,883	-	-	06/30/2026	
4	693J32350009	1117 FHWA Resilient State Route SR 37 Program Regional Infrastructure Accel	1,500,000	-	-	1,500,000	1,500,000	-	-	1,500,000	-	12/31/2025	
5	74A0814	1306 Next-Generation Bay Area Freeways Study	500,000	189,713	18,099	292,187	292,187	-	274,461	17,727	-	06/30/2024	
6	6084-186	1812 Regional Planning & Priority Development Area (PDA) Implementation	8,740,305	8,627,418	-	112,887	112,887	-	-	112,887	-	06/30/2025	
9	6084-209	1825 Operate Car Pool Program	8,000,000	6,094,166	1,105,834	800,000	800,000	-	-	800,000	-	06/30/2024	
10	6084-206	1826 Congestion Management Agency (CMA) Planning	58,818,000	53,238,239	4,988,670	591,090	591,090	-	-	-	591,090	06/30/2025	
11	6084-207	1827 MTC Planning	9,590,000	9,454,583	84,860	50,558	50,558	-	50,558	-	-	06/30/2024	
12	6084-211	1828 Commuter Benefits Implementation	1,785,000	1,431,254	236,830	116,916	116,916	-	48,429	56,000	12,487	06/30/2025	
13	6084-210	1829 Incident Management	20,478,000	18,366,564	555,436	1,556,000	1,556,000	-	-	1,556,000	-	06/30/2025	
14	6084-215	1830 Spare the Air Youth Program	2,463,000	1,984,438	478,562	-	-	-	-	-	-	06/30/2025	
15	6084-216	1831 Arterial/Transit Performance/Rideshare	5,000,000	2,600,093	725,693	1,674,213	1,674,213	-	-	-	1,674,213	06/30/2025	
16	6084-208	1832 Vanpool Program	5,400,000	1,294,211	281,938	3,823,852	3,823,852	-	-	-	3,418,000	405,852	06/30/2025
17	6084-212	1834 Transportation Management System (TMS) Program	2,910,000	1,743,714	115,367	1,050,919	1,050,919	-	325,030	-	725,889	06/30/2025	
18	6084-222	1835 Incident Management	4,160,000	2,405,523	433,942	1,320,535	1,320,535	-	1,320,535	-	-	06/30/2025	
19	6084-225	1836 Transportation Management Center (TMC) Asset	1,150,000	451,518	19,337	679,145	679,145	-	39,145	640,000	-	06/30/2025	
20	6084-220	1837 I-880 Interstate Corridor Management (ICM) Central Segment	1,142,000	334,783	19,929	787,288	787,288	-	52,738	734,550	-	06/30/2025	
21	6084-232	1839 PDA Planning & Implementation	17,500,000	6,153,496	1,290,356	10,056,148	10,056,148	-	-	10,056,147	-	12/31/2026	
23	6084-226	1841 AOM & Dumbarton Forward Bike & Pedestrian Implementation	23,937,000	11,955,551	1,930,866	10,050,584	10,050,584	-	3,624,125	1,500,000	4,926,459	06/30/2026	
24	6084-227	1842 Enhance Arterial: CAT1	10,915,000	6,017,357	304,364	4,593,279	4,593,279	-	316,431	4,276,848	-	06/30/2024	
25	6084-230	1843 Commuter Parking O&M	2,500,000	456,271	507,442	1,536,287	1,536,287	-	36,287	1,500,000	-	06/30/2025	
27	6084-233	1845 Freeway Performance - I-680 Corridor	14,000,000	5,574,216	8,425,784	-	-	-	-	-	-	06/30/2025	
28	6084-235	1846 I-880 Communications Infrastructure	2,500,000	441,030	-	2,058,970	2,058,970	-	70,721	1,988,249	-	06/30/2025	
29	6084-241	1847 Shared Use Mobility	2,500,000	1,181,938	187,702	1,310,360	1,310,360	-	464,319	666,041	-	06/30/2024	
30	6084-243	1849 Targeted Transportation Alternatives	325,000	230,395	90,015	4,590	4,590	-	4,591	-	-	06/30/2024	
31	6084-255	1850 511 - Traveler Information Program	5,700,000	5,090,857	319,796	289,347	289,347	-	-	289,347	-	06/30/2024	
32	6084-244	1852 Connected Automobile Vehicle	2,500,000	289,450	0	2,210,550	2,210,550	-	-	1,234,550	976,000	06/30/2024	
33	6084-259	1853 Bay Bridge Forward 2020/Freeway Perf: I-580	625,000	63,793	-	561,207	561,207	-	-	-	561,207	06/30/2025	
34	6084-260	1854 511 Traveler Information Program	16,672,000	5,814,690	1,701,673	9,155,636	9,155,636	-	-	5,870,593	3,285,043	06/30/2028	
35	6084-263	1855 Bay Bridge Forward 2020/Freeway Perf: I-80 Corr.	3,000,000	943,284	851,716	1,205,000	1,205,000	-	-	1,044,950	160,050	06/30/2025	
36	6084-264	1856 Freeway Performance Prelim Eng/Imp. SR-37	1,000,000	519,061	280,939	200,000	200,000	-	-	200,000	-	06/30/2025	
37	6084-262	1857 Pavement Management Technical Assistance Program (PTAP)	3,000,000	1,775,262	646,894	577,844	577,844	-	-	577,844	-	02/01/2024	
38	6084-269	1859 I-880 Communications Upgrade	100,000	50,609	-	49,391	49,391	-	49,391	-	-	06/30/2026	
39	6084-273	1860 I-880 Express Lane in Alameda County	900,000	283,307	-	616,693	616,693	-	-	555,114	61,579	06/30/2026	
40	6084-275	1861 Bikeshare Program - Capital	700,000	-	32,000	668,000	668,000	-	-	659,500	8,500	06/30/2027	
41	6084-277	1862 Regional Mapping Data Service Development - Capital	1,800,000	-	-	1,800,000	1,800,000	-	-	800,000	1,000,000	06/30/2027	
42	6084-278	1863 Mapping and Wayfinding Program - Capital	991,538	20,000	971,538	-	-	-	-	-	-	06/30/2027	
43	6084-279	1864 Technical Assistance Mobility Hub Pilot Program	150,000	72,354	77,646	-	-	-	-	-	-	06/30/2027	
45	6084-281	1865 Planning activities to advance delivery of Diridon Station	2,000,000	-	-	2,000,000	2,000,000	-	-	2,000,000	-	12/31/2024	
46	6084-282	1866 Bay Bridge Forward	5,750,000	3,728	232,117	5,514,155	5,514,155	-	-	-	-	06/30/2027	
47	6084-285	1867 Regional Planning Activities	49,500,000	17,667	1,083,152	48,399,181	48,399,181	-	5,706,209	4,267,092	38,425,880	06/30/2027	
48	6084-288	1868 Regional Streets and Roads Program	10,000,000	129,342	-	9,870,658	9,870,658	-	-	2,500,000	7,370,658	06/30/2027	
49	6084-284	1869 Regional Planning Activities Programming	35,157,000	101,510	5,428,490	29,627,000	29,627,000	-	-	29,627,000	-	06/30/2027	
50	6084-290	1870 Climate Initiatives Education and Outreach	1,500,000	-	-	1,500,000	1,500,000	-	-	1,500,000	-	06/30/2028	
51	6084-293	1872 Administration of the Priority Conservation Area	525,000	12,835	104,458	407,706	407,706	-	253,145	-	154,562	12/31/2025	
52	6084-292	1873 Implement Bay Area Commuter Benefits Program	6,800,000	-	768,412	6,031,588	6,031,588	-	-	5,531,000	500,588	06/30/2027	
<b>Total Federal Highway Administration (FHWA) Grants</b>			<b>\$ 373,583,948</b>	<b>\$ 161,716,062</b>	<b>\$ 36,097,288</b>	<b>\$ 175,770,598</b>	<b>\$ 175,770,598</b>	<b>\$ -</b>	<b>\$ 23,250,898</b>	<b>\$ 87,839,702</b>	<b>\$ 59,185,844</b>		
<b>Federal Transit Administration (FTA) Grants</b>													
53	74A0814	1602 FTA 5303 (FY 2023-24)	\$ 4,734,683	\$ -	\$ -	\$ 4,734,683	\$ 4,734,683	\$ -	\$ 2,684,683	\$ 2,050,000	\$ -	06/30/2026	
54	74A0814	1602 CO FTA 5303 (FY 2022-23) (Carryover)	3,973,912	-	-	3,973,912	3,973,912	-	1,979,359	1,994,554	-	06/30/2025	
55	74A0814	1604 FTA 5304 (FY 2021-22) (Carryover)	500,000	253,007	-	246,993	246,993	-	-	246,993	-	06/30/2024	
56	74A0814	1615 FTA 5304 (FY 2022-23 Carryover)	500,000	-	-	500,000	500,000	-	-	500,000	-	06/30/2025	
57	CA-37-1177	1630 Job Access and Reverse Commute Program (JARC)	2,430,952	1,826,505	-	604,447	604,447	-	-	583,038	21,409	N/A	
58	CA-2023-016-00	1675 San Francisco Bay Area Multi-Agency Paratransit Trip Booking	500,000	-	-	500,000	500,000	-	-	500,000	-	12/31/2024	
<b>Total Federal Transit Administration (FTA) Grants</b>			<b>\$ 12,639,547</b>	<b>\$ 2,079,512</b>	<b>\$ -</b>	<b>\$ 10,560,035</b>	<b>\$ 10,560,035</b>	<b>\$ -</b>	<b>\$ 4,664,042</b>	<b>\$ 5,874,585</b>	<b>\$ 21,409</b>		
<b>Total Federal Grants</b>			<b>\$ 386,223,495</b>	<b>\$ 163,795,574</b>	<b>\$ 36,097,288</b>	<b>\$ 186,330,634</b>	<b>\$ 186,330,634</b>	<b>\$ -</b>	<b>\$ 27,914,939</b>	<b>\$ 93,714,287</b>	<b>\$ 59,187,253</b>		
<b>State Grants</b>													
59	PPM21 6084-265	2182 State Transportation Improvement Program (PPM)	\$ 723,000	\$ 646,980	\$ -	\$ 76,020	\$ 76,020	\$ -	\$ 76,020	\$ -	\$ -	06/30/2023	
60	PPM22 6084-270	2183 State Transportation Improvement Program (PPM)	750,000	-	-	750,000	750,000	-	670,196	-	79,804	06/30/2024	
61	PPM22-6084-286	2184 State Transportation Improvement Program (PPM)	776,000	-	-	776,000	776,000	-	185,938	550,000	40,063	06/30/2025	
62	6084-245	2214 Systemic Safety Analysis Report Program Local (SSARPL)	500,000	435,286	64,714	-	-	-	-	-	-	06/30/2024	
63	74A0814	XXXX Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1)	2,106,140	-	-	2,106,140	2,106,140	-	2,106,140	-	-	06/30/2027	
64	74A0814	2221 Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1)	2,124,836	1,200,310	684,539	239,987	239,987	-	-	239,987	-	02/29/2024	
65	74A0814	2222 Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1)	2,099,814	1,181,914	-	917,900	917,900	-	667,900	250,000	-	02/28/2024	
66	19-REAP-13915	2310 California Housing Community (HCD) Regional Early Action Planning (REA)	8,396,488	5,549,401	1,807,258	1,039,829	1,039,829	-	1,039,830	-	-	12/31/2023	
67	TBD	RP20 Regional Early Action Plan (REAP) 2.0	102,842,103	-	-	102,842,103	102,842,103	-	1,950,530	64,150,598	36,740,975	06/30/2026	
68	G16-LDPL-04	2404 Affordable Mobility Pilot Program (CARB)	3,015,000	1,169,087	1,654,628	191,284	191,284	-	32,286	-	158,999	03/31/2025	
69	5B856	2405 California State Transp. Agency SB856 (CalSTA)	5,000,000	3,346,623	1,593,377	60,000	60,000	-	-	60,000	-	06/30/2023	
70	WC-2106CR	2408 State of California, Wildlife Conservation Board (Proposition 68)	640,000	54,528	402,733	182,739	182,739	-	-	182,739	-	06/30/2024	
71	3021-902	2412 California Strategic Growth Council	250,000	-	-	250,000	250,000	-	-	250,000	-	03/30/2024	
72	LCTOP	2607 Low Carbon Transit Operations Program (LCTOP) (FY 2019-20)	4,759,808	4,305,717	454,090	-	-	-	-	-	-	06/30/2024	
73	LCTOP	2608 Low Carbon Transit Operations Program (LCTOP) (FY 2020-21)	4,720,738	329,613	3,613,882	777,243	777,243	-	-	777,243	-	06/30/2025	
74	LCTOP	2609 Low Carbon Transit Operations Program (LCTOP) (FY 2021-22)	2,657,562	187,775	53,763	2,416,024	2,416,024	-	-	2,416,024	-	06/30/2026	
75	LCTOP	2610 Low Carbon Transit Operations Program (LCTOP) (FY 2022-23)											

Bay Area Forward Grants - CAPITAL

Fund 333

1 6084-219	1840	Bay Bridge Forward (BBF) West Grand Traffic Signal Priority (TSP)	\$ 1,000,000	\$ 243,187	\$ -	\$ 756,813	\$ 756,813	\$ -	\$ -	756,813	\$ 43,118	06/30/2025
2 6084-231	1844	Freeway Performance Program - I880 Corridor	3,000,000	403,812	-	2,596,188	2,596,188	-	-	-	2,596,188	06/30/2027
3 6084-254	1851	Adaptive Ramp Meter Program Implementation	3,000,000	223,524	61,207	2,715,269	2,715,269	-	-	400,000	2,315,269	06/30/2024
4 6084-268	1858	Napa Forward Transit/Bike/Ped/ Improve	3,700,000	-	-	3,700,000	3,700,000	-	-	-	3,700,000	06/30/2026
5 6084-282	1866	Bay Bridge Forward	6,250,000	-	-	6,250,000	6,250,000	-	-	-	6,250,000	06/30/2028
6 6084-291	1871	Bike Access Improvement Program	4,000,000	-	-	4,000,000	4,000,000	-	-	-	4,000,000	06/30/2028
7 TBD	XXXX	Senate Bill (SB) 170 Caltrans	-	-	-	-	-	4,000,000	-	4,000,000	-	N/A
8 TBD	XXXX	Surface Transportation Block Grant (STBG)	-	-	-	-	-	12,450,000	-	4,450,000	8,000,000	N/A
9 TBD	XXXX	Caltrans Federal Funds	-	-	-	-	-	17,000,000	-	-	17,000,000	N/A
<b>Total Bay Area Forward Capital Grants Grants</b>			<b>\$ 13,950,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 13,950,000</b>	<b>\$ 13,950,000</b>	<b>\$ 33,450,000</b>	<b>\$ -</b>	<b>\$ 8,450,000</b>	<b>\$ 38,950,000</b>	



CONTRACTUAL SERVICE ESTIMATES  
FY 2023-24

Work Element	Description/Purpose	Actuals as of 02/28/2023	FY 2022-23 Amendment No. 1	FY 2023-24 Draft	Change \$ Increase/(Decrease)
<b>1111</b>	<b>Support the Commission</b>				
	Transportation Planning Programs		\$ 200,000	\$ -	\$ (200,000)
	Equity Assessment, Consultation, and Administrative Review		200,000	-	(200,000)
	<b>TOTAL</b>	<b>\$ 213,800</b>	<b>\$ 400,000</b>	<b>\$ -</b>	<b>\$ (400,000)</b>
<b>1112</b>	<b>Implement Public Information Program and Tribal Government Coordination</b>				
	Awards Program / Anniversary Event		\$ 55,000	\$ 80,000	\$ 25,000
	Bike to Wherever/Work Program (sponsorship backfill)		50,000	25,000	(25,000)
	Design and Promotion		120,000	120,000	-
	Digital Promotion & Analysis (MTC, Bay Trail et al incl events)		75,000	78,000	3,000
	On call Video Services		35,000	36,750	1,750
	On-call Meeting and Engagement Support (agencywide)		40,000	100,000	60,000
	Photography services for MTC/BATA (agencywide)		100,000	120,000	20,000
	Return to Transit Employer Surveys		170,000	127,000	(43,000)
	Return to Transit Marketing		200,000	200,000	-
	Return to Transit Poll		100,000	150,000	50,000
	Revenue Measure and PBA2050+ Polling		-	200,000	200,000
	Social Media Consultants (MTC, Bay Trail, et al)		110,000	115,000	5,000
	Transit Connectivity		20,000	22,000	2,000
	Transit Month		-	50,000	50,000
	Translations/ Legal Notices (agencywide)		100,000	268,000	168,000
	Web Accessibility Training Consultant		-	100,000	100,000
	Youth Programs		26,000	25,000	(1,000)
	<b>TOTAL</b>	<b>\$ 543,483</b>	<b>\$ 1,201,000</b>	<b>\$ 1,816,750</b>	<b>\$ 615,750</b>
<b>1120</b>	<b>Regional Conservation Investment Strategy</b>				
	Regional Conservation Investment Strategy - Technical Support		\$ 527,701	\$ 268,743	\$ (258,958)
	<b>TOTAL</b>	<b>\$ 360,561</b>	<b>\$ 527,701</b>	<b>\$ 268,743</b>	<b>\$ (258,958)</b>
<b>1121</b>	<b>Regional Transportation Plan/Sustainable Communities</b>				
	Affordable Housing Needs & Revenue Update		100,000	150,000	50,000
	CALCOG Support		30,800	35,000	4,200
	CivicSpark Fellow		35,000	40,000	5,000
	Climate Adaptation Assistance Bay Conservation and Development Commission (BCDC)		-	1,718,092	1,718,092
	Climate Off-Model Calculators		-	250,000	250,000
	Environmental Impact Report - Legal Support		-	100,000	100,000
	Environmental Impact Report - Technical Support		-	100,000	100,000
	Equity Priority Communities Re-Imagining		199,987	199,987	-
	PBA50+ Website Upgrades/Maintenance		75,000	60,000	(15,000)
	PBA50+/Transit50+ CBO Engagement		75,000	350,000	275,000
	PBA50+/Transit50+ Digital Promotion		100,000	500,000	400,000
	PBA50+/Transit50+ Public Engagement Rounds 1 & 2		50,000	950,000	900,000
	PBA website maintenance		-	60,000	60,000
	Plan Bay Area 2050+ Development		3,349,000	2,349,000	(1,000,000)
	Regional Growth Forecast Update		100,000	100,000	-
	Unencumbered Carryover		473,811	-	(473,811)
	Climate Adaptation Assistance Bay Conservation and Development Commission (BCDC)		1,718,092	-	(1,718,092)
	<b>TOTAL</b>	<b>\$ 225,972</b>	<b>\$ 6,306,690</b>	<b>\$ 6,962,079</b>	<b>\$ 655,389</b>
<b>1122</b>	<b>Analyze Regional Data Using GIS and Planning Models</b>				
	Continuous Travel Behavior Survey		\$ 300,000	\$ 300,000	\$ -
	Bay Area CENSUS Data Portal		-	100,000	100,000
	Bay Area Spatial Information System Development		-	200,000	200,000
	Consultant Carryover		-	435,673	435,673
	Land Use Model Development & Application		175,000	175,000	-
	Prior Year Carryover		87,962	-	(87,962)
	Regional Transit Passenger Survey		1,600,000	1,000,000	(600,000)
	Technical Support for Web Based Projects		100,000	150,000	50,000
	Travel Model 2 Conversion (TM2.2, TM2.3)		250,000	250,000	-
	Travel Model Core Development (ActivitySim)		35,000	35,000	-
	Modeling/Data Development & Application		2,032,000	-	(2,032,000)
	<b>TOTAL</b>	<b>\$ 636,524</b>	<b>\$ 4,579,962</b>	<b>\$ 2,645,673</b>	<b>\$ (1,934,289)</b>
<b>1125</b>	<b>Active Transportation Planning</b>				
	Active Transportation TA and Active Transportation Plan Implementation		\$ 500,000	\$ 5,000,000	\$ 4,500,000
	Tools Design Carryover		41,562	40,136	(1,426)
	<b>TOTAL</b>	<b>\$ 18,414</b>	<b>\$ 541,562</b>	<b>\$ 5,040,136</b>	<b>\$ 4,498,574</b>
<b>1127</b>	<b>Regional Trails</b>				
	Bay Trail Block Grant #5		\$ 163,190	\$ 263,387	100,197
	Bay Trail Block Grant #6		1,320,160	1,414,880	94,720
	Bay Trail Cartographic Services		20,000	20,000	-
	Bay Trail Change Management		25,000	25,000	-
	Bay Trail Engineering & Design		-	86,466	86,466
	Bay Trail Culture, Access and Belonging		-	20,000	20,000
	Bay Trail Equity Strategy Phase: Phase II		126,128	75,000	(51,128)
	Bay Trail Design and Engineering		-	305,398	305,398
	Bay Trail Equity Strategy Phase III		-	350,000	350,000
	Bay Trail Gap Closure Implementation Plan		67,804	-	(67,804)
	Bay Trail Planning & Implementation: Equity Strategy Implementation Playbook		350,000	-	(350,000)
	Bay Trail Planning & Implementation: Regional Trails Data Strategy		200,000	200,000	-
	Bay Trail Planning & Implementation: Bay Trail Strategic Plan		200,000	200,000	-
	Bay Trail Planning & Implementation: Needs Assessment, Ops & Maintenance Plan		500,000	500,000	-
	Bay Trail Planning & Implementation: Technical Assistance		250,000	250,000	-

	Bay Trail Planning & Implementation: Project Delivery		750,000	750,000	-
	Bay Trail Planning & Implementation: Design Guidelines		250,000	250,000	-
	Gap Closure Implementation Plan		250,000	352,804	102,804
	Encumbered Carryover		93,169	433,051	339,882
	Merchandise, Outreach & Advertising	90%	20,000	20,000	-
	Priority Conservation Area Grant Program		-	3,500,000	3,500,000
	Quick Build		164,034	125,000	(39,034)
	SFO Gap Study		-	160,000	160,000
	Water Trail Block Grant #2		175,974	55,974	(120,000)
	<b>TOTAL</b>	<b>\$ 2,317,038</b>	<b>\$ 4,925,459</b>	<b>\$ 9,356,960</b>	<b>\$ 4,431,501</b>
<b>1128</b>	<b>Resilience and Hazards Planning</b>				
	Resilience Technical Assistance & Planning		\$ 100,000	\$ -	\$ (100,000)
	Sea Level Rise Adaptation Funding and Investment Framework		200,000	-	(200,000)
	<b>TOTAL</b>	<b>\$ 177,591</b>	<b>\$ 300,000</b>	<b>\$ -</b>	<b>\$ (300,000)</b>
<b>1132</b>	<b>Advocate Legislative Programs</b>				
	Leg. Advocates - Sacramento		\$ 152,000	\$ 170,000	\$ 18,000
	Leg. Advocates - Washington		315,000	320,000	5,000
	Revenue Measure Polling		200,000	-	(200,000)
	<b>TOTAL</b>	<b>\$ 285,436</b>	<b>\$ 667,000</b>	<b>\$ 490,000</b>	<b>\$ (177,000)</b>
<b>1150</b>	<b>Executive Office</b>				
	Transportation Planning Programs		\$ 500,000	\$ 200,000	(300,000)
	Clerk Administrative and Agencywide Projects		-	350,000	350,000
	Strategic Review and Other Agency Initiatives		-	375,000	375,000
	<b>TOTAL</b>	<b>\$ 152,020</b>	<b>\$ 500,000</b>	<b>\$ 925,000</b>	<b>\$ 425,000</b>
<b>1151</b>	<b>Legal Management</b>				
	ACTA vs. Valley Link		\$ 100,000	\$ 100,000	\$ -
	Legal Bench Services		500,000	500,000	-
	Litigation reserves		1,000,000	1,000,000	-
	Workplace Investigation		300,000	100,000	(200,000)
	Workplace Investigation/Advice		-	100,000	100,000
	<b>TOTAL</b>	<b>\$ -</b>	<b>\$ 1,900,000</b>	<b>\$ 1,800,000</b>	<b>\$ (100,000)</b>
<b>1152</b>	<b>Financial Management</b>				
	Actuarial Service - OPEB		25,000	\$ 16,200	(8,800)
	Bench Audits		200,000	82,000	(118,000)
	Caseware technical support		1,000	2,500	1,500
	Financial audit		\$ 305,000	309,000	\$ 4,000
	<b>TOTAL</b>	<b>\$ 337,002</b>	<b>\$ 531,000</b>	<b>\$ 409,700</b>	<b>\$ (121,300)</b>
<b>1153</b>	<b>Facilities and Contract Services</b>				
	ADA Assistance		\$ 50,000	\$ 100,000	\$ 50,000
	Develop/Implement PCard Program		-	75,000	75,000
	Emergency Management (COOP, etc.)		500,000	100,000	(400,000)
	Equity Review and Analysis (MTC DBE, SBE, and potential other programs)		150,000	150,000	-
	Ergonomic Review and Assistance		150,000	400,000	250,000
	Risk Management (Contract, Facilities, Emergency)		150,000	150,000	-
	Training Materials (Procurement, DBE, Title VI, Compliance)		-	75,000	75,000
	<b>TOTAL</b>	<b>\$ 301,516</b>	<b>\$ 1,000,000</b>	<b>\$ 1,050,000</b>	<b>\$ 50,000</b>
<b>1158</b>	<b>Administration and Human Development</b>				
	Administrative Services Agency Initiatives		\$ 50,000	\$ 50,000	\$ -
	Agencywide Diversity, Equity, and Inclusion (DEI) Training		250,000	75,000	(175,000)
	Benefits Operation (Benefits Bridge, Leave Management System, Open Enrollment Activities, etc.)		15,000	15,000	-
	College Intern Program		115,500	120,000	4,500
	Handbook and Policy Protocols, Procedures, Workflows		125,000	82,000	(43,000)
	High School Intern Program		55,000	25,000	(30,000)
	Iyai Innovation Challenge		-	40,000	40,000
	Leadership and Coaching		-	324,000	324,000
	Memorandum of Understanding (MOU) Labor Negotiations		104,000	-	(104,000)
	Mineta Transportation Institute		110,000	110,000	-
	Operational Review		75,000	75,000	-
	<b>TOTAL</b>	<b>\$ 563,280.00</b>	<b>\$ 899,500</b>	<b>\$ 916,000</b>	<b>\$ 16,500</b>
<b>1161</b>	<b>Information Technology Services</b>				
	AD Migration Project		\$ 20,000	\$ 20,000	\$ -
	Administrative Assistance		-	25,000	25,000
	Adobe SSO Integration		-	15,000	15,000
	Central Square Support		20,000	20,000	-
	DATA Security Improvements, Cloud Data Risk		50,000	-	(50,000)
	Enterprise App Support - Ongoing		-	150,000	150,000
	Helpdesk Technician		-	35,000	35,000
	Leave Management System		3,000	3,000	-
	Managed Services for Information Security Program Management - CISOShare		-	180,000	180,000
	Network Assistance		50,000	50,000	-
	PC Support Technician		95,000	-	(95,000)
	Project Coordinator- SD		95,000	70,000	(25,000)
	Salesforce: Agency CRM Enhancement		100,000	100,000	-
	Salesforce: Marketing Cloud		-	500,000	500,000
	Salesforce: Operations Support, Security & Governance		525,000	300,000	(225,000)
	Security Program Consulting and Advisory		120,000	30,000	(90,000)
	Technical Assistance Portal Enhancements		30,000	25,000	(5,000)
	Web Accessibility 508 On-Going O&M		100,000	100,000	-
	Web Security Project		200,000	75,000	(125,000)
	Web/DB Application Development/Integration		50,000	50,000	-
	Website Operations Maintenance and Enhancement		375,000	425,000	50,000
	SharePoint Consulting Services		50,000	-	(50,000)
	TSS App Developer Consultant		200,000	-	(200,000)
	<b>TOTAL</b>	<b>\$ 1,769,331</b>	<b>\$ 2,083,000</b>	<b>\$ 2,173,000</b>	<b>\$ 90,000</b>

<b>1162</b>	<b>Agency Websites</b>						
	ABAG: Website Operations Maintenance and Hosting		\$ 75,000	\$ 200,000	\$ 125,000		
	ABAG: Website Refresh / Redesign		-	250,000	\$ 250,000		
	Website Operations Maintenance and Enhancement		-	75,000	\$ 75,000		
	Salesforce program services	1523%	-	22,500	\$ 22,500		
	DATA Security Improvements, Cloud Data Risk		-	75,000	\$ 75,000		
	Salesforce: Operations Support, Security & Governance		-	325,000	\$ 325,000		
	TSS App Developer Consultant		-	200,000	\$ 200,000		
	Security Program Consulting and Advisory		-	70,000	\$ 70,000		
	<b>TOTAL</b>		<b>\$ 75,000</b>	<b>\$ 75,000</b>	<b>\$ 1,217,500</b>	<b>\$ 1,142,500</b>	
<b>1212</b>	<b>Performance Measuring and Monitoring</b>						
	Performance Monitoring and Vital Signs		\$ 225,000	\$ 225,000	\$ -		
	<b>TOTAL</b>		<b>\$ 677,147</b>	<b>\$ 225,000</b>	<b>\$ 225,000</b>	<b>\$ -</b>	
<b>1222</b>	<b>Regional Car Pool Program/Van Pool and Commuter Benefits Program</b>						
	Bay Area Carpool Program		\$ 850,000	500,000	\$ (350,000)		
	Bay Area Vanpool Program		1,199,640	500,000	(699,640)		
	Commuter Benefits Program (SB 1128)		210,000	-	(210,000)		
	Commuter Benefits Program		2,540,000	-	(2,540,000)		
	Commuter Benefits Program (SB 1128) - (OBAG-2) - Carryover		-	56,000	56,000		
	Commuter Benefits Program (SB 1128) - New Grant (OBAG-3) - Carryover		-	5,531,000	5,531,000		
	Bay Area Vanpool Program Carryover	51%	-	2,870,000	2,870,000		
	NTD Compliance Audit		30,000	18,000	(12,000)		
	Vanpool Audits		-	30,000	30,000		
	Bay Area Car Pool Program - Carryover		1,651,017	300,000	(1,351,017)		
	<b>TOTAL</b>		<b>\$ 2,854,952</b>	<b>\$ 6,480,657</b>	<b>\$ 9,805,000</b>	<b>\$ 3,324,343</b>	
<b>1223</b>	<b>Support Transportation System Management Program</b>						
	BATA Rehab- Regional Comm Infrastructure - Alternatives Assessment - Carryover		\$ -	\$ 200,000	\$ 200,000		
	BATA Rehab- Regional Comm Infrastructure - Alternatives Assessment - New Encumbered Carryover		-	200,000	200,000		
	I-880 Communications Upgrade	47%	25,299	-	(25,299)		
	I-880 ICM Central Segment Design - Carryover		2,000,000	-	(2,000,000)		
	Regional Comm Infrastructure Improvements - Carryover		357,875	-	(357,875)		
	TMC Programs and Related Infrastructure- Carryover		6,308	4,988,249	4,981,941		
	Unencumbered Carryover		661,252	640,000	(21,252)		
	<b>TOTAL</b>		<b>\$ 1,036,496</b>	<b>\$ -</b>	<b>(1,036,496)</b>		
<b>1224</b>	<b>Implement Regional Traveler Information Services</b>						
	511 Alerting		\$ 75,000	\$ 75,000	\$ -		
	511 Express Lane Operations - Est .Carryover		598,323	-	(598,323)		
	511 Innovation Lab		200,000	300,000	100,000		
	511 System Integrator		2,500,000	3,200,000	700,000		
	511 System Integrator - Carryover		-	-	-		
	511 TIC Operations		1,420,000	1,500,000	80,000		
	511 Web Hosting		80,000	-	(80,000)		
	511 Web Services		1,650,000	1,250,000	(400,000)		
	Contract Management Services		30,000	309,940	279,940		
	System Integrator		52,673	-	(52,673)		
	Technical Advisor Services		400,000	400,000	-		
	Transit Data QA/QC Services		250,000	-	(250,000)		
	<b>TOTAL</b>		<b>\$ 5,373,958</b>	<b>\$ 7,255,996</b>	<b>\$ 7,034,940</b>	<b>\$ (221,056)</b>	
<b>1233</b>	<b>Transportation Asset Management (TAM) Program</b>						
	AI Data Collection		\$ -	\$ 2,000,000	\$ 2,000,000		
	Local Road Safety Plan Assistance		2,000,000	720,000	(1,280,000)		
	PTAP Projects		10,850,000	2,500,000	(8,350,000)		
	PTAP Projects Est. Carryover		645,037	1,121,744	476,707		
	PTAP Projects - Unencumbered Est Carryover		53,340	-	(53,340)		
	Quality Assurance Program for PTAP		60,000	60,000	-		
	Regional Safety Campaign		500,000	500,000	-		
	Regional Safety Data System Support & Expansion		312,906	400,000	87,094		
	StreetSaver Development		1,500,000	2,000,000	500,000		
	StreetSaver Training		650,000	650,000	-		
	Needs Assessment		-	50,000	50,000		
	Workshops/peer - exchanges/outreach campaign		-	1,600,000	1,600,000		
	<b>TOTAL</b>		<b>\$ 4,362,142</b>	<b>\$ 16,571,283</b>	<b>\$ 11,601,744</b>	<b>\$ (4,969,539)</b>	
<b>1234</b>	<b>Arterial and Transit Management</b>						
	Arterial Operations IDEA CAT 2		\$ -	\$ -	\$ -		
	IDEA 2.0		-	1,000,000	1,000,000		
	PASS		2,000,000	1,500,000	(500,000)		
	IDEA Contra Costa TSP Carryover		-	1,136,844	1,136,844		
	Match for STBG		-	340,777	340,777		
	MultiModal Arterial Operations		-	2,000,000	2,000,000		
	2016 On-Call Transportation Eng. and Plan Services - Carryover		447,968	-	(447,968)		
	2016 On-Call Transportation Engagement & Planning Services - Carryover		273,377	274,213	836		
	AC Transit, Dumbarton Express IDEA Project - Carryover	41%	1,461,501	2,543,492	1,081,991		
	Supplemental IDEA Category 2 - Carryover		282,356	200,000	(82,356)		
	IDEA Category 1 - Carryover		613,018	433,356	(179,662)		
	Required Match for STBG 1842		340,777	-	(340,777)		
	Carryover		-	206,585	206,585		
	FY 2021-22 Carryover		1,437,980	-	(1,437,980)		
	<b>TOTAL</b>		<b>\$ 1,511,941</b>	<b>\$ 6,856,977</b>	<b>\$ 9,635,267</b>	<b>\$ 2,778,290</b>	

<b>1235</b>	<b>Implement Incident Management Program</b>						
	I-880 Central Segment PE/Env/Design		\$ 550,000	\$ -	\$ (550,000)		
	I-880 ICM North Segment Integration - Carryover		3,615,556	1,256,000	(2,359,556)		
	I-880 ICM Project Construction and System Integration		300,000	-	(300,000)		
	Regional Safety Data System Support & Expansion		1,498,000	-	(1,498,000)		
	I-880 Central Segment PE/Env/Design - Carryover		-	550,000	550,000		
	I-880 ICM Central Segment Design - Carryover		-	184,550	184,550		
	I-880 ICM Project Construction and System Integration - Carryover		-	300,000	300,000		
	I-880 Integrated Corridor Management (ICM) Central Segment construction phase - Carryover		-	1,498,000	1,498,000		
	Incident Management		-	2,000,000	2,000,000		
	<b>TOTAL</b>	<b>\$ 383,203</b>	<b>\$ 5,963,556</b>	<b>\$ 5,788,550</b>	<b>\$ (175,006)</b>		
<b>1237</b>	<b>Freeway Performance Programs - Bay Bridge Forward</b>						
	2019 Project Management - Carryover		\$ 228,083	\$ -	\$ (228,083)		
	2019 Project/Program Management Services - Carryover		13,559	-	(13,559)		
	ALA-I580 Westbound - Carryover		287,356	-	(287,356)		
	Bay Bridge Forward - Carryover		450,010	-	(450,010)		
	Commuter Parking Initiative		646,500	2,145,289	1,498,789		
	Commuter Parking Outreach - Carryover		661,868	-	(661,868)		
	Consultants - Carryover		954,724	-	(954,724)		
	Design Alternatives Assessments/Corridor Studies		1,500,000	1,500,000	-		
	Freeway Performance Prelim Eng/Imp. SR-37		2,050,000	1,700,000	(350,000)		
	I-80 Comprehensive Multimodal Corridor Plan (CMCP)/I-80 Design Alternatives Analysis (DAA)		885,000	1,044,950	159,950		
	Northbound I-680 Express Lane Project - Carryover		8,425,784	-	(8,425,784)		
	Occupancy Detection/Verification - Carryover		-	559,501	559,501		
	Occupancy Detection/Verification- New		-	200,000	200,000		
	On-Call Transportation Eng. and Planning Services - Carryover		38,174	-	(38,174)		
	Parking Operations & Management - Carryover		2,095,196	-	(2,095,196)		
	RSR Forward Bike/TDM		400,000	400,000	-		
	Richmond San Rafael (RSR) Rides		-	52,702	52,702		
	Richmond-San Rafael E-Bike Commute Program		-	300,000	300,000		
	Transp. Engng. & Planning Services - Carryover		150,606	-	(150,606)		
	<b>TOTAL</b>	<b>\$ 2,467,229</b>	<b>\$ 18,786,860</b>	<b>\$ 7,902,442</b>	<b>\$ (10,884,418)</b>		
<b>1238</b>	<b>Technology-Based Operations &amp; Mobility</b>						
	Bikeshare Capital Grant Program		\$ 826,000	\$ 826,000	\$ -		
	Bikeshare Implementation		700,000	655,500	(44,500)		
	Connected and Automated Vehicles		450,000	1,234,550	784,550		
	Napa Valley Forward TDM		240,000	260,000	20,000		
	Napa Valley Forward Transportation Demand Management (TDM)		-	420,225	420,225		
	Regional Data Platform		-	4,000	4,000		
	Richmond-San Rafael E-Bike Commute Program		-	95,816	95,816		
	Shared Use Mobility		575,000	150,000	(425,000)		
	<b>TOTAL</b>	<b>\$ 329,898</b>	<b>\$ 2,791,000</b>	<b>\$ 3,646,091</b>	<b>\$ 855,091</b>		
<b>1239</b>	<b>Regional Mobility Technology Program</b>						
	Regional ITS Architecture		\$ 50,000	\$ 2,000,000	1,950,000		
	Regional Map		1,791,538	3,570,000	1,778,462		
	Regional Mapping Data Services Platform		1,900,000	800,000	(1,100,000)		
	Salesforce: Regional Account		500,000.00	1,250,000	750,000		
	Transit Connectivity Gap Analysis with Regional GTFS		388,347	250,000	(138,347)		
	<b>TOTAL</b>	<b>\$ 2,873,033</b>	<b>\$ 4,629,885</b>	<b>\$ 7,870,000</b>	<b>\$ 3,240,115</b>		
<b>1240</b>	<b>Clean Air Program</b>						
	Clean CA Portal Lighting Project	70%					
	<b>Total</b>		<b>\$ -</b>	<b>\$ 6,500,000</b>	<b>\$ -</b>	<b>\$ (6,500,000)</b>	
<b>1310</b>	<b>Equity, Access and Mobility Planning and Programs</b>						
	Blue Ribbon Action Plan - Paratransit Analysis		\$ 250,000	\$ -	\$ (250,000)		
	Community-Based Organizations engagement enhancement		-	1,500,000	1,500,000		
	Community Choice Learning Hub: Contracting w/ CBOs		30,000	-	(30,000)		
	Coordinated Plan Update		-	90,463	90,463		
	Equity Action Plan: FPP Cohort - Equity Platform Implementation in Fund Sources		70,000	-	(70,000)		
	FY 2021-22 Carryover		32,144	21,048	(11,096)		
	OBAG3 CTA CBTP Planning funds		-	3,000,000	3,000,000		
	Participatory Budgeting Advisory Technical Assistance		100,000	4,000,000	3,900,000		
	TTAP Action 22 - OSR Pilot Grants	2804%	-	1,600,000	1,600,000		
	TTAP Actions 21-25 Facilitation Assistance		-	30,000	30,000		
	TTAP Actions 21-25 Planning Assistance		-	200,025	200,025		
	OBAG3 CTA CBTP Planning funds		-	3,000,000	3,000,000		
	Unspent Grant funds		-	561,990	561,990		
	<b>TOTAL</b>	<b>\$ 110,202</b>	<b>\$ 482,144</b>	<b>\$ 14,003,526</b>	<b>\$ 13,521,382</b>		
<b>1311</b>	<b>Means Based Fare Program</b>						
	Fare Subsidy		\$ 1,094,404	\$ 8,000,000	6,905,596		
	Fare Program Title VI Analysis Support		-	600,000	600,000		
	Studies, Evaluations, and Analyses		-	1,000,000	1,000,000		
	Other Admin		500,000	-	(500,000)		
	Program Admin		1,500,000	1,816,024	316,024		
	Technology Support		500,000	-	(500,000)		
	<b>TOTAL</b>	<b>\$ 10,143,209</b>	<b>\$ 3,594,404</b>	<b>\$ 11,416,024</b>	<b>\$ 7,821,620</b>		
<b>1312</b>	<b>Support Title VI and Environmental Justice</b>						
	Title VI Triennial Report and LAP review assistance		\$ 75,000	\$ 75,000	\$ -		
	<b>TOTAL</b>	<b>\$ -</b>	<b>\$ 75,000</b>	<b>\$ 75,000</b>	<b>\$ -</b>		
<b>1314</b>	<b>Means Based Toll Discount</b>						
	Express Lanes START Pilot Study on EL (Carryover)		\$ 300,000	\$ 105,114	\$ (194,886)		
	I-880 Corridor Performance Evaluation for Toll Discount Pilot		300,000	450,000	150,000		
	<b>TOTAL</b>	<b>\$ 576,091</b>	<b>\$ 600,000</b>	<b>\$ 555,114</b>	<b>\$ (44,886)</b>		



<b>1413</b>	<b>Climate Initiatives</b>				
	Bike to Wherever/Work Day Program		\$ 1,500,000	\$ 1,500,000	\$ -
	Spare the Air Youth Program		531,754	3,300,000	2,768,246
	Regional Carsharing - Carryover		142,352	-	(142,352)
	Electric Vehicles and Chargers		20,000,000	15,000,000	(5,000,000)
	Mobility Hubs		15,000,000	2,500,000	(12,500,000)
	Parking Program (capital)		10,001,908	-	(10,001,908)
	Bay Weels Bikeshare E-Bike Expansion		-	15,940,000	15,940,000
	Parking (planning)		-	2,000,000	2,000,000
	<b>TOTAL</b>	<b>\$ 967,620</b>	<b>\$ 47,176,014</b>	<b>\$ 40,240,000</b>	<b>\$ (6,936,014)</b>
<b>1514</b>	<b>Regional Assistance Programs and Project Reviews</b>				
	Performance Audits - RFP		\$ 285,000	\$ 285,000	\$ -
	Performance Audits - New		-	500,000	500,000
	TDA/STA Portal		290,000	340,000	50,000
	<b>TOTAL</b>	<b>\$ 80,000</b>	<b>\$ 575,000</b>	<b>\$ 1,125,000</b>	<b>\$ 550,000</b>
<b>1515</b>	<b>State Programming, Monitoring and STIP Development</b>				
	ATP Technical Assistance Program		\$ 300,000	\$ 300,000	\$ -
	<b>TOTAL</b>	<b>\$ -</b>	<b>\$ 300,000</b>	<b>\$ 300,000</b>	<b>\$ -</b>
<b>1517</b>	<b>Transit Sustainability/Planning</b>				
	Action Plan Projects and Support		\$ -	\$ 1,500,000	\$ 1,500,000
	Action Plan Support		-	1,650,000	1,650,000
	Blue Ribbon Analysis		3,240,000	115,000	(3,125,000)
	Clipper BayPass Program Development and Evaluation		-	600,000	600,000
	Connected Network Plan Community Engagement		250,000	-	(250,000)
	Connected Network Plan Technical Assistance		750,000	-	(750,000)
	Consultant support for Regional Transit Priority Policy and Corridor Assessment		-	450,000	450,000
	HDR Engineering FY 2022-23 Carryover		-	60,000	60,000
	Integrated Rail Fare Study		-	400,000	400,000
	Staff Support - Leaves		-	250,000	250,000
	Transit 2050+ (CNP) Community Engagement		-	250,000	250,000
	Transit 2050+ (CNP) Technical Assistance		-	1,750,000	1,750,000
	Transit Fiscal Cliff analysis		-	450,000	450,000
	Regional Zero Emission Fleet Strategy		612,911	515,638	(97,273)
	Diridon Station Business Case Planning Support		2,000,000	2,000,000	-
	Transformatio Action Plan Support		-	315,000	315,000
	SRTP Planning		720,000	-	(720,000)
	<b>TOTAL</b>	<b>\$ 1,934,582</b>	<b>\$ 7,572,911</b>	<b>\$ 10,305,638</b>	<b>\$ 2,732,727</b>
<b>1520</b>	<b>BART Metro 2030 and Beyond</b>				
	Bart Metro 2030 and Beyond		\$ 168,192	\$ -	\$ (168,192)
	<b>TOTAL</b>	<b>\$ -</b>	<b>\$ 168,192</b>	<b>\$ -</b>	<b>\$ (168,192)</b>
<b>1521</b>	<b>Bay Area Regional Rail Partnerships - Project Delivery &amp; Governance</b>				
	Bay Area Regional Rail Partnerships: Project Delivery and Governance		\$ 188,357	\$ -	\$ (188,357)
	<b>TOTAL</b>	<b>\$ 206,892</b>	<b>\$ 188,357</b>	<b>\$ -</b>	<b>\$ (188,357)</b>
<b>1522</b>	<b>San Francisco Municipal Transportation Agency (SFMTA) Muni Modernization Planning Study</b>				
	San Francisco Municipal Transportation Agency (SFMTA) Muni Modernization Planning Study		\$ 1,200,000	\$ 1,200,000	\$ -
	<b>TOTAL</b>	<b>\$ -</b>	<b>\$ 1,200,000</b>	<b>\$ 1,200,000</b>	<b>\$ -</b>
<b>1611</b>	<b>Regional Growth Framework Planning and Implementation</b>				
	Carryover Match for Various Projects		\$ 1,281,842	\$ 1,281,842	\$ -
	CivicSpark Fellow		-	-	-
	Climate Adaptation Assistance Bay Conservation and Development Commission (BCDC)		-	-	-
	CTA Planning & Programming Activities		35,157,000.00	7,861,000	(27,296,000)
	CTA Planning & Programming Activities - Augmentation		-	15,766,000	15,766,000
	Del Norte Station Precise Plan - Carryover		206,845.00	112,887	(93,958)
	Downtown Specific Plan EIR - Carryover		34,800.00	-	(34,800)
	El Camino Precise Plan Environmental Impact Report (EIR)/Form Based Code - Carryover		277,160.00	-	(277,160)
	General Plan Update - Carryover		1,600,000.00	1,600,000	-
	Growth Framework Implementation - PDA Grants		23,000,000.00	23,000,000	-
	Growth Framework Implementation - PPA Grants		2,000,000.00	2,000,000	-
	Jumpstart Alameda County - carryover		2,000,000.00	2,000,000	-
	Lindenville Specific Plan - Carryover		500,000.00	500,000	-
	Master Funding Agreement (MFA)-PDA-Decoto Industrial Park Study - Carryover		340,102.00	90,102	(250,000)
	MFA-PDA-Decoto Industrial Park Study - Carryover		-	250,000	250,000
	Milpitas Gateway/ PDA Planning - Carryover		500,000.00	500,000	-
	PCA Revamp		25,000.00	25,000	-
	PDA Regional Studies - Carryover		87,000.00	587,000	500,000
	Planning, Programming Transportation Land Use - Carryover		50,558.00	-	(50,558)
	Priority Conservation Area (PCA) Revamp		250,000.00	250,000	-
	Priority Development Area (PDA) Grant Program - Carryover		4,670,000.00	1,919,998	(2,750,002)
	Priority Development Area Grant Program - Carryover (OBAG1)		-	609,047	609,047
	Railvolution (renamed to MPact)		15,000.00	15,000	-
	San Francisco Market Street Hub EIR - Carryover		134,649.00	-	(134,649)
	SW Expressway & Race Street Urban Village Plan - Carryover		545,987.00	-	(545,987)
	Transit Corridors & 22nd Street Station Relocation - Carryover		434,200.00	-	(434,200)
	Transit Oriented Communities (TOC) Policy Implementation		282,390.00	32,390	(250,000)
	Transit Oriented Communities (TOC) Policy Implementation - Carryover		-	40,000	40,000
	Unencumbered Carryover		89,362.00	-	(89,362)
	Burlingame Downtown Plan		-	400,000	400,000
	Marin City PDA Plan		-	300,000	300,000
	Richmond Hilltop Plan		-	750,000	750,000
	Rumrill Blvd Specific Plan		-	250,000	250,000
	Santa Clara Station Area Plan		-	400,000	400,000
	City of Hayward Micromobility TA		-	70,000	70,000
	City of San Leandro Infrastructure TA		-	150,000	150,000
	City of Santa Rosa Finance Analysis TA		-	150,000	150,000
	Berkeley San Pablo Avenue Specific Plan		-	775,000	775,000
	City of San Jose Parking TA		-	125,000	125,000
	City of San Mateo TDM TA		-	150,000	150,000
	Vehicle Miles Traveled (VMT) Policy Adoption Technical Assistance - Carryover		240,000.00	240,000	-
	VMT Policy Adoption - Carryover		240,000.00	240,000	-
	<b>TOTAL</b>	<b>\$ 1,174,619</b>	<b>\$ 73,961,895</b>	<b>\$ 62,440,266</b>	<b>\$ (11,521,629)</b>

<b>1612</b>	<b>Bay Area Regional Collaborative (BARC) Regional Climate Mitigation and Adaptation Planning</b>				
	Initiative #1 Climate Adaptation		\$ 100,000	\$ -	\$ (100,000)
	Initiative #2 Climate Adaptation		100,000	-	(100,000)
	Initiative #3 Greenhouse Gas (GHG) Reduction		100,000	-	(100,000)
	Initiative #4 Greenhouse Gas (GHG) Reduction		100,000	-	(100,000)
	TBD		-	350,000	350,000
	<b>TOTAL</b>	<b>\$ 289,874</b>	<b>\$ 400,000</b>	<b>\$ 350,000</b>	<b>\$ (50,000)</b>
<b>1614</b>	<b>Vehicle Miles Traveled - Reduction Planning for Priority Development Areas</b>				
	Vehicle Miles Traveled		\$ 310,183	\$ -	\$ (310,183)
	<b>TOTAL</b>	<b>\$ 309,999</b>	<b>\$ 310,183</b>	<b>\$ -</b>	<b>\$ (310,183)</b>
<b>1615</b>	<b>Connecting Housing and Transportation (REAP funded only)</b>				
	Housing Technical Assistance		\$ -	\$ 13,640,598	\$ 13,640,598
	REAP 2 Public Engagement		-	100,000	100,000
	Housing Preservation Pilot Transfer of REAP 2.0 grant funding to BAHFA			15,000,000	15,000,000
	EPA Brownsfield Grant		58,933	-	(58,933)
	Priority Sites Pilot Transfer of REAP 2.0 grant funding to BAHFA			28,000,000	28,000,000
	<b>TOTAL</b>	<b>\$ 43,685</b>	<b>\$ 58,933</b>	<b>\$ 56,740,598</b>	<b>\$ 56,681,665</b>
<b>1622</b>	<b>Next-Generation Bay Area Freeways Study</b>				
	Next-Generation Bay Area Freeways Study Operational Analysis		\$ 150,000	\$ 150,000	\$ -
	Next-Generation Freeways Implementation Planning		-	100,000	100,000
	Public Engagement and Outreach		250,000	17,727	(232,273)
	Public Engagement Carryover		82,878	250,000	167,122
	<b>TOTAL</b>	<b>\$ 60,000</b>	<b>\$ 482,878</b>	<b>\$ 517,727</b>	<b>\$ 34,849</b>
<b>1621</b>	<b>Network Management - Planning for Implementation</b>				
	Network Management		\$ 496,993	\$ 746,993	\$ 250,000
	<b>TOTAL</b>	<b>\$ 490,058</b>	<b>\$ 496,993</b>	<b>\$ 746,993</b>	<b>\$ 250,000</b>
	<b>Total Consultant Contracts</b>	<b>\$ 46,382,281</b>	<b>\$ 244,229,222</b>	<b>\$ 304,624,711</b>	<b>\$ 60,395,489</b>
<b>106</b>	<b>Legal Services</b>				
	Legal Services		\$ 500,000		\$ (500,000)
	<b>TOTAL</b>	<b>\$ 39,045</b>	<b>\$ 500,000</b>	<b>\$ -</b>	<b>\$ (500,000)</b>

## Metropolitan Transportation Commission Capital Budget FY 2023-2024

### Capital Projects

#### Revenue:

Transfer from Operating Reserve

FY 2022-23 Budget	FY 2023-24 Draft
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\$ 910,000    \$ 3,066,000

#### **Total Revenue**

<b>\$ 910,000</b>	<b>\$ 3,066,000</b>
-------------------	---------------------

#### Expenses:

Security Upgrades

\$ 100,000    \$ 100,000

Hardware Deployment Pgm

150,000    220,000

SCCM and MAC Management Project

80,000    80,000

Veeam Backup Server

15,000    15,000

Vsphere Enterprise/VMware ESXI/Vcenter - Desktop ; Modelling server replacement

80,000    100,000

Hardware Support -OOW / Recovery

10,000    10,000

Hardware Replacement (GIS)

-    16,000

Hardware - Monitors

-    25,000

Committee Packet Automation System

-    2,500,000

ERP Planning and Discovery

275,000    -

Contract and Procurement Routing Module

200,000    -

#### **Total Expenses**

<b>\$ 910,000</b>	<b>\$ 3,066,000</b>
-------------------	---------------------

Exchange Program - Summary  
MTC Resolution 3989  
As of April 28, 2023

Date May 24 2023  
Attachment C

Resolution 3989  
**MTC Exchange Program**

Revenues	Resolution	Approved	Received to Date	Repayment Pending		
Account Interest Carryover - SCL STP Exchange	N/A	\$1,156,052	\$1,156,052			
Account Interest To-Date (7/30/2011 to 12/31/2022) - MTC Exchange	N/A	\$1,952,703	\$1,952,703			
SCTA - SON US 101 Steele Lane HOV	3731	\$1,500,000	\$1,500,000			
TAM - MRN US 101 HOV Gap Closure	3842	\$13,253,049	\$13,253,049			
SFMTA - SFPark Parking Pricing	3963	\$22,799,802	\$22,799,802			
CCTA - CC I-80 San Pablo Dam Road I/C	4264	\$1,100,000	\$1,100,000			
SCTA - SON US 101 MSN Phase B	4305	\$12,000,000	\$12,000,000			
CCTA - I-680 NB HOV/Express Lane	4357	\$4,000,000	\$4,000,000			
TAM - MRN US 101 MSN HOV Lane	4468	\$75,651,097		\$75,651,097	*	
STA - SOL I-80 Managed Lanes	4469	\$63,464,510		\$63,464,510	*	
STA - SOL I-80 Managed Lanes	4479	\$1,845,000		\$1,845,000		
BAIFA - SOL I-80 Managed Lanes	4480	\$1,845,000		\$1,845,000		
Midpen - VTA Highway 17 Wildlife Crossing/Trail	4202	\$500,000		\$500,000		
CCJPA - SR84 Ardenwood	4202	\$100,000		\$100,000		
<b>MTC Exchange Revenue - Total</b>		<b>\$201,167,213</b>	<b>\$57,761,606</b>	<b>\$143,405,607</b>		

Expenditures	Resolution	Grant Programmed	Expended to Date	Grant Balance Life to Date	FY 2023-24 Draft Budget	Projected Remaining
Housing Investment Pilots						
Transit Oriented Affordable Housing Development (TOAH)	3940	\$10,000,000	\$10,000,000	\$0		\$0
Affordable Housing Jumpstart Program	4260	\$10,000,000	\$8,000,000	\$2,000,000	\$2,000,000	\$0
Bay Area Preservation Pilot	4311	\$10,000,000	\$10,000,000	\$0		\$0
PCA Grant Program						
PCA Grant Program	4202	\$6,949,000	\$2,453,592	\$4,495,408	\$3,500,000	\$995,408
Bike Share Investments						
Bike Share Capital and Outreach - SMART Corridor	3925	\$826,000		\$826,000	\$826,000	\$0
Bike Share Capital and Outreach - Richmond	3925	\$1,024,000	\$1,024,000	\$0		\$0
Bay Wheels Bikeshare E-bike Expansion	4505	\$15,940,000		\$15,940,000	\$15,940,000	\$0
Other Multimodal Investments						
Stewart's Point Intertribal EV Implementation	3925	\$376,000	\$376,000	\$0		\$0
BBF Commuter Parking Initiative	4035	\$3,875,000	\$2,855,238	\$1,019,762	\$645,289	\$374,473
Fruitvale Quick Build	4035	\$25,000	\$25,000	\$0		\$0
IDEA - Concord: Concord Blvd, Clayton Rd & Willow Pass Rd	4202	\$589,000	\$0	\$589,000	\$589,000	\$0
IDEA - Walnut Creek: Various Locations	4202	\$621,000	\$73,156	\$547,844	\$547,844	(\$0)
IDEA - Concord Blvd, Clayton Rd & Willow Pass Rd	4202	\$144,000	\$143,538	\$462		\$462
Richmond-San Rafael Bridge Bicycle Access	4202	\$500,000	\$484,668	\$15,332		\$15,332
Richmond-San Rafael Bridge Forward	4202	\$1,046,000	\$157,570	\$888,430	\$752,702	\$135,728
Napa Valley Transportation Demand Strategies	4202	\$1,100,000	\$430,000	\$670,000	\$260,000	\$410,000
<b>MTC Exchange Expenditures - Total</b>		<b>\$63,015,000</b>	<b>\$36,022,762</b>	<b>\$26,992,238</b>	<b>\$25,060,835</b>	<b>\$1,931,403</b>

Balances				
		<b>\$138,152,213</b>	<b>\$21,738,844</b>	<b>\$116,413,369</b>

\*These two exchange agreements were made possible by advancing approximately \$140 million of federal One Bay Area Grant (OBAG) funding, or nearly one year's worth of our regional share of federal apportionment of STP/CMAQ funding. Repayment of these two agreements with non-federal funds will be used to backfill OBAG program capacity and does not represent additional OBAG program capacity.

**Bay Area Forward Capital Budgets  
FY 2023-24**

Date May 24 2023  
Attachment D

	Actuals Life-to-Date (LTD) 02/28/2023	FY 2022-23 Amendment No. 1 Life To Date	FY 2023-24 Draft	FY 2023-24 Life To Date
<b>Bay Area Forward - Project Delivery</b>				
<b>Bay Bridge Forward 2016 (2656)</b>				
<b>Revenue:</b>				
Surface Transportation Block Grant (STBG)	\$ 44,453	\$ 1,299,819	\$ 387,430	\$ 1,687,249
Service Authority for Freeways and Expressways (SAFE)	25,000	6,231,144	-	6,231,144
Congestion Mitigation and Air Quality (CMAQ)	41,178	-	756,813	756,813
Exchange	123,557	3,900,000	-	3,900,000
Bay Area Toll Authority (BATA) Rehabilitation	597,327	600,000	-	600,000
Bay Area Toll Authority (BATA) Regional Measure 2	-	17,866,000	700,000	18,566,000
<b>Total Revenue</b>	<b>\$ 840,015</b>	<b>\$ 29,896,963</b>	<b>\$ 1,844,243</b>	<b>\$ 31,741,206</b>
<b>Expense:</b>				
Staff Costs	\$ 85,795	\$ 50,181	\$ 387,430	\$ 437,611
Consultants	769,761	29,846,782	1,456,813	31,303,595
<b>Total Expense</b>	<b>\$ 855,557</b>	<b>\$ 29,896,963</b>	<b>\$ 1,844,243</b>	<b>\$ 31,741,206</b>
<b>Bay Bridge Forward 2020 (2657)</b>				
<b>Revenue:</b>				
Surface Transportation Block Grant (STBG) - New Regional Measure 2 (RM2) Capital	\$ 435,408	\$ 10,749,675	\$ 4,450,000	\$ 15,199,675
Congestion Mitigation and Air Quality (CMAQ)		4,825,455	-	4,825,455
Bay Area Toll Authority (BATA) Local Partnership		12,709,362	-	12,709,362
Bay Area Toll Authority (BATA) Rehabilitation		5,000,000	(5,000,000)	-
Alameda County Transportation Commission (ACTC)	900,716	2,000,000	-	2,000,000
	737,626	20,757,833	-	20,757,833
<b>Total Revenue</b>	<b>\$ 2,073,751</b>	<b>\$ 56,042,325</b>	<b>\$ (550,000)</b>	<b>\$ 55,492,325</b>
<b>Expense:</b>				
Staff Costs	\$ 95,524	\$ 124,675	\$ -	\$ 124,675
Construction Implementation			-	-
Consultants	2,038,390	55,917,650	(550,000)	55,367,650
<b>Total Expense</b>	<b>\$ 2,133,914</b>	<b>\$ 56,042,325</b>	<b>\$ (550,000)</b>	<b>\$ 55,492,325</b>
<b>Bay Area Forward - Richmond San Rafael Forward (2658)</b>				
<b>Revenue:</b>				
Surface Transportation Block Grant (STBG)	\$ 35,154	\$ 55,812	\$ -	\$ 55,812
Active Transportation Program (Cycle 5)			4,302,000	4,302,000
Exchange	-	1,146,000	-	1,146,000
<b>Total Revenue</b>	<b>\$ 35,154</b>	<b>\$ 1,201,812</b>	<b>\$ 4,302,000</b>	<b>\$ 5,503,812</b>
<b>Expense:</b>				
Staff Costs	\$ 35,688	\$ 55,812	\$ -	\$ 55,812
Consultants	-	222,000	4,302,000	4,524,000
<b>Total Expense</b>	<b>\$ 35,688</b>	<b>\$ 277,812</b>	<b>\$ 4,302,000</b>	<b>\$ 4,579,812</b>
<b>Bay Area Forward - Freeway Performance Initiative I-680 (2659)</b>				
<b>Revenue:</b>				
Surface Transportation Block Grant (STBG)	-	14,000,000	-	14,000,000
<b>Total Revenue</b>	<b>\$ -</b>	<b>\$ 14,000,000</b>	<b>\$ -</b>	<b>\$ 14,000,000</b>
<b>Expense:</b>				
Staff Costs	\$ -	\$ -	\$ -	\$ -
Consultants		14,000,000	-	14,000,000
<b>Total Expense</b>	<b>\$ -</b>	<b>\$ 14,000,000</b>	<b>\$ -</b>	<b>\$ 14,000,000</b>

	Actuals Life-to-Date (LTD) 02/28/2023	FY 2022-23 Amendment No. 1 Life To Date	FY 2023-24 Draft	FY 2023-24 Life To Date
<b>Bay Area Forward - Freeway Performance Initiative I-880 (2660)</b>				
<b>Revenue:</b>				
Surface Transportation Block Grant (STBG)	\$ 552,044	\$ 3,725,115	\$ -	\$ 3,725,115
Congestion Mitigation and Air Quality (CMAQ)		3,296,800		3,296,800
<b>Total Revenue</b>	<b>\$ 552,044</b>	<b>\$ 7,021,915</b>	<b>\$ -</b>	<b>\$ 7,021,915</b>
<b>Expense:</b>				
Staff Costs	\$ 53,719	\$ 61,440	\$ -	\$ 61,440
Consultants	502,242	6,960,475		6,960,475
<b>Total Expense</b>	<b>\$ 555,961</b>	<b>\$ 7,021,915</b>	<b>\$ -</b>	<b>\$ 7,021,915</b>
<b>Bay Area Forward - Freeway Performance Initiative US - 101 (2661)</b>				
<b>Revenue:</b>				
Congestion Mitigation and Air Quality (CMAQ)	\$ 40,475	\$ 3,000,000	\$ 400,000	\$ 3,400,000
Surface Transportation Block Grant (STBG)	51,231	2,467,440	-	2,467,440
<b>Total Revenue</b>	<b>\$ 91,706</b>	<b>\$ 5,467,440</b>	<b>\$ 400,000</b>	<b>\$ 5,867,440</b>
<b>Expense:</b>				
Staff Costs	\$ 55,547	\$ 61,440	\$ -	\$ 61,440
Consultants	40,475	5,406,000	400,000	5,806,000
<b>Total Expense</b>	<b>\$ 96,022</b>	<b>\$ 5,467,440</b>	<b>\$ 400,000</b>	<b>\$ 5,867,440</b>
<b>Bay Area Forward - Dumbarton Forward (2662)</b>				
<b>Revenue:</b>				
Surface Transportation Block Grant (STBG)/(New)	\$ 244,752	\$ 7,350,361	\$ -	\$ 7,350,361
Regional Measure 2 (RM2) Capital		4,800,000	-	4,800,000
<b>Total Revenue</b>	<b>\$ 244,752</b>	<b>\$ 12,150,361</b>	<b>\$ -</b>	<b>\$ 12,150,361</b>
<b>Expense:</b>				
Staff Costs	\$ 87,754	\$ 100,361	\$ -	\$ 100,361
Consultants	157,614	12,050,000		12,050,000
<b>Total Expense</b>	<b>\$ 245,368</b>	<b>\$ 12,150,361</b>	<b>\$ -</b>	<b>\$ 12,150,361</b>
<b>Bay Area Forward - Napa Forward (2663)</b>				
<b>Revenue:</b>				
Surface Transportation Block Grant (STBG)/(New)	1,146,236	20,662,600	-	20,662,600
<b>Total Revenue</b>	<b>\$ 1,146,236</b>	<b>\$ 20,662,600</b>	<b>\$ -</b>	<b>\$ 20,662,600</b>
<b>Expense:</b>				
Staff Costs	\$ 161,800	\$ 161,800	\$ -	\$ 161,800
Consultants	986,494	20,500,800	-	20,500,800
<b>Total Expense</b>	<b>\$ 1,148,294</b>	<b>\$ 20,662,600</b>	<b>\$ -</b>	<b>\$ 20,662,600</b>
<b>Bay Area Forward - SR 37 Sears Point to Mare Island Improvement Project (2664)</b>				
<b>Revenue:</b>				
Senate Bill (SB) 170 Caltrans		\$ -	\$ 4,000,000	\$ 4,000,000
Regional Measure 3	-	-	6,000,000	6,000,000
<b>Total Revenue</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 10,000,000</b>	<b>\$ 10,000,000</b>
<b>Expense:</b>				
Staff Costs	\$ -	\$ -	\$ -	\$ -
Consultants	-	-	10,000,000	10,000,000
<b>Total Expense</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 10,000,000</b>	<b>\$ 10,000,000</b>
<b>Total Revenue Bay Area Forward</b>	<b>\$ 4,983,657</b>	<b>\$ 146,443,416</b>	<b>\$ 15,996,243</b>	<b>\$ 162,439,659</b>
<b>Total Expense Bay Area Forward</b>	<b>5,070,803</b>	<b>145,519,416</b>	<b>15,996,243</b>	<b>161,515,659</b>



**Clipper Budget  
FY 2023-24 Budget**

Date May 24 2023  
Attachment E

**Clipper 1 Operating:**

	Actuals as of 2/28/2023	FY 2022-23 Amendment No. 1	FY 2023-24 Draft Budget	Change \$ Increase/(Decrease)
<b>Revenue:</b>				
Regional Measure 2 (RM2)	\$ 1,345,300	\$ 3,209,807	\$ 3,988,344	\$ 778,537
State of Good Repair (SGR)	-	68,188	390,133	321,945
State Transit Assistance (STA)	5,495,318	10,000,000	7,700,000	(2,300,000)
Coronavirus Aid, Relief and Economic Security Act (CARES)	-	-	120,000	120,000
Inactive Accounts	-	-	5,000,000	5,000,000
Miscellaneous	-	-	-	-
Float Account Interest	2,107,735	1,500,000	500,000	(1,000,000)
Transit Operators	7,092,266	12,515,000	14,000,000	1,485,000
<b>Total Revenue</b>	<b>\$ 16,040,619</b>	<b>\$ 27,292,995</b>	<b>\$ 31,698,477</b>	<b>\$ 4,405,482</b>
<b>Expense:</b>				
Staff cost	\$ 357,361	\$ 597,470	\$ 864,077	\$ 266,607
General Operations	13,252,126	488,162	114,400	(373,762)
Clipper Operations	338,347	26,207,362	30,720,000	4,512,638
<b>Total Expense</b>	<b>\$ 13,947,834</b>	<b>\$ 27,292,994</b>	<b>\$ 31,698,477</b>	<b>\$ 4,405,483</b>

**Clipper 2 Operating:**

	Actuals as of 2/28/2023	FY 2022-23 Amendment No. 1	FY 2023-24 Draft Budget	Change \$ Increase/(Decrease)
<b>Revenue:</b>				
Regional Measure 2 (RM2)	\$ 1,023,606	\$ 1,790,193	\$ 2,308,627	\$ 518,434
State of Good Repair (SGR)	1,845,027	9,893,309	4,598,027	(5,295,282)
State Transit Assistance (STA)	-	-	-	-
Low Carbon Transit Operations (LCTOP)	-	-	6,000,000	6,000,000
Clipper Cards	-	4,255,000	2,750,000	(1,505,000)
Inactive Accounts	-	-	2,000,000	2,000,000
Miscellaneous	-	-	-	-
Float Account Interest	-	-	600,000	600,000
Transit Operators	974,244	8,030,000	14,844,108	6,814,108
<b>Total Revenue</b>	<b>\$ 3,842,877</b>	<b>\$ 23,968,502</b>	<b>\$ 33,100,762</b>	<b>\$ 9,132,260</b>
<b>Expense:</b>				
Staff cost	\$ 577,330	\$ 987,702	\$ 1,300,362	\$ 312,660
General Operations	278	10,400	10,400	\$ -
Clipper 2 Operations	3,466,133	22,970,400	31,790,000	8,819,600
<b>Total Expense</b>	<b>\$ 4,043,741</b>	<b>\$ 23,968,502</b>	<b>\$ 33,100,762</b>	<b>\$ 9,132,260</b>

**Clipper 1 Capital:**

	Actuals Life-to-Date (LTD) 2/28/2023	FY 2022-23 Amendment No. 1	FY 2023-24 Draft Budget	FY 2023-24 Life-To-Date (LTD)
<b>Revenue:</b>				
Congestion Mitigation and Air Quality (CMAQ)	\$ 67,064,250	\$ 65,048,448	\$ -	\$ 65,048,448
Clipper Cards	28,243,830	27,031,267	1,204,386	28,235,653
Low Carbon Transit Operations (LCTOP)	7,467,202	8,224,373	176,198	8,400,571
American Recovery and Reinvestment Act (ARRA)	11,167,891	11,167,891	-	11,167,891
Federal Transit Administration (FTA)	25,777,110	14,098,770	26,369	14,125,139
Surface Transportation Block Grant (STBG)	35,314,796	31,790,753	-	31,790,753
State Transit Assistance (STA)	26,515,452	21,946,540	-	21,946,540
Proposition 1B	1,045,170	1,115,383	-	1,115,383
San Francisco Municipal Transportation Agency (SFMTA)	4,253,603	8,005,421	-	8,005,421
Golden Gate Bridge, Highway & Transportation District (GGBHTD)	2,799,165	2,975,000	-	2,975,000
Bay Area Rapid Transit (BART)	527,378	725,000	-	725,000
Exchange Fund	7,573,878	7,573,878	-	7,573,878
Bay Area Toll Authority (BATA)	29,953,905	26,520,751	-	26,520,751
Transit Operators	5,373,183	11,779,437	-	11,779,437
Water Emergency Transportation Authority (WETA)	657,307	603,707	-	603,707
Sales Tax	890,216	890,216	-	890,216
Clipper Escheatment	-	218,251	-	218,251
<b>Total Revenue</b>	<b>\$ 254,624,336</b>	<b>\$ 239,715,086</b>	<b>\$ 1,406,954</b>	<b>\$ 241,122,039</b>

**Expense:**

Staff Costs	\$ 16,429,561	\$ 16,187,387	\$ 406,954	\$ 16,594,340
Equipment	128,548,759	48,726,873	1,000,000	49,726,873
Consultants	72,611,761	174,800,826	-	174,800,826
<b>Total Expense</b>	<b>\$ 217,590,081</b>	<b>\$ 239,715,086</b>	<b>\$ 1,406,954</b>	<b>\$ 241,122,039</b>

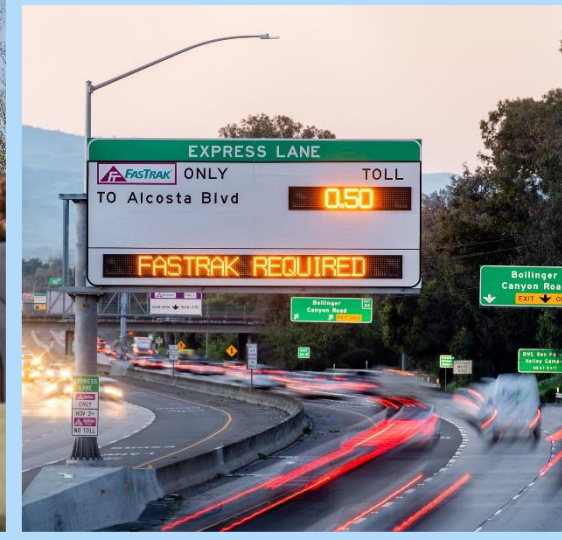
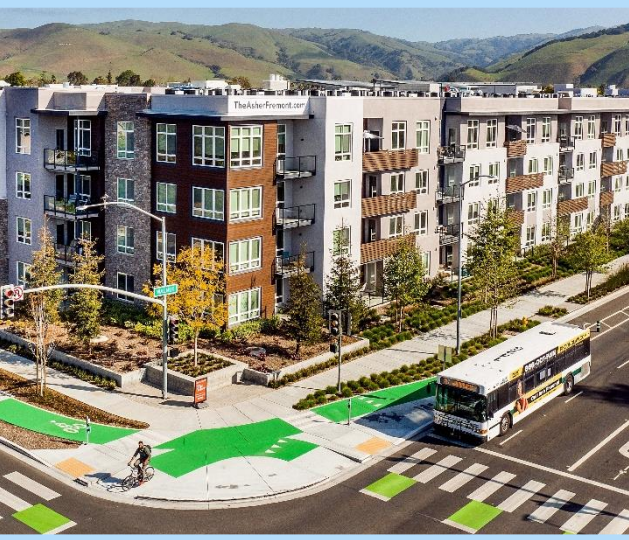
**Clipper 2 Capital:**

	Actuals Life-to-Date (LTD) 2/28/2023	FY 2022-23 Amendment No. 1	FY 2023-24 Draft Budget	FY 2023-24 Life-To-Date (LTD)
<b>Revenue:</b>				
Surface Transportation Block Grant (STBG)	\$ 9,477,616	\$ 9,477,616	\$ 250,000	\$ 9,727,616
Federal Transit Administration (FTA)	61,480,793	176,438,364	-	176,438,364
Prop 1B/LCTOP	349,150	-	96,857	96,857
Congestion Mitigation and Air Quality (CMAQ)	730,642	1,621,068	-	1,621,068
BATA	22,369,101	22,859,802	-	22,859,802
State of Good Repair (SGR)	25,866,580	54,496,690	8,037,328	62,534,017
State Transit Assistance (STA)	2,884,592	8,989,992	3,065,000	12,054,992
Clipper Cards	-	7,000,000	5,000,000	12,000,000
Low Carbon Transit Operations (LCTOP)	-	452,961	-	452,961
Inactive Cards	-	135,000	-	135,000
Quickstrike	-	-	-	-
<b>Total Revenue</b>	<b>\$ 123,158,475</b>	<b>\$ 281,471,493</b>	<b>\$ 16,449,185</b>	<b>\$ 297,920,678</b>

**Expense:**

Staff Costs	\$ 13,810,591	\$ 17,603,938	\$ 2,584,185	\$ 20,188,123
Equipment	47,755,798	7,591,903	3,500,000	11,091,903
Consultants	13,378,459	256,275,652	10,365,000	266,640,652
<b>Total Expense</b>	<b>\$ 74,944,848</b>	<b>\$ 281,471,493</b>	<b>\$ 16,449,185</b>	<b>\$ 297,920,678</b>





# FY 2023-24 MTC Operating and Capital Budget



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Date: May 24, 2023

Presenter: Derek Hansel, CFO



# FY 2023-24 Budget Calendar

- **May 24th – Commission Meeting**
  - FY 2023-24 Draft Operating and Capital Budgets
- **Week of June 12th – Committee Meetings (if necessary)**
  - FY 2023-24 Final Operating and Capital Budgets
- **June 28th – Commission Meeting**
  - FY 2023-24 Final Operating and Capital Budgets

# FY 2023-24 Budget Assumptions

- **Revenue Budget Assumptions**

- TDA budget projections up by 7% in comparison to FY 2022-23
  - Actuals for FY 2022-23 6% higher than anticipated
- Interest yield 2.3%
- Increase in federal and state grant funding is primarily OBAG 3 and REAP 2.0

- **Expenditure Budget Assumptions**

- 386 Full Time Equivalent (FTE)
  - 4.5% cost of living adjustment
- Additional work for final proposed budget
  - Reserve schedules

# Continuing and New Operating Concerns

- MTC faces headwinds including:
  - High inflation over past 2 ½ years
  - Higher interest rates
  - Crisis in confidence (e.g., regional bank failures)
  - Federal debt limit (extension or consequences of not extending)
  - BATA toll revenue recovery from pandemic



# Metropolitan Transportation Commission (MTC)



# MTC Draft FY 2023-24 Operating Budget

## Operating Revenue Sources

Federal grants (OBAG 3)  
REAP 2.0

## Operating Expense

Salary & Benefits - COLA (4.5%) based on negotiated MOU  
Contractual Services – increases in project funding

## Reserves

Transfer from reserve to fund capital project – ERP System - not included

	FY 2022-23 Budget (thousands)	FY 2023-24 Budget (thousands)	% Change
Revenue			
Federal Grants	\$226,000	\$194,880	(14)%
State Grants	24,437	94,497	287%
Local	6,127	29,625	384%
Transfers	\$5,422	7,049	30%
Other	39,560	44,931	1%
<b>Total Revenue</b>	<b>\$301,546</b>	<b>\$370,983</b>	<b>23%</b>
Expense			
Salary & Benefits	\$45,993	\$52,619	14%
General Operations	4,043	4,821	19%
Contract Services	244,229	304,624	25%
Other	6,943	7,736	11%
<b>Total Expense</b>	<b>\$301,209</b>	<b>\$369,801</b>	<b>23%</b>
<b>Operating Surplus/(Deficit)</b>	<b>\$336</b>	<b>\$1,182</b>	<b>251%</b>

# FY 2023-24 Staffing

- 386 full time staff (including term-limited positions)
- 16 new positions to support:
  - Administrative needs for MTC's growing portfolio, including information technology, procurement, finance, legal, and human resources
  - Implementation of the \$4.5B RM 3 expenditure plan
  - Regional forecasting for PBA 50+
  - Implementation of Regional Network Management
  - Staffing for enterprise operations (Express Lanes, BATA, Clipper)

# MTC FY 2023-24 Draft Capital Budget

Does not include ERP system replacement

Capital Projects	FY 2022-23 Budget (thousands)	FY 2023-24 Budget (thousands)
<b>Revenue:</b>		
Transfer from Operating Reserve	\$910	\$3,066
<b>Total Revenue</b>	<b>\$910</b>	<b>\$3,066</b>
<b>Expenses:</b>		
Security Upgrades	\$100	\$100
Hardware Deployment Program	150	220
SCCM and MAC Management Project	80	80
Veeam Backup Server	15	15
Vsphere Enterprise/VMware ESXI/Vcenter - Desktop, Modelling Server Replacement	80	100
Hardware Support -OOW / Recovery	10	10
Hardware Replacement (GIS)	-	16
Hardware - Monitors	-	25
Committee Packet Automation System	-	2,500
ERP Planning and Discovery	275	-
Contract and Procurement Routing Module	200	-
<b>Total Expenses</b>	<b>\$910</b>	<b>\$3,066</b>



# MTC Draft FY 2023-24 Budget Bay Area Forward

- Bridge capital projects improving bridge and freeway operations
- Funding for these projects come from a variety of federal, state and local sources
- New projects for FY 2023-24 (millions):  
SR 37 \$10M

	FY 2022-23 (LTD) (thousands)	FY 2023-24 (thousands)	Total (LTD)
Bay Bridge (2016)	\$29,897	\$1,844	\$31,741
Bay Bridge (2020)	56,042	(550)	55,492
RSR	1,202	4,302	5,504
FPI – 680	14,000	--	14,000
FPI – 880	7,022	--	7,022
FPI – US 101	5,467	400	5,867
Dumbarton Forward	12,150	--	12,150
Napa Forward	20,663	--	20,663
SR 37	--	10,000	10,000
<b>Total LTD Budget</b>	<b>\$146,443</b>	<b>\$15,996</b>	<b>\$162,439</b>

# CLIPPER



# Clipper FY 2023-24 Draft Operating Budget

- Operating costs increase for both Clipper I and II operations
  - Increased transactions/usage of the current Clipper system
- Clipper will operate parallel systems of Clipper I and Clipper II until Clipper II will be Revenue Ready expected in FY 2024
- More funds from inactive accounts will be used

	FY 2022-23 APPROVED BUDGET (MILLIONS)	FY 2023-24 DRAFT BUDGET (MILLIONS)	CHANGE
<b>Revenue</b>			
RM2	\$5.0	\$6.3	26%
STA	10.0	7.7	(23%)
SGR	10.0	5.0	(50%)
CARES	0.0	0.1	100%
LCTOP	0.0	6.0	100%
Clipper Cards	4.3	2.8	(35%)
Inactive Accounts	0.0	7.0	100%
Float Account Interest	1.5	1.1	(27%)
Operators	20.5	28.8	40%
<b>Total Revenue</b>	<b>\$51.3</b>	<b>\$64.8</b>	<b>26%</b>
<b>Expense</b>			
Staff	2.1	2.3	10%
Operations	49.2	62.5	27%
<b>Total Expense</b>	<b>\$51.3</b>	<b>\$64.8</b>	<b>26%</b>

# Clipper Draft FY 2023-24 Capital Budget

## Clipper I

Total Budget FY 2023-24 (LTD) \$241 million

FY 2023 (LTD) \$239.7 million

Additions FY 2023-24 \$1.3 million

Majority for equipment and capital consultants (\$ 1 million) funded by card sales

## Clipper II

Total Budget FY 2023-24 (LTD) \$297.9 million

FY 2023 (LTD) \$281.5 million

Additions FY 2023-24 \$ 16.4 million

Staff \$ 2.6 million

Equipment \$ 3.5 million

Fare card fulfillment, ticket support

Consultants/Contracts \$10.3 million

For next generation system license support, paratransit integration, fare media supplier, system integration and regional transit connection support funded

These are funded by FTA, SGR, STA, card sales and LCTOP